



**OPEN MEETING NOTICE**  
**TOTAL TRANSPORTATION POLICY COMMITTEE**  
Commissioner Janeé Hanzlick, Kansas Co-Chair  
Mayor Leonard Jones, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, January 16, 2024, 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: December 19, 2023 Meeting Summary\*
3. VOTE: 2024 1st Quarter Amendment to the 2024-2028 Transportation Improvement Program\*
4. VOTE: 2024 Unified Planning Work Program – Amendment #1\*
5. VOTE: 2024 Special Amendment #1 to the 2024-28 Transportation Improvement Program\*
6. VOTE: 2024 Unified Planning Work Program – Amendment #2\*
7. REPORT: Regional Electric Vehicle Readiness Plan
8. REPORT: Transportation Planning Committee Work Plans
9. REPORT: Connected KC 2050 Regional Survey
10. REPORT: Call for Functional Class System Updates
11. REPORT: Annual Attendance Report
12. REPORT: Annual Policy Review
13. Other Business
14. Adjourn

*\*Action Items*

***The meeting will be open to the public in person or via teleconference.*** Members of the public who wish to participate in the teleconference please email [transportation@marc.org](mailto:transportation@marc.org) by Noon on Monday January 15, 2024, for instructions.

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

**Total Transportation Policy Committee**  
**December 20, 2023**  
**Meeting Summary**

**Members, Alternates Present-Representing**

Co-Chair Commissioner Janeé Hanzlick,  
Johnson County, KS  
Co-Chair Mayor Leonard Jones, Jackson  
County, MO Municipalities  
Cecelie Cochran, FHWA-MO  
Thomas Cole, Leavenworth County, KS  
Councilmember Fred DeMoro, Lee's Summit,  
MO  
AJ Farris, KCATA  
Tom Gerend, Kansas City Streetcar Authority  
Jeff Hardy, MoDOT  
A.J. Herrmann, Kansas City, MO  
Mary Jaeger, Olathe, KS  
Lee Kellenberger, Johnson County, KS  
Matt Kleinmann, HETF Wyandotte County  
Paul Kramer, Leavenworth County, KS  
Municipalities  
Mayor Norman Larkey, Cass County, MO  
Municipalities  
Lane Massey, Johnson County, KS Municipalities  
Mayor Mike McDonough, Jackson County, MO  
Municipalities  
Janet McRae, Miami County, KS  
Wes Minder, Platte County, MO  
Mike Moriarty, KDOT  
Matt Nolker, Ray County, MO  
Commissioner Jerry Nolte, Clay County, MO  
Adam Norris, Independence, MO  
Tawn Nugent, WTS  
Michael Park, Lee's Summit, MO  
Josh Powers, Johnson County, KS  
Eric Rogers, BikeWalkKC  
Mayor John Smedley, Platte County, MO  
Municipalities  
Michael Spickelmier, Leavenworth County, KS  
Municipalities  
Chad Thompson, Kansas City, MO  
Doug Wesselschmidt, Jackson County, MO  
Municipalities  
Beth Wright, Olathe, KS  
Sabin Yanez, Northland Regional Chamber of  
Commerce

**Others Present**

Alysen Abel, Garver  
Allison Buchwach, HNTB  
AJ Byrd, MoDOT  
John Findlay, Liberty, MO  
Randy Gorton, BHC  
Art Gough  
Mark Green, Independence, MO  
Mark Hoppe, Affinis  
Krystal Jolly, MoDOT  
Sarah Long, MoDOT  
Jeff McKerrow, Kimley-Horn  
Ron McLinden  
Davonna Moore-Edeh, CDM Smith  
Andrew Ngui, Kansas City, MO  
Allison Smith, KDOT  
Jacob Speer, Spring Hill, KS  
Krystal Voth, Basehor, KS  
Dan Weitkamp, FHWA-MO  
Marisela Ward, MoDOT  
Brett Wood, GBA  
Juan Yin, MoDOT  
Greg Youell, Felsburg Holt & Ullevig

**MARC Staff Present**

Ron Achelpohl, Director of Transportation &  
Environment  
Megan Broll, Transportation Program Assistant  
Beth Dawson, Principal Planner  
Raymart Dinglas, Public Affairs Coordinator II  
Nordia Epps, Media Planning and Buying  
Coordinator  
Jonathan Feverston, Transportation Planner I  
Marc Hansen, Principal Planner  
Alicia Hunter, Transportation Planner III  
Tom Jacobs, Environmental Programs Director  
Martin Rivarola, Asst. Director of  
Transportation & Land Use  
Patrick Trouba, Transportation Planner II  
Ryan Umberger, Transportation Planner II  
Ray Webb, Manager of Traffic Operations,  
Operation Green Light  
Selina Zapata Bur, Principal Planner

**1) *Welcome/Introductions***

Kansas Co-Chair Commissioner Janeé Hanzlick confirmed a quorum and called the meeting to order. Online guests were asked to introduce themselves in the chat, and self-introductions for in-person attendees followed.

NOTE: Due to a server outage, some virtual attendees had difficulty joining the meeting after 10:00am. New links to the meeting were provided on request.

**2) *Approval of November 21, 2023, Meeting Summary***

Co-Chair Hanzlick called for a motion to approve the November 21, 2023 Total Transportation Policy Committee (TTPC) meeting summary.

**Committee Action:**

**Mayor John Smedley moved to approve the meeting summary. Janet McRae seconded the motion and the motion passed.**

**3) *VOTE: 2024 Unified Planning Work Program - Amendment #1***

Principal Planner Marc Hansen shared the proposed amendment to the Unified Planning Work Program (UPWP), which adds two new projects led by Johnson County Transit and the City of Grandview, respectively. Descriptions of each project were included in the meeting packet.

**Committee Action:**

**Mayor John Smedley moved to approve releasing Amendment #1 to the 2024 UPWP for public review and comment, and Josh Powers seconded the motion. The motion passed unanimously.**

**4) *VOTE: 2024 1st Quarter Amendment to the 2024-2028 Transportation Improvement Program***

Mr. Hansen shared recent proposed changes to the 2024-2028 Transportation Improvement Program (TIP), noting both the seven new/modified projects included in the meeting packet, as well as eight late additions: KDOT submitted seven projects for inclusion in the amendment (two new projects and six modified), and Kansas City, MO also submitted a project update. In total, fifteen projects are included in the proposed amendment. Details of all projects are available for review on MARC's website at: [www.marc.org/TIP](http://www.marc.org/TIP).

**Committee Action:**

**Eric Rogers moved to approve releasing the amendment to the 2024-2028 TIP for public review and comment, and Mayor John Smedley seconded the motion. The motion passed.**

**5) *VOTE: Public Participation Plan Update***

Transportation Planner I Jonathan Feverston reviewed the Public Participation Plan (PPP) update process, and highlighted changes from the previous version. Language in the plan was added or amended to address social media, newspapers, and online engagement tools, and the plan was updated to reflect engagement techniques that promote regional partnerships and ongoing education efforts about transportation planning topics. The PPP is updated every three years. In October, the draft plan was released and promoted for public review and comment, but no comments were received.

A member of the public expressed concern at the meeting about how MARC encourages residents to attend committee meetings. Mr. Feverston responded with a variety of

opportunities and methods for participation, and Co-Chair Hanzlick echoed the interest for increasing participation, noting MARC can provide opportunities to participate but cannot control the motivation of the public.

**Committee Action:**

Tawn Nugent moved to approve the Public Participation Plan Update as presented, and Janet McRae seconded the motion. The motion passed.

**6) VOTE: 2024 Safety Performance Management (Safety PM1) Targets and 2023 Destination Safe Media Campaign**

Alicia Hunter, Transportation Planner III presented the 2024 Safety Performance Management (Safety PM1) targets for traffic safety, which are updated on an annual basis. These targets are developed regionally (instead of by state) to better align with trends in the Kansas City region. Consistent with 2023 PM1 target setting and in alignment with Destination Safe targets for the 2022-2027 Transportation Safety Plan, MARC used target methodology of Zero by 2050 (zero fatalities and serious injuries for vehicle and non-motorized crashes) and a 1% increase of vehicle miles traveled (VMT). Ms. Hunter shared details on the target-setting process and applicable regulations, noting MARC uses a 5-year rolling average to determine Safety PM1 targets for fatalities, serious injuries, and non-motorized fatalities/serious injuries.

