



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, March 19, 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: February 20, 2024 Meeting Summary*
3. VOTE: 2024 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program*
4. REPORT: KDOT IKE Program Update
5. REPORT: Midwest Road Usage Charge Study
6. REPORT: City of Shawnee, Kansas, Nieman Road Corridor Update
7. REPORT: EPA Revision to the Primary Annual PM2.5 NAAQS
8. REPORT: Regional Freight Study Update
9. REPORT: Regional Preventive Maintenance Program
10. Other Business
11. 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 by Noon on Monday, March 18, 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
February 20, 2024
Meeting Summary

Members and Alternates Present

Co-Chair Commissioner Janeé Hanzlick, Johnson County, KS
Co-Chair Mayor Leonard Jones, Jackson County, MO Municipalities
Lorraine Basalo, Overland Park, KS
Cecelie Cochran, FHWA-MO
AJ Farris, KCATA
Councilmember Lindsay French, Kansas City, MO (Northland)
Tom Gerend, Kansas City Streetcar Authority
Jeff Hardy, MoDOT
Leslie Herring, Johnson County, KS Municipalities
A.J. Herrmann, Kansas City, MO
Dick Jarrold, KCATA
Joe Johnson, Johnson County, KS Municipalities
Jenny Johnston, Northland Regional Chamber of Commerce
Lee Kellenberger, Johnson County, KS
Michael Kelley, BikeWalkKC
Matt Kleinmann, HETF Wyandotte County
Jill Lawlor, Kansas City, MO (Northland)
Lane Massey, Johnson County, KS Municipalities
Mayor Mike McDonough, Jackson County, MO Municipalities
Janet McRae, Miami County, KS
Jack Messer, Overland Park, KS
Wes Minder, Platte County, MO
Mike Moriarty, KDOT
LaVert Murray, Unified Government of Wyandotte County and Kansas City, KS
Bill Noll, Leavenworth County, KS
Commissioner Jerry Nolte, Clay County, MO
Brian Nowotny, Jackson County, MO
Tawn Nugent, WTS
Luz Ortiz, HETF Wyandotte County
Michael Park, Lee's Summit, MO
Sean Pederson, Unified Government of Wyandotte County and Kansas City, KS Municipalities
Josh Powers, Johnson County, KS
Chris Redline, MoDOT
J.D. Rios, Unified Government of Wyandotte County and Kansas City, KS
Eric Rogers, BikeWalkKC
Eric Sandberg, Miami County, KS
Randi Shannon, Miami County, KS Municipalities
Brian Shields, Overland Park, KS
Mayor John Smedley, Platte County, MO Municipalities
Michael Spickelmier, Leavenworth County, KS Municipalities
Chad Thompson, Kansas City, MO
Councilmember Reginald Townsend, Cass County, MO
Councilmember Dean Vakas, Olathe, KS
Mario Vasquez, Kansas City, MO
Karl Walters, Clay County, MO
Doug Wesselschmidt, Jackson County, MO
Beth Wright, Olathe, KS
Sabin Yanez, Northland Regional Chamber of Commerce

Others Present

Santos Arellano, Platte County EDC
Jonathan Batchelor, TranSystems Corp.
Marcus Bray, Parrish and Sons Construction
Sara Copeland, Burns & McDonnell
Richard Cowart, KCATA
Randy Gorton, BHC
Art Gough
Gunnar Hand, Unified Government of Wyandotte County and Kansas City, KS
Matt Henderson, Benesch
Katie Jardieu, MoDOT
Krystal Jolly, MoDOT
Sarah Long, MoDOT
Ben McCabe, MoDOT
John Neuberger, University of Kansas Health System
Andrew Ngui, Kansas City, MO
Austin O'Regan, FlashParking
Fahteema Parrish, Parrish and Sons Construction
Greg Rokos, Belton, MO
Melissa Schmitz, MoDOT
Donald Schoenborn, MoDOT
Allison Smith, KDOT
Rob Swafford, Richmond, MO
Krystal Voth, Basehor, KS
Mike Wilson, Black & Veatch
Brett Wood, GBA
Juan Yin, MoDOT

MARC Staff Present

Ron Achelpohl, Director of Transportation & Environment
Megan Broll, Transportation Program Assistant
Karen Clawson, Air and Climate Programs Manager
Beth Dawson, Principal Planner
Raymart Dinglas, Public Affairs Coordinator II
Jonathan Feverston, Transportation Planner I
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Tom Jacobs, Chief Resilience Officer & Environmental Programs Director
Kate Ludwig, Environmental Program Assistant
Martin Rivarola, Asst. Director of Transportation & Land Use
Patrick Trouba, Transportation Planner II
Ray Webb, Traffic Operations Director, 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.