The committee confirmed the region covered by the data and asked about reduction efforts; Ms. Hunter responded with information about how targets are used to develop performance measures and methods such as educational campaigns. The committee discussed how statistics may be impacted by recent changes in vehicles (such as e-bikes, higher profile trucks, and proliferation of electronic devices in vehicles) and increases in pedestrian activity. Ms. Hunter clarified that targets are not framed as decreasing by a certain percentage each year, but that rolling averages develop the whole-number targets in accordance with the Zero by 2050 methodology (though other Metropolitan Planning Organizations may utilize percentages). Director of Transportation and Environment Ron Achelpohl shared that MARC recently received a Safe Streets for All grant to help fund a vulnerable road user assessment to study traffic fatalities in the region. A safety data dashboard is available on the MARC website, which allows for a mapping component and provides additional data about crashes (<https://www.marc.org/transportation-transportation-programs/destination-safe/transportation-safety-data-dashboard>).

**Committee Action:**

Mayor Mike McDonough moved to approve the 2024 Safety Performance Management Targets, and Mayor John Smedley seconded the motion. The motion passed.

Ms. Hunter continued her presentation on safety, sharing the Destination Safe Coalition's media outreach campaign. The goal of the campaign is to use targeted marketing to promote educational and informational traffic safety awareness in an effort to reduce traffic fatalities and serious injuries. Ms. Hunter shared details on the funding of the campaign, types of advertisements used, and estimated reach. Information from the campaign's final report will be used along with crash data to develop another campaign strategy for 2024.

The committee discussed the need for driver's education and language options for messaging. MARC staff noted that Destination Safe is a group of over 50 organizations, some of which have a focus on specific groups like young or new drivers, and that MARC's media campaign is not the only mechanism to share safety information with the public.

**7) VOTE: Congestion Management Policy & Toolbox Update**

MARC Principal Planner Selina Zapata Bur reviewed the update process for the Congestion Management Policy (CMP), and reviewed the recent changes to the draft plan based on feedback from the Highway Committee. Ms. Zapata Bur clarified that the policy on single occupancy vehicle (SOV) capacity projects applies to continuous distances of one-half mile or more on facilities classified as a minor collector or higher. Ms. Zapata Bur also noted additional references included in the policy and an update that allows project sponsors to specify if a project is too early in the planning process to complete the SOV Capacity Analysis Worksheet. There were no new updates to the CMP Toolbox since it was last presented to the TTPC, but MARC staff are working to develop additional tools, resources, and examples of implemented strategies for project sponsors.

**Committee Action:**

Mayor John Smedley moved to approve the Congestion Management Policy & Toolbox Update, and Tawn Nugent seconded the motion. The motion passed.

**8) VOTE: Fall 2023 Functional Classification System Updates**

MARC follows an established schedule of two updates per year on the Functional Classification system of roadways within its planning boundaries. Alicia Hunter reviewed the Fall 2023 call for Functional Classification changes, which included 249 new requests (an uncommonly high number). 215 of the requests were from the Unified Government of Wyandotte County and Kansas City, KS (UG) who made these requests to align with the classifications of their GoDotte Mobility Strategy Plan. At the conclusion of dedicated work sessions between KDOT, UG, and MARC, a consensus was reached on the recommendations of UG's requests. Of all requests across the region, 77% were approved, 5% were approved with modification, 7% were withdrawn, and 11% were denied. Ms. Hunter reviewed reasons for recommendations, including specific examples. The final list of Functional Classification changes is available on the MARC website at: <https://www.marc.org/transportation/metropolitan-planning/roadway-functional-classification-system>. In response to committee questions, Ms. Hunter specified that multi-modal facilities such as sidewalks along a roadway are taken into consideration when reviewing higher classification roadways. Differences in classifications help sets design standards and expectations, and can set guidelines for prioritizing funding and project selection.

**Committee Action:**

Tawn Nugent moved to approve the Fall 2023 Functional Classification System Updates, and Dick Jarrold seconded the motion. The motion passed.

**9) REPORT: 2023 Performance Measures Report**

MARC is required to establish targets for and monitor progress related to Safety, Pavement and Bridge Condition, Transit Safety and Transit Asset Management, and System Performance of the National Highway System (NHS), Freight, and Congestion Mitigation Air Quality (CMAQ). MARC also examines performance of voluntary regional performance measures, such as transit accessibility, daily vehicle miles traveled (VMT) per capita, and other metrics.

Safety remains one of the largest concerns in the region; safety performance measures include fatalities and serious injuries, and although there was a decrease in fatalities, neither the fatality rate nor serious injury rate targets were met in 2022. If this decrease continues into 2023, number of fatalities may be able to meet its target, but most safety targets are not on track to be met in 2023. Non-motorized fatalities and serious injuries have seen a steady

incline in the past six years, and Ms. Zapata Bur noted the recently awarded Safe Streets For All grant will help identify specific priorities to target these concerns.

Ms. Zapata Bur also reported most infrastructure conditions are on track to meet their targets, with the exception of non-interstate pavement conditions; both interstate and non-interstate pavement conditions are worsening (with non-interstate pavement already worse than the 2023 target). Ms. Zapata Bur also briefly reviewed the highs and lows of several voluntary measures included in the report. Additional information about performance measures and the full report are available on the MARC website at: <https://www.marc.org/transportation/metropolitan-planning/performance-measures>.

A member of the committee asked how the MARC region's targets compare to national trends, and Ms. Zapata Bur clarified that performance measures are currently compared against Missouri and Kansas trends in coordination with their respective state DOTs. Mr. Achelpohl confirmed that required safety targets are not set nationally but at state and regional levels. Failure to meet targets could impact how states are allowed to program funding.

**10) REPORT: KCI Airport Public Transit Action Plan**

Jeff McKerrow of Kimley-Horn and Associates presented to the committee on the Kansas City International (KCI) Airport Public Transit Services Action Plan. This effort has evaluated public transit options to serve transportation needs to and from the airport, focusing on options that can be implemented in the short-term and scaled up for larger events such as the upcoming FIFA World Cup. The six-month process so far has included assessing market opportunities and needs (for both employees/residents and travelers), possible service modes, and potential implementation strategies across the region. Mr. McKerrow shared details from the assessment and different scenarios of implementation, including cost estimates and funding, accessibility, and scalability. He outlined future steps for the action plan, such as identifying a lead agency or jurisdiction to direct implementation, coordinating funding and service operators, identifying specific service locations, advertising, and beginning operations.

**11) REPORT: Operation Green Light Program and USDOT SMART Grant Update**

Ray Webb, Manager of Traffic Operations and Operation Green Light, reviewed the Operation Green Light (OGL) program, which partners with 27 operating agencies, KC Scout, FHWA, MoDOT, and KDOT to improve traffic flow and reduce excessive fuel consumption and emissions across the region. Mr. Webb described OGL's program elements of operating and coordinating the signal network and managing traffic camera servers, noting these resources are shared across the region with partner agencies (instead of each jurisdiction managing their own equipment, software, and labor individually). Mr. Webb shared some accomplishments of the OGL team, including a high number of traffic signal investigations and dispatch, network repair, and data collection. OGL staff also provide real-time responses to crashes, work zones, and special events, retiming signals to accommodate detoured and unusual traffic flow.

Mr. Webb shared grants and awards received in 2023, highlighting the USDOT SMART grant that will allow for performance measures on the arterial system. This real time data for operations will help optimize the use of existing roadway facilities through traveler information, incident management, road weather management, arterial management, and other strategies targeting the causes of congestion. The SMART Grant application identified key corridors for evaluation, and has an anticipated completion date of February 2025 for Stage 1. Mr. Webb shared other future projects and plans for system improvements.

Member of the public Ron McLinden expressed concerns over wait times for pedestrians at traffic signals. Mr. Webb acknowledged Mr. McLinden's concern and provided additional explanation on how traffic cycles are timed, noting that providing enough time for pedestrians to safely cross the roadway can trigger longer wait times for the cycle. OGL can also adjust signal coordination if there is an influx of pedestrian traffic.

**12) *Other Business***

Co-Chair Jones called for other business. Mr. McLinden shared his opinion on population sprawl.

**13) *Adjournment***

Co-Chair Jones wished the committee a pleasant holiday and adjourned the meeting.



## TTPC AGENDA REPORT

January 2024  
Item No. 3

### ISSUE:

VOTE: 2024 1<sup>st</sup> Quarter Amendment to the *2024-2028 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 2024 1<sup>st</sup> Quarter Amendment to the *2024-2028 Transportation Improvement Programs* includes 15 projects:

- 6 new projects to be added, including but not limited to:
  - #163018 - K-7 Mill & Overlay from Rees St to Poplar St
  - #590347 - RT A: Replace culvert 0.2 mile south of 120th Street
  - #990380 - Various: Job Order Contracting for signage repairs on various major routes in the urban Kansas City District.
- 9 modified projects
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review on the Internet at: [www.marc.org/TIP](http://www.marc.org/TIP)

### POLICY CONSIDERATIONS:

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

### BUDGET CONSIDERATIONS:

None.

### COMMITTEE ACTION:

The Active Transportation Programming Committee approved the modifications to #350234 at their meeting on December 6, 2023.

### RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

### RECOMMENDATION:

Approve the 2024 1<sup>st</sup> Quarter Amendment to the *FFY 2024-2028 TIP*.

### STAFF CONTACT

Marc Hansen



**2024-2028 Transportation Improvement Program  
2024 1<sup>st</sup> Quarter Amendment  
Public Comment and Response**

**Comment #1**

“Project 611200, the "I-670 South Loop Project," should NOT be included in this TIP Amendment. The project was added to the proposed TIP Amendment at the last minute, and has NEVER been discussed in TTPC, or in any other MARC committee to my knowledge. By including it in this proposed TIP Amendment you confer upon it a sense of legitimacy that it DOES NOT DESERVE. MARC staff knows this to be the case, yet they included it in the proposed TIP Amendment anyway. The project should, at minimum, demonstrate that it is both viable and feasible before it is added to the TIP at some future date, if at all. Project sponsors will claim that they have held public meetings, but those meetings have not included any meaningful PUBLIC questioning. PLEASE DO NOT INCLUDE THIS PROJECT IN THE 2024 FIRST QUARTER TIP AMENDMENT. If you do include it, the legitimacy of MARC's transportation planning and programming processes can and should be called into question.”

**Response to Comment #1**

Thank you for your recent comment regarding the proposed 2024 1<sup>st</sup> Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

We appreciate your concerns regarding the update of the existing record in the Transportation Improvement Program for project #611200 in the 2024 1<sup>st</sup> Quarter Amendment to the 2024-2028 Transportation Improvement Program. However, we would note that the process to update the record was in accordance with the MARC Public Participation Plan and that TTPC was specifically informed of the inclusion of this project in the draft amendment prior to their approval to release the amendment for public review and comment at their meeting on December 19, 2023.

Sincerely,

Marc Hansen, AICP  
Principal Planner  
Mid-America Regional Council

## TTPC AGENDA REPORT

January 2024  
Item No. 4

### ISSUE:

VOTE: 2024 Unified Planning Work Program - Amendment #1\*

### BACKGROUND:

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2024 *UPWP* Amendment #1 will make the following modifications:

- Add a new project (5.16) funded through the FTA 5307 program
  - Short Range Transportation Planning: Johnson County Transit Strategic Plan-  
Lead Agency: Johnson County Transit
- Add a new project to the Related Activities appendix (F.6) funded through the MoDOT Traffic Engineering Assistance Program (TEAP)
  - Harry S Truman & Food Lane/Byars Road intersection and Corrington Avenue & 132nd Street intersection Traffic Study - Lead Agency: City of Grandview, Missouri
- Revise Appendix D as necessary to account for the inclusion of these projects.

The revisions are attached for review.

### POLICY CONSIDERATIONS

These revisions add federally funded activities to the UPWP and should be released for public review and comment. No comments from the public were received during the comment period.

### BUDGET CONSIDERATIONS

None.

### COMMITTEE ACTION

None.

### RELATED JURISDICTIONS

This amendment adds federally funded transportation planning work in Johnson County, KS and Grandview, MO.

### RECOMMENDATION

Approve Amendment #1 to the 2024 Unified Planning Work Program.

### STAFF CONTACT

Marc Hansen

## 2024 Unified Planning Work Program Amendment #1 - Add New Activities

### **5.16 Short Range Transportation Planning: Johnson County Transit Strategic Plan – Lead Agency: Johnson County Transit**

#### Program Objectives

The Strategic Plan is intended to be a living document, updated annually to reflect changing realities and changing demographics. A vision statement; Johnson County Transit is committed to providing convenient, reliable and safe regional mobility options. The JCT team strives to deliver responsive, environmentally friendly and efficient transit services that constantly exceed customer expectations, is supported by six strategic points:

1. The focus of transit must be broader than the downtown commuter market.
2. The Board of County Commissioners (BoCC) supports the concept of dedicated funding for transit services.
3. The BoCC supports collaboration among the Region’s transit systems.
4. Enhance the quality and utility of services for seniors and persons with disabilities.
5. Management systems for effective transit services will be developed.
6. JCT is committed to work with cities planning transit supportive development.

#### Background/Previous Work

Multiple objective statements were developed to support the six strategic points. As voiced at the Committee of the Whole meeting, JCT staff and the Council will utilize the Five Year Plan as a guide in the development and maintenance of transit services. Annual updates to the Plan will be completed by staff to reflect departmental and county transit-related goals.

Staff will also utilize the Plan while planning grant applications that support current and planned transit services. The adoption of the Five Year Plan will provide direction on service and funding strategies for the transportation staff and the Transportation Council. The plan will provide additional leverage for federal, state and local funds.

JCT staff will utilize this document as a guide for future services, operating plans, and service maintenance priorities. Staff will also use the Plan to support applications for grant funding, exploration and development of a transit funding source, and to prepare annual budget requests.

The plan will provide transit staff the ability to focus on planning objectives beyond a one-year horizon. The Five Year Plan will guide the development of transit services in Johnson County, and in the County’s regional efforts related to transit activities. Implementation of specific components of the plan will be incremental with the Board of County Commissioners’ consideration of funding availability and annual budget issues, available grant funds, and agreements.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Strategic Plan Management and Coordination:* JCT Team discussion and coordination efforts (Jan-Feb 2024)
2. *ACTIVITY:* Strategic Plan Procurement Process: Requests for proposals commence and project selection (March-May 2024)
3. *ACTIVITY:* Strategic Plan Contract Awarded (*June 2024*)
4. *ACTIVITY:* Engage project partners and stakeholders to refine proposed Plan based on common goals and objectives (April 2024).
5. *ACTIVITY:* Strategic Plan Developed/Finalized (November 2024)
6. *PRODUCT:* Completion of Strategic Plan for Board approval (Dec 2024)

Funding

Federal	\$120,000	FTA-5307
Local	<u>\$ 30,000</u>	
<b>Activity Total</b>	<b>\$150,000</b>	

**F.6 Harry S Truman & Food Lane/Byars Road Intersection and Corrington Avenue & 132<sup>nd</sup> Street Intersection Traffic Study – Lead Agency: City of Grandview, Missouri**

Program Objectives

To review existing conditions and identify improvements that address safety and operational efficiencies at each intersection.

Background/Previous Work

The city previously conducted a TEAP study in 2019. Based on the results of that study, the city added the intersections to the 5-year Capital Improvements Program to construct long-term improvements at the examined site. Presently, the city has identified two intersections with safety and/or operational deficiencies that could benefit as a result of a traffic study.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY:* Data Collection (March 2024)
2. *ACTIVITY:* Public Involvement Process (March 2024)
3. *PRODUCT:* Conduct safety and operational studies for two identified intersections (April 2024)

Funding

Federal	\$11,200	FHWA-TEAP-MO
Non-Federal	<u>\$ 2,800</u>	
<b>Task Total</b>	<b>\$14,000</b>	