2) *Approval of January 16, 2024, Meeting Summary*

Co-Chair Hanzlick called for a motion to approve the January 16, 2024 Total Transportation Policy Committee (TTPC) meeting summary.

Committee Action:

Jack Messer moved to approve the meeting summary. Mayor John Smedley seconded the motion, and the motion passed.

3) *VOTE: 2024 Special Amendment #1 to the 2024-28 Transportation Improvement Program*

Principal Planner Marc Hansen reported on Special Amendment #1 to the 2024-28 Transportation Improvement Program (TIP), which contained modifications to two projects in Wyandotte County sponsored by KDOT. The amendment was released for public review and comment, and no comments were received.

Committee Action:

Jack Messer moved to approve Special Amendment #1 to the 2024-28 TIP. A.J. Herrmann seconded the motion, and the motion passed.

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

Marc Hansen reported on Amendment #2 to the 2024 Unified Planning Work Program (UPWP), which added a new project (funded through the FHWA-RAISE program) and updated the UPWP project listing accordingly. The lead agency of the US-71 Reconnecting Neighborhoods Project is Kansas City, MO, and two comments about specific issues to be covered by the study (planning and multi-modal safety) were received. Both comments were generally in support of the project, and proposed responses were included in the meeting packet for the committee to review.

Committee Action:

Jack Messer moved to approve the 2024 Unified Planning Work Program - Amendment #2. A.J. Herrmann seconded the motion, and the motion passed.

5) *VOTE: Authorize 2024 Call for Projects & Funding Allocations*

Marc Hansen shared that the Carbon Reduction Program (CRP), Congestion Mitigation Air Quality (CMAQ) program, Surface Transportation Block Grant Program (STBG) and Surface Transportation Block Grant Program - Set Aside Program (TAP) program are requesting authorization to open a joint call for projects to fund federal fiscal years (FFY) 2025-2028 for CRP, and FFY 2027-2028 for CMAQ, STP, and TAP. MARC plans to conduct the 2024 call for projects in two phases; the first phase will assess project applications for consistency with regional plans and policies, and the second phase will evaluate project applications using the scoring methodologies established by the various programming committees as in previous funding rounds. Mr. Hansen shared the funding amounts for each program by state, noting allocations are based off of 2024 obligations and are subject to change, as the current Bipartisan Infrastructure Law expires in 2026 (so funding years extend beyond the window of current federal transportation legislation). Historically, these programs have continued to

allocate funding to projects based on best estimates in order to ensure we have enough projects in the pipeline to utilize available funding.

Mr. Hansen noted there are three projects that have traditionally been approved by TTPC and the MARC Board to receive funding “off the top” as regional priorities: the Air Quality Public Education Program, WAY TO GO, and Active Transportation planning work. Additionally, off the top allocation from Surface Transportation Block Grant (STBG) funds are made to Operation Green Light (OGL) for operating expenses that are split between partner jurisdictions and OGL. Mr. Hansen shared the committees assigned to making programming recommendations, noting CMAQ and CRP funds are combined into one application and the committee assignments for those two programs are currently under review. Mr. Hansen also reviewed the programming process and general programming timeline, and shared resources available for applicants.

The committee discussed details of the funding and schedule, and Dick Jarrold expressed concern that CRP funding is not guaranteed to be in the next authorization bill. Mr. Hansen acknowledged this and noted that DOT partners have encouraged spending down balances and that if projects are not programmed in advance, implementation could fall behind schedule.

Committee Action:

Jack Messer moved to approve the 2024 Call for Projects & Funding Allocations. Sabin Yanez seconded the motion. Dick Jarrold and Reginal Townsend voted against the motion, objecting to the 2027-2028 programming of CRP funds. The majority voted in favor, and the motion passed.

6) *VOTE: MARC Complete Streets Policy Update*

Transportation Planner II Patrick Trouba shared a final update to the Complete Streets Policy, reviewing the process and recommended changes that have taken place since July of 2023. Mr. Trouba defined the policy and its purpose, noting the current policy was approved in December 2015. Key feedback during the update engagement process expressed that the policy owes residents safe streets, and owes sponsors clear expectations. Mr. Trouba highlighted specific changes to the policy: the policy’s role in green infrastructure is clarified, the implementation section is expanded to add more guidance on compliance with the policy, and exceptions to the policy are expanded to include maintenance. The proposed updated policy was included in the meeting packet for committee members.

Jack Messer commended Mr. Trouba, Ron Achelpohl, and Martin Rivarola for their efforts to update this policy. Mr. Messer also noted that as Co-Chair of the Highway Committee, the committee was in favor of the changes (though the committee did not have a quorum in order to vote in favor of the update at the time of review).

Committee Action:

Jack Messer moved to approve the update to the MARC Complete Streets Policy. Janet McRae seconded the motion, and the motion passed.

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

Assistant Director of Transportation and Land Use Martin