**APPENDIX D – SCHEDULE 1  
FY 2024 FUNDING SUMMARY TABLE**

Work Element	STATE and LOCAL				Federal				Total	
	MARC	KDOT	MoDOT	Other	CPG Funds		Other			
					KDOT <sup>(2)</sup>	MoDOT <sup>(3)</sup>	Amount	Agency		
1.1	Transportation Administration	\$62,901				\$218,009	\$279,472		\$560,382	
1.2	Public Participation	\$28,828				\$99,914	\$128,088		\$256,830	
2.1	Land Use, Demographic & Comprehensive Planning	\$61,071				\$211,666	\$271,348		\$544,085	
2.2	Metropolitan Transportation Plan	\$38,793				\$134,452	\$172,363		\$345,608	
3.1	Transportation Modeling/Forecasting	\$98,650				\$341,911	\$438,319		\$878,880	
3.2	Transportation Research & Database Management	\$67,707				\$234,667	\$300,835		\$603,209	
3.3	Air Quality Planning	\$12,266				\$42,510	\$54,497		\$109,273	
3.4	Safe and Accessible Transportation Options	\$56,617				\$196,226	\$251,557		\$504,400	
3.4b	2.5% Set-Aside for Increasing Safe and Accessible Transportation Options <sup>1</sup>					\$32,558	\$49,358		\$81,916	
3.5	Transportation Technology	\$4,868				\$16,871	\$21,629		\$43,368	
3.6	Transportation Safety Planning	\$12,055				\$41,784	\$53,566		\$107,405	
3.7	Congestion Management System	\$7,226				\$25,042	\$32,103		\$64,371	
3.8	Performance Measurement & Target Setting	\$9,714				\$33,666	\$43,160		\$86,540	
4.1	Transportation Improvement Program	\$23,201				\$80,412	\$103,086		\$206,699	
5.1	RideKC Short-Range and Ongoing Transportation Planning			\$80,000			\$0	\$400,000	FTA 5307	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning			\$130,000			\$0	\$650,000	FTA 5307, 5309	\$780,000
5.3	Goods Movement/Freight Planning	\$10,067				\$34,889	\$44,727		\$89,683	
5.4	Corridor Studies	\$1,374				\$4,763	\$6,107		\$12,244	
5.5	Aviation Planning	\$300				\$1,039	\$1,332		\$2,671	
5.6	MoDOT Traffic Studies			\$370,933					\$370,933	
5.7	Economic Value Atlas <sup>4</sup>			\$80,000					\$80,000	
5.8	RideKC Bi-State Green Corridor Planning Investments <sup>4</sup>							\$514,045	FTA Route Planning Restoration	\$514,045
5.9	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts <sup>4</sup>			\$55,555				\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.10	Building Climate Resilience in the Transportation System (Phase 1) <sup>4</sup>			\$21,025	\$76,269	\$97,706			\$195,000	
5.11	Electric Vehicle Readiness Plan <sup>4</sup>			\$21,025	\$76,269	\$97,706			\$195,000	
5.12	Regional Freight Plan <sup>4</sup>			\$92,183	\$334,412	\$428,405			\$855,000	
5.13	Bi-State Sustainable Reinvestment Corridor <sup>4</sup>			\$500,000			\$2,000,000	RAISE	\$2,500,000	
5.14	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood			\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275	
5.15	Stormwater Engineering Standards Update <sup>4</sup>			\$600,000					\$600,000	
5.16	Short Range Transportation Planning: Johnson County Transit Strategic Plan			\$30,000			\$120,000	FTA 5307	\$150,000	
F.1	Operation Green Light			\$700,000			\$700,000	FHWA STBG	\$1,400,000	
F.2	Air Quality Public Education			\$138,750			\$555,000	FHWA CMAQ	\$693,750	
F.3	WAY TO GO						\$300,000	FHWA CMAQ	\$300,000	
F.4	Active Transportation Programs			\$18,000			\$72,000	FHWA CMAQ	\$90,000	
F.5	Planning Sustainable Places Program			\$375,000			\$1,500,000	FHWA STBG	\$1,875,000	
F.6	Harry S Truman & Food Lane/Byars Road Intersection and Corrington Avenue & 132nd Street Intersection Traffic Study			\$2,800			\$11,200		\$14,000	
		\$495,637	\$0	\$370,933	\$3,108,993	\$2,237,329	\$2,875,366	\$8,380,865	\$0	\$17,469,123

(1) Federal funds in this subtask are 100% federal and are not factored into match requirement calculations.

(2) Kansas CPG funds assume \$2,004,164 in 2024 allocated funding. MARC anticipates using the federal prorate share (\$200,000) of the direct cost value of \$250,000 to match Kansas CPG funds and increase Kansas CPG to \$2,202,164 as detailed in Appendix C - Schedule 2.

(3) Missouri CPG funds assume \$2,526,355 in 2024 allocated funding. MARC anticipates using a portion of the federal prorate share (\$296,746) of the direct cost value of \$370,933 to match Missouri CPG funds and increase Missouri CPG to \$2,823,102 as detailed in Appendix C - Schedule 2.

(4) Study was initiated in a prior year and extends into 2024.

## TTPC AGENDA REPORT

January 2024  
Item No. 5

### ISSUE:

VOTE: 2024 Special Amendment #1 to the *2024-28 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 a quarterly cycle to accommodate changes to projects in the *TIP*.

The proposed 2024 Special Amendment #1 to the *2024-2028 TIP* includes the following:

- #280196 - I-435: Bridge #213 and #214 (I-70)
  - Modify the scope of the project
- #280203 - I-635: from north approach of Bridges #040 and #041 over the BNSF Railroad Yard and K-32, north to 1.36 miles north of I-70/I-635 junction
  - Modify the budget for the project

Details of these projects are available for review on the Internet at: [www.marc.org/TIP](http://www.marc.org/TIP)

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

### BUDGET CONSIDERATIONS

None.

### COMMITTEE ACTION

None.

### RELATED JURISDICTIONS

This item impacts Wyandotte County, Kansas.

### RECOMMENDATION

Approve the release of the 2024 Special Amendment #1 to the 2024-2028 *TIP* for public review and comment.

### STAFF CONTACT

Marc Hansen

## TTPC AGENDA REPORT

January 2024  
Item No. 6

### ISSUE:

VOTE: 2024 Unified Planning Work Program - Amendment #2\*

### BACKGROUND:

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2024 *UPWP* Amendment #2 will make the following modifications:

- Add a new project (5.17) funded through the FHWA-RAISE program.
  - US-71 Reconnecting Neighborhoods Project - Lead Agency: City of Kansas City, Missouri
- Revise Appendix D as necessary to account for the inclusion of these projects.

The revisions are attached for review.

### POLICY CONSIDERATIONS

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

### BUDGET CONSIDERATIONS

None.

### COMMITTEE ACTION

None.

### RELATED JURISDICTIONS

This amendment adds federal funded transportation planning work in Kansas City, MO.

### RECOMMENDATION

Approve the release of Amendment #2 to the 2024 Unified Planning Work Program for public review and comment.

### STAFF CONTACT

Marc Hansen



## 2024 Unified Planning Work Program Amendment #2 - Add New Activities

### 5.17 US-71 Reconnecting Neighborhoods Project – Lead Agency: City of Kansas City, Missouri

#### Objectives

The US-71 Reconnecting Neighborhoods Project will address critical traffic safety issues, enhance multi-modal connectivity, and mitigate the environmental, economic, and health impacts of the highway corridor on the abutting community. The study will be conducted in close collaboration with the City of Kansas City, Missouri, MoDOT, and key stakeholders in the affected community. The project will include a thorough analysis of the corridor, extensive public outreach efforts, development of potential solutions, and identification of a course forward for a safer, more connected, and more equitable community.

The US-71 Reconnecting Neighborhoods Project will develop a clearly articulated plan and vision for the future through Planning and Environmental Linkages Study (PEL), Environmental Analysis, and Conceptual Design phases that will put this project on the path to construction in the coming years.

#### Background/Previous Work

The area of the city east of Troost has a history of discriminatory policies which has had a lasting impact on residents and the surrounding area. The construction of the US-71 corridor through this community was a traumatic and controversial event that demolished over 2,000 mostly African-American homes and businesses. Based on a 1985 consent decree, the highway corridor brought much traffic and associated light/noise pollution along with dangerous intersections where many pedestrians are hurt and killed. This has led to a need to improve safety, connectivity, and equity along this vital travel route. The US-71 Reconnecting Neighborhoods PEL Study is the city's commitment to addressing these challenges, ensuring better connectivity, and building a safe and equitable environment for all residents.

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Extensive Public Engagement.* Comprehensive public engagement will ensure the alignment of project outcomes with the neighborhood's community needs and aspirations. Engagement approach will encompass a wide range of strategies, from hosting open forums and stakeholder consultations to leveraging digital platforms for broader reach. (Ongoing – February 2024 - January 2027).
2. *ACTIVITY: Existing Conditions Assessment.* Traffic and pedestrian counts, traffic analysis, travel demand modeling, crash data, land use patterns, socio-economic data, multi-modal connectivity, and extensive engagement with the public. The existing conditions assessment will include review and analysis of current social, environmental, and economic conditions in the study area. This includes Environmental Justice areas, demographics, air quality, noise, traffic impacts, waterways and streams, historic properties, park impacts, land uses, and others. (August 2024).
3. *ACTIVITY: Alternative Selection Criteria.* Development of objective and measurable criteria will be developed in this task of the PEL study. Having these high-level, preliminary criteria

will allow project leaders, stakeholders, and members of the community to differentiate between multiple transportation improvement alternatives. (October 2024).

4. *ACTIVITY: Screening of Alternatives.* Project will identify a range of potential strategies and alternatives that would mitigate the negative impacts of the existing facility to traffic flow, surrounding neighborhoods, bicycle/pedestrian connectivity, and safety (April 2025).
5. *ACTIVITY: Address Consent Decree.* Coordination with the legal team to ensure the necessary information, data, and reports to the legal team are produced. (February 2026)
6. *ACTIVITY: Agency Coordination.* Coordination will be an important part of the NEPA analysis phase of the project. The City of Kansas City and MoDOT will work closely with all agencies that are likely to have impacts from the proposed project. (Ongoing February 2024 - January 2027)
7. *PRODUCT: Purpose and Need Statement.* Identification of the challenges and issues in the study area and justification for why a project is necessary to improve the transportation facilities in the project area. (September 2024).
8. *PRODUCT: PEL Questionnaire.* Completion of a PEL questionnaire for submittal to FHWA (August 2025).
9. *PRODUCT: NEPA Class of Action Determination.* Coordination with FHWA on the determination of the NEPA class of action. This phase and the overall US-71 Reconnecting Neighborhoods Project will conclude with a Record of Decision (ROD) or Finding of No Significant Impact (FONSI), depending on the NEPA class of action determination. (October 2026).
10. *PRODUCT: Conceptual Engineering Design.* Development of 30% conceptual engineering design plans. (May 2027).

Funding

Federal	\$5,000,000	FHWA-RAISE
Local	<u>\$2,500,000</u>	
<b>Activity Total</b>	<b>\$7,500,000</b>	

**APPENDIX D – SCHEDULE 1  
FY 2024 FUNDING SUMMARY TABLE**

Work Element	STATE and LOCAL				Federal				Total	
	MARC	KDOT	MoDOT	Other	CPG Funds		Other			
					KDOT <sup>(2)</sup>	MoDOT <sup>(3)</sup>	Amount	Agency		
1.1	Transportation Administration	\$62,901				\$218,009	\$279,472		\$560,382	
1.2	Public Participation	\$28,828				\$99,914	\$128,088		\$256,830	
2.1	Land Use, Demographic & Comprehensive Planning	\$61,071				\$211,666	\$271,348		\$544,085	
2.2	Metropolitan Transportation Plan	\$38,793				\$134,452	\$172,363		\$345,608	
3.1	Transportation Modeling/Forecasting	\$98,650				\$341,911	\$438,319		\$878,880	
3.2	Transportation Research & Database Management	\$67,707				\$234,667	\$300,835		\$603,209	
3.3	Air Quality Planning	\$12,266				\$42,510	\$54,497		\$109,273	
3.4	Safe and Accessible Transportation Options	\$56,617				\$196,226	\$251,557		\$504,400	
3.4b	2.5% Set-Aside for Increasing Safe and Accessible Transportation Options <sup>1</sup>					\$32,558	\$49,358		\$81,916	
3.5	Transportation Technology	\$4,868				\$16,871	\$21,629		\$43,368	
3.6	Transportation Safety Planning	\$12,055				\$41,784	\$53,566		\$107,405	
3.7	Congestion Management System	\$7,226				\$25,042	\$32,103		\$64,371	
3.8	Performance Measurement & Target Setting	\$9,714				\$33,666	\$43,160		\$86,540	
4.1	Transportation Improvement Program	\$23,201				\$80,412	\$103,086		\$206,699	
5.1	RideKC Short-Range and Ongoing Transportation Planning			\$80,000			\$0	\$400,000	FTA 5307	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning			\$130,000			\$0	\$650,000	FTA 5307, 5309	\$780,000
5.3	Goods Movement/Freight Planning	\$10,067				\$34,889	\$44,727		\$89,683	
5.4	Corridor Studies	\$1,374				\$4,763	\$6,107		\$12,244	
5.5	Aviation Planning	\$300				\$1,039	\$1,332		\$2,671	
5.6	MoDOT Traffic Studies			\$370,933					\$370,933	
5.7	Economic Value Atlas <sup>4</sup>			\$80,000					\$80,000	
5.8	RideKC Bi-State Green Corridor Planning Investments <sup>4</sup>							\$514,045	FTA Route Planning Restoration	\$514,045
5.9	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts <sup>4</sup>			\$55,555				\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.10	Building Climate Resilience in the Transportation System (Phase 1) <sup>4</sup>			\$21,025	\$76,269	\$97,706			\$195,000	
5.11	Electric Vehicle Readiness Plan <sup>4</sup>			\$21,025	\$76,269	\$97,706			\$195,000	
5.12	Regional Freight Plan <sup>4</sup>			\$92,183	\$334,412	\$428,405			\$855,000	
5.13	Bi-State Sustainable Reinvestment Corridor <sup>4</sup>			\$500,000				\$2,000,000	RAISE	\$2,500,000
5.14	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood			\$264,655				\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
5.15	Stormwater Engineering Standards Update <sup>4</sup>			\$600,000					\$600,000	
5.16	Short Range Transportation Planning: Johnson County Transit Strategic Plan			\$30,000				\$120,000	FTA 5307	\$150,000
5.17	US-71 Reconnecting Neighborhoods Project			\$2,500,000				\$5,000,000	FHWA-RAISE	\$7,500,000
F.1	Operation Green Light			\$700,000				\$700,000	FHWA STBG	\$1,400,000
F.2	Air Quality Public Education			\$138,750				\$555,000	FHWA CMAQ	\$693,750
F.3	WAY TO GO							\$300,000	FHWA CMAQ	\$300,000
F.4	Active Transportation Programs			\$18,000				\$72,000	FHWA CMAQ	\$90,000
F.5	Planning Sustainable Places Program			\$375,000				\$1,500,000	FHWA STBG	\$1,875,000
F.6	Harry S Truman & Food Lane/Byars Road Intersection and Corrington Avenue & 132nd Street Intersection Traffic Study			\$2,800				\$11,200		\$14,000
		\$495,637	\$0	\$370,933	\$5,608,993	\$2,237,329	\$2,875,366	\$13,380,865	\$0	\$24,969,123

(1) Federal funds in this subtask are 100% federal and are not factored into match requirement calculations.

(2) Kansas CPG funds assume \$2,004,164 in 2024 allocated funding. MARC anticipates using the federal prorate share (\$200,000) of the direct cost value of \$250,000 to match Kansas CPG funds and increase Kansas CPG to \$2,202,164 as detailed in Appendix C - Schedule 2.

(3) Missouri CPG funds assume \$2,526,355 in 2024 allocated funding. MARC anticipates using a portion of the federal prorate share (\$296,746) of the direct cost value of \$370,933 to match Missouri CPG funds and increase Missouri CPG to \$2,823,102 as detailed in Appendix C - Schedule 2.

(4) Study was initiated in a prior year and extends into 2024.

## TTPC AGENDA REPORT

January 2024  
Item No. 7

**ISSUE:**

REPORT: Regional Electric Vehicle Readiness Plan

**BACKGROUND:**

This month, MARC will launch a new planning effort that will guide the strategic implementation of electric vehicle charging infrastructure across the region. The planning effort will help prepare local leaders for the growing number of electric vehicles on our region's roadways by providing a vision for EV charging network expansion and actionable strategies, along with policy guidance and helpful resources. This plan will consider the equitable distribution of charging infrastructure and strategies for overcoming barriers in providing charging for underserved communities.

There is a significant amount of federal funding available for electric charging stations projects. The EV Readiness Plan will provide helpful resources that municipalities and other organizations can use when prioritizing charging station locations in preparation for submitting applications for federal funding.

Public and stakeholder engagement for this plan will include a survey, virtual public meetings, pop-up engagements and one-on-one meetings with stakeholders.

**POLICY CONSIDERATIONS:**

The Regional EV Readiness Plan supports the vehicle electrification strategies included in Connected KC 2025, the Clean Air Action Plan and the Regional Kansas City Climate Action Plan.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT**

Karen Clawson

## TTPC AGENDA REPORT

January 2024  
Item No. 8

### **ISSUE:**

REPORT: Transportation Planning Committee Work Plans

### **BACKGROUND:**

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

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

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

### **POLICY CONSIDERATIONS**

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

### **COMMITTEE ACTION**

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

### **RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

### **RECOMMENDATION**

None. Information Only.

### **STAFF CONTACT**

Martin Rivarola

## TTPC AGENDA REPORT

January 2024  
Item No. 9

### **ISSUE:**

REPORT: Connected KC 2050 Regional Survey

### **BACKGROUND:**

In support of the Connected KC 2050 long range transportation plan update, MARC will be undertaking a random sample surveying process that will survey all nine counties of the MARC Metropolitan Planning Organization area. ETC Institute, a local research company, will be conducting the survey. ETC Institute is well established in our region and has provided research services to many of our member jurisdictions. The decision to undertake this survey is three-fold:

1. MARC has not undertaken a random sample survey in support of our transportation work in at least 15, if not more years.
2. Transportation needs are evolving and securing research that offers a snapshot of a representative sample of our region will improve understanding of the region's priorities and needs. In particular, the recent addition of Ray County into the Metropolitan Planning Organization heightens our need to better understand the needs of outlying communities in our region.
3. The survey will gather perspectives on a variety of transportation modes, transportation needs, funding priorities, and electric vehicles to name a few. The results will inform not only Connected KC 2050 but also future planning, committees and ongoing programs.

ETC Institute is anticipated to start mailing surveys with cover letters by the beginning of February. A report to the Total Transportation Policy Committee and MARC Board will be provided once the survey collection process, analysis and final report are completed.

### **BUDGET CONSIDERATIONS**

None

### **COMMITTEE ACTION**

None. Information only.

### **RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

### **RECOMMENDATION**

None. Information only.

### **STAFF CONTACT**

Beth Dawson

## TTPC AGENDA REPORT

January 2024  
Item No. 10

### **ISSUE:**

REPORT: Spring 2024 Functional Classification System Call for Changes

### **BACKGROUND:**

The highway functional classification system is a network of roadways grouped into a hierarchical set of categories, or classes, each defined according to its general purpose with respect to transportation. This system of classifying our nation's vast network of roadway facilities (those public transportation facilities intended primarily for automobile usage) was introduced by the Federal Highway Administration towards the end of the 1960s. The U.S. DOT developed a standard set of concepts and criteria for functional classification procedures, which are to be used as guidelines by local units of government, Metropolitan Planning Organizations (MPOs) and State Departments of Transportation (DOTs) when developing and updating the functional classification system of roadways within their respective jurisdictional boundaries.

The primary purpose of functional classification is the classification or categorization of roadways. Functional classification describes a roadway facility in terms of the character of transportation service it provides or is intended to provide. In addition to being a hierarchical system of classifying roadways based on their general function, the functional classification of a given road facility also has implications for the eligibility of a transportation-related project (on that same facility) to receive and utilize Federal (and sometimes State) transportation funds.

The highway functional classification system is a method of categorizing roads and highways based on where a given facility falls along the spectrum between mobility and access. Thus, high-level facilities such as interstates and major highways are typically characterized as experiencing greater travel speeds, as well as greater daily traffic volumes. On these roadways, the main travel purpose is mobility. Low-level facilities, on the other hand, generally tend to carry fewer vehicles traveling at lower speeds. The main function of these roadways is more related to access, which is more specifically defined, in this context, as access from and to the origins and destinations of automobile trips.

The travel behaviors and patterns that are observed in an urban environment are noticeably different than those that occur in a rural environment. Since the nature and magnitude of travel varies widely between the two settings, a slightly different approach is taken to the designation of a roadway functional classification system for each. In essence, however, the same basic, hierarchical concept applies in either type of roadway system.

As the Metropolitan Planning Organization for the Kansas City Region, 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 maintains an interactive web map of the Functional Classification System that allows users to zoom in on an area of interest and turn on additional information



layers. During a call for changes to the system, jurisdictions can review existing classifications as well as propose changes or new classifications using this map.

**MARC is accepting proposed changes to the Functional Classification system from January 31, 2024 to March 1, 2024.** Jurisdictions can submit their proposed changes during this timeframe through the interactive web map accessible through the MARC Functional Classification System webpage: <https://www.marc.org/transportation/metropolitan-planning/roadway-functional-classification-system>. MARC follows an established schedule of two updates per year.

**POLICY CONSIDERATIONS**

In some cases, functional classification determines the eligibility of roadways to receive federal funds, most notably the STP funds that MARC’s programming committees award every two years.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

The announcement will also be shared with the Highway Committee on January 11, 2024.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACT**

Selina Zapata Bur  
Alicia Hunter

## TTPC AGENDA REPORT

January 2024  
Item No. 11

**ISSUE:**

REPORT: Annual Attendance Report

**BACKGROUND:**

Per TTPC Bylaws Article IV Section 5, “Attendance at TTPC meetings by the member is considered a duty of membership. Appointing authorities will be provided an annual attendance report at the beginning of each calendar year and at such times as the appointing authorities are requested to update their appointments to TTPC.” The attached report reflects member attendance for 2023.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Megan Broll  
Ron Achelpohl

Per TTPC Bylaws Article IV Section 5, "Attendance at TTPC meetings by the member is considered a duty of membership. Appointing authorities will be provided an annual attendance report at the beginning of each calendar year and at such times as the appointing authorities are requested to update their appointments to TTPC." Attendance for committee members and alternates as of December, 2023 are listed below. Attendance was tracked via meeting minutes and some members/alternates may have joined mid-year; attendance by a former member/representative other than the listed member is marked with an asterisk. Any corrections needing to be made to this list can be reported to Megan Broll at mbroll@marc.org.

	<b>Total Voting Seats</b>	<b>Member/Alternate</b>	<b>Name</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total attended</b>	
Missouri	Cass County, MO	1	Member	Reginald Townsend	x	x			x	x		x	x	x		7	
	Cass County, MO	1	Alternate	Mike Krass												0	
	Cass County, MO Municipalities	1	Member	Norman Larkey	x		x					x		x	x	x	6
	Cass County, MO Municipalities	1	Alternate	Steve Stephan													0
	Clay County, MO	2	Member	Jerry Nolte	x	x	x	x	x	x	x	x	x	x	x	x	12
	Clay County, MO	2	Member	Karl Walters					x	x	x				x		4
	Clay County, MO	2	Alternate	Megan Thompson													0
	Clay County, MO	2	Alternate	Terri Griffen													0
	Clay County, MO Municipalities	1	Member	Bryant Delong	*	*	*			x	x	x	x				7
	Clay County, MO Municipalities	1	Alternate	Randy Pogue													0
	Jackson County, MO	4	Member	Caleb Clifford			x										1
	Jackson County, MO	4	Member	Sylvya Stevenson													0
	Jackson County, MO	4	Member	[Vacant]	*	*											2
	Jackson County, MO	4	Member	Brian Nowotny					x	x	x				x		4
	Jackson County, MO	4	Alternate	Matt Davis	x		x	x	x	x		x	x	x			8
	Jackson County, MO	4	Alternate	Brian Gaddie													0
	Jackson County, MO	4	Alternate	[Vacant]													0
	Jackson County, MO	4	Alternate	Earl Newill		*											1
	Jackson County, MO Municipalities	2	Member	Mike McDonough						x	x	x				x	4
	Jackson County, MO Municipalities	2	MO Co-Chair Member	Leonard Jones	x	x	x	x	x	x	x	x	x	x	x	x	12

	Total Voting Seats	Member/Alternate	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total attended		
Missouri	Jackson County, MO Municipalities	2	Alternate	[Vacant]												0		
	Jackson County, MO Municipalities	2	Alternate	Doug Wesselschmidt						x	x		x			x	4	
	Platte County, MO	1	Member	Wes Minder	*	*	*			*	*	*	*		*	x	9	
	Platte County, MO	1	Alternate	Scott Fricker					x	x	x	x	x				5	
	Platte County, MO Municipalities	1	Member	John Smedley	x	x	x	x		x			x	x		x	8	
	Platte County, MO Municipalities	1	Alternate	Kathy Rose						x		x					2	
	Ray County, MO	1	Member	Matt Nolker					x		x		x	x	x	x	6	
	Ray County, MO	1	Alternate	[Vacant]													0	
	Ray County, MO Municipalities	1	Member	[Vacant]													0	
	Ray County, MO Municipalities	1	Alternate	[Vacant]													0	
	Independence, MO	2	Member	Adam Norris						x	x	x					x	4
	Independence, MO	2	Member	Bridget McCandless				x	x	x		x	x	x				6
	Independence, MO	2	Alternate	Lisa Reynolds					x			x		x	x			4
	Independence, MO	2	Alternate	Zach Walker														0
	Kansas City, MO	4	Member	Eric Bunch			x		x	x								3
	Kansas City, MO	4	Member	A.J. Herrmann		x	x				x	x			x		x	6
	Kansas City, MO	4	Member	Melissa Kozakiewicz														0
	Kansas City, MO	4	Member	Mario Vasquez						x								1
	Kansas City, MO	4	Alternate	James Baker														0
	Kansas City, MO	4	Alternate	Chad Thompson	x	x	x		x	x				x	x	x		8
	Kansas City, MO	4	Alternate	[Vacant]														0
Kansas City, MO	4	Alternate	[Vacant]														0	
Kansas City, MO (Northland)	2	Member	Jill Lawlor						x	x			x				3	
Kansas City, MO (Northland)	2	Member	Lindsay French														0	

	Agency Represented	Total Voting Seats	Member/Alternate	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total attended	
Missouri	Kansas City, MO (Northland)	2	Alternate	[Vacant]	*	*			*	*	*	*	*				7	
	Kansas City, MO (Northland)	2	Alternate	[Vacant]													0	
	Lee's Summit, MO	1	Member	Fred DeMoro	x		x		x	x		x	x		x	x	8	
	Lee's Summit, MO	1	Alternate	Michael Park	x	x			x			x	x	x		x	7	
Kansas	Johnson County, KS	4	Member	Aaron Otto									x				1	
	Johnson County, KS	4	KS Co-Chair Member	Janeé Hanzlick	x	x	x	x	x	x	x	x	x	x	x	x	x	12
	Johnson County, KS	4	Member	Lee Kellenberger	x		x		x		x	x	x	x		x	x	8
	Johnson County, KS	4	Member	Josh Powers				x	x	x	x	x	x			x		7
	Johnson County, KS	4	Alternate	Julie Karins														0
	Johnson County, KS	4	Alternate	Joe Connor														0
	Johnson County, KS	4	Alternate	Brian Pietig														0
	Johnson County, KS	4	Alternate	Geoffrey Vohs					x		x	x						3
	Johnson County, KS Municipalities	2	Member	Joe Johnson	*	*								x	x	x		5
	Johnson County, KS Municipalities	2	Member	Lane Massey				x	x		x	x	x				x	6
	Johnson County, KS Municipalities	2	Alternate	Leslie Herring	x	x	x	x	x					x	x	x		8
	Johnson County, KS Municipalities	2	Alternate	Doug Whitacre	x										x			2
	Leavenworth County, KS	1	Member	Bill Noll	x	x	x	x					x		x	x		7
	Leavenworth County, KS	1	Alternate	Thomas Cole											x		x	2
Leavenworth County, KS Municipalities	1	Member	Paul Kramer	x	x	x	x	x	x	x		x	x	x		x	10	
Leavenworth County, KS Municipalities	1	Alternate	Mike Spickelmier	x	x	x			x	x	x	x	x	x	x	x	11	

	Total Voting Seats	Member/Alternate	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total attended
Kansas	Miami County, KS	1	Member	Janet McRae	x		x	x	x			x	x	x	x	9
	Miami County, KS	1	Alternate	Eric Sandberg		x			x					x		3
	Miami County, KS Municipalities	1	Member	Randi Shannon	*	*	*	x		x		x		x		7
	Miami County, KS Municipalities	1	Alternate	Michele Silsbee				x	x			x				3
	Unified Government of Wyandotte County and Kansas City, KS	3	Member	Tom Burroughs	*											1
	Unified Government of Wyandotte County and Kansas City, KS	3	Member	JD Rios												0
	Unified Government of Wyandotte County and Kansas City, KS	3	Member	LaVert Murray												0
	Unified Government of Wyandotte County and Kansas City, KS	3	Alternate	Troy Shaw												0
	Unified Government of Wyandotte County and Kansas City, KS	3	Alternate	Mike Tobin												0
	Unified Government of Wyandotte County and Kansas City, KS	3	Alternate	[Vacant]												0
	Unified Government of Wyandotte County and Kansas City, KS Municipalities	1	Member	[Vacant]	*	*	*	*	*	*						6
	Unified Government of Wyandotte County and Kansas City, KS Municipalities	1	Alternate	Rodger Shannon												0

	Agency Represented	Total Voting Seats	Member/Alternate	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total attended	
Kansas	Olathe, KS	2	Member	Mary Jaeger						x	x				x	x	4	
	Olathe, KS	2	Member	Wes McCoy													0	
	Olathe, KS	2	Alternate	Nate Baldwin		x	x						x	x			4	
	Olathe, KS	2	Alternate	Beth Wright				x	x		x	x			x	x	6	
	Overland Park, KS	2	Member	Lorraine Basalo	x								x	x	x	x		5
	Overland Park, KS	2	Member	Jack Messer		x	x	x	x							x		5
	Overland Park, KS	2	Alternate	Brian Shields		x							x					2
	Overland Park, KS	2	Alternate	[Vacant]														0
Affiliated Membership	Kansas City Area Transportation Authority	2	Member	Dick Jarrold		x	x	x	x	x	x	x	x				8	
	Kansas City Area Transportation Authority	2	Member	[Vacant]													0	
	Kansas City Area Transportation Authority	2	Alternate	Terri Barr													0	
	Kansas City Area Transportation Authority	2	Alternate	AJ Farris		x						x				x	x	4
	Kansas City Streetcar Authority	1	Member	Tom Gerend	x	x				x	x		x	x		x	x	8
	Kansas City Streetcar Authority	1	Alternate	Lauren Krutty														0
	Kansas Department of Transportation	1	Member	Mike Moriarty	x	x	x	x	x			x		x		x	x	9
	Kansas Department of Transportation	1	Alternate	Cory Davis														0
	Missouri Department of Transportation	1	Member	Jeffrey Hardy	x	x				x		x	x		x	x	x	8
	Missouri Department of Transportation	1	Alternate	Chris Redline	x	x						x						3



	Agency Represented	Total Voting Seats	Member/Alternate	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total attended
Others	Community (Conference of Minority Transportation Officials) <i>Membership ended Aug '23</i>	4	Member	Whitney Morgan													0
	Community (Conference of Minority Transportation Officials) <i>Membership ended Aug '23</i>	4	Alternate	David Church		x											1
	Community (Wyandotte Economic Development Council) <i>Membership ended Aug '23</i>	4	Member	Greg Kindle													0
	Community (Wyandotte Economic Development Council) <i>Membership ended Aug '23</i>	4	Alternate	Monica Brede	x				x	x							3
	Community (BikeWalkKC)	4	Member	Eric Rogers		x	x	x	x	x	x	x	x	x	x	x	11
	Community (BikeWalkKC)	4	Alternate	Michael Kelley								x					1
	Community (Northland Regional Chamber of Commerce)	4	Member	Sabin Yanez	x	x	x	x	x	x	x	x	x	x	x	x	12
	Community (Northland Regional Chamber of Commerce)	4	Alternate	Jenny Johnston													0
	Community (HETF Wyandotte County) <i>Membership began Aug '23</i>	4	Member	Luz Ortiz									x	x	x	x	4
	Community (HETF Wyandotte County) <i>Membership began Aug '23</i>	4	Alternate	Matt Kleinmann									x	x	x		x

	Agency Represented	Total Voting Seats	Member/Alternate	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total attended	
Others	Community (WTS) <i>Membership began Aug '23</i>	4	Member	Tawn Nugent								x		x	x	x	4	
	Community (WTS) <i>Membership began Aug '23</i>	4	Alternate	Heidi Eilers									x	x			2	
Non-Voting Members	Federal Highway Administration - Kansas Division	0	Member	Rick Backlund									x				1	
	Federal Highway Administration - Kansas Division	0	Alternate	Matt McDonald	*	*	*		*	*	*						6	
	Federal Highway Administration - Missouri Division	0	Member	Kevin Ward										x			1	
	Federal Highway Administration - Missouri Division	0	Alternate	Cecelie Cochran									x		x	x	x	4
	Federal Transit Administration	0	Member	Daniel Nguyen														0
	Federal Transit Administration	0	Alternate	[Vacant]				*										1
Totals by month:					33	34	28	21	35	35	31	39	37	33	32	32		

## TTPC AGENDA REPORT

January 2024  
Item No. 12

**ISSUE:**

REPORT: Annual Policy Review

**BACKGROUND:**

MARC strives to operate in an open and transparent way that demonstrates that the organization is an effective steward of public resources. The MARC Board, TTPC, and a number of other committees are responsible for developing and approving project funding allocations to specific projects

The committee processes ensure that federal, state and local funds available to the metropolitan area are invested in ways that benefit the region and local communities. The MARC Board of Directors has approved the attached Conflict of Interest and Whistleblower policies, to provide guidance to the participants in MARC committees regarding conflicts of interest and actions to take in those circumstances, and on processes to report any wrongdoing in the administration of MARC's work.

Members of the MARC Board of Directors and the committees that support the Board are expected to review the policies annually.

The policies are intended to supplement, but not replace, any state or federal laws that govern conflicts of interest in public, non-profit, and charitable organizations and that govern the reporting of wrongdoing.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl



## **CONFLICT OF INTEREST POLICY**

### ***Governing all Boards, Commissions, Committees and Subcommittees***

#### **PURPOSE**

The Mid-America Regional Council (MARC) is dedicated to building a stronger metropolitan region by promoting regional cooperation and developing innovative solutions to regional challenges. MARC strives to operate in an open and transparent way that inspires confidence that the organization is an effective steward of public resources. The purpose of this conflict of interest policy is to ensure that participants on the MARC board and committees have clear guidance when a participant in any MARC decision-making process could have a conflict of interest and what the appropriate action would be in those circumstances.

It is in the best interest of the MARC Board of Directors, Mid-America Head Start and all other boards, commissions, committees and subcommittees to be aware of and properly manage all conflicts of interest and any appearances of conflicts of interest. This conflict of interest policy is designed to help directors, officers, employees and volunteers identify conflicts of interest and disclose them to the appropriate authority. It is also designed to provide a procedure to appropriately manage conflicts in accordance with legal requirements and the goals of accountability and transparency in all MARC operations.

The MARC Board, and boards that work through MARC such as the Mid-America Solid Waste Management District, make decisions in a number of program areas that impact the availability of federal, state and local government funds and private contributions. This conflict of interest policy is intended to support those decision-making processes.

This policy is intended to supplement but not replace any state or federal laws that govern conflicts of interest in public, nonprofit, and charitable organizations.

#### **1. Interested Person**

Any member of a MARC board, commission, committee or subcommittee charged with decision-making or making recommendations for funding, who has a direct or indirect financial interest, as defined below, is an interested person.

#### **2. Financial Interest Defined**

A person has a financial interest if the person has, directly or indirectly, through business, investment, or family:

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

For purposes of this policy, “family members” includes spouses, parents, children, and siblings (including those related by marriage), as well as significant others and any other person who resides with the committee/board member.

### **3. Procedure**

In connection with any actual or possible conflict of interest, an interested person must disclose the existence of the conflict of interest to members of the committee considering the proposed action or recommendation.

A person who has a conflict of interest in a certain matter shall not participate in the discussion of that matter except to disclose material facts and to respond to questions. Such person shall not attempt to exert his or her personal influence with respect to the matter, either at or outside the meeting.

The interested person shall abstain from any votes on funding recommendations, contracts or transactions in which there is an interest as defined above, and shall abstain from any votes for all meeting minutes or other records of the meeting.

### **4. Gifts, Gratuities and Entertainment**

MARC committee members and directors shall avoid accepting, directly or indirectly, any rebate, gift, money or anything of monetary value from an organization or vendor that could benefit from a MARC committee action regarding funding recommendations, vendor selection or other transactions. From time to time, vendors may pay for meals apart from a bid process.

### **5. Committee Representation**

MARC makes decisions on federal and state funding that benefits local communities within the Kansas City region. The MARC Board and many of its committees are composed of local officials representing the communities that may benefit from MARC Board decisions. It is not a conflict of interest for a board member or a committee member, who are also elected officials or local government staff members, to advocate for or vote on issues that will affect their jurisdiction. If an elected official serves on another public board by virtue of their elected office, it is not a conflict of interest for that elected official to participate in discussions and vote on matters affecting that other public body.


In the past, smaller communities have at times been represented by consulting engineers on committees which rely on both technical and community considerations to make funding recommendations. Private consultants or other private parties shall abstain from any discussion or vote on all matters before the committee that might pose a conflict of interest due to a relationship between the project applicant and the private consultant. The private consultant or party should limit any participation in discussion to answering questions asked by other committee members. Individual committees may adopt specific procedural requirements for participation by members and others present at meetings.

---

### **BOARD APPROVAL AND REVISION DATES**

**Approved: August 25, 2009**

**Revised: September 24, 2013  
October 15, 2013  
May 23, 2017**

	<p style="text-align: center;"><b>MARC AGENCY POLICY: WHISTLEBLOWER</b></p> <p style="text-align: right;">Policy No: 2</p>
---	--

## WHISTLEBLOWER POLICY

### PURPOSE

MARC is committed to lawful and ethical behavior in all of its activities and requires all staff to act in accordance with all applicable laws, regulations and policies and to observe high standards of business and personal ethics in the conduct of their duties and responsibilities.

This policy is intended to:

- Encourage individuals to bring ethical or legal violations to the attention of an internal or external authority so that action can be taken to resolve the problem.
- Establish guidance and procedures for staff (paid and volunteer) or others to report illegal, unethical or inappropriate behaviors or practices, in good faith, without fear of retribution.
- To provide a constructive process for individuals to report issues of concern.
- Emphasize the importance of adherence to MARC’s standards of conduct.

### 1. Overview

A whistleblower is a person (often an employee) who raises a concern about serious wrongdoing occurring in an organization. Examples of misconduct that might lead to whistleblowing include the violation of laws, rules or regulations; fraud, mismanagement or corruption; or direct threats to the public interest, such as health or safety violations.

In general, whistleblowing refers to reporting misconduct outside the normal chain of command. Most workplace issues are, and to the extent possible, should be resolved by working with direct supervisors and department directors as described in the Issues Resolution policy. However, if an individual, acting in good faith, has reasonable grounds for believing that serious wrongdoing is taking place that has not been addressed or cannot be addressed through normal channels, he or she has the option of “whistleblowing” without fear of retribution.

Examples of the types of situations a whistleblower might report may include, but are not limited, to the following:

- A violation of law.
- Questionable accounting or monitoring practices.
- Discrimination based on protected classes.
- Fraud, waste or mismanagement.

Examples of problems that can be addressed through normal issues resolution procedures may include, but are not limited, to the following:

- Disagreements or misunderstandings between employees.
- Issues related to employment or working conditions.
- Personality conflicts.

- Working relationships between employees or employees and supervisors.

## 2. Reporting Procedures

Individuals may report misconduct, without fear of retribution, through the following procedures:

- For internal employee relations issues, seek assistance from supervisors, department directors or Human Resources staff as described in the Issues Resolution policy. For issues related to harassment, immediately report to a supervisor, department director, executive director or Human Resources as described in the Harassment-Free workplace policy.
- For all other issues related to suspected fraud, theft, harassment or other illegal activity, contact a supervisor, department director, executive director or call the “WeTip” hotline at 1-800-782-7463 or go online to [www.wetip.com](http://www.wetip.com).

## 3. After the Report

Response procedures for whistleblower reports will vary according to how the report was made.

- Reports to the “WeTip” hotline are forwarded to designated members of MARC’s management team (i.e., the Executive Director, Finance and Administration Department Director, Human Resources Manager, and MARC Board Chair) for review and resolution.

All reports will be acknowledged promptly and handled with due care and diligence. Those who receive the reports have the full authority to investigate all concerns raised, and may use other resources such as legal counsel, accountants, private investigators or others as reasonably necessary to conduct a full and complete investigation. Reports and concerns will be kept confidential to the extent possible.

If a report is found to be of merit or is substantiated, MARC management will take appropriate steps and will adhere to the federal rules for that grant, if applicable. No employee who, in good faith, makes a whistleblowing report will be threatened, discriminated against or otherwise subject to any retaliation or adverse employment consequences. Any staff member who attempts to retaliate against someone who reported a concern in good faith may be subject to discipline.

Allegations that prove to have been made maliciously, recklessly, with gross negligence, or with the foreknowledge that the allegations are false, will be viewed as a serious offense and may result in disciplinary action against the reporting employee.

Any situation involving an issue relating to harassment should be reported **immediately** to the employee’s supervisor, department director, executive director or Human Resources. Specific information relating to MARC’s policy regarding a harassment-free workplace can be found on the MARC intranet under Policies. Complaints of this nature are taken very seriously and will be fully investigated.

---

### BOARD APPROVAL AND REVISION DATES

**Approved: January 25, 2011**

**Revised: January 26, 2021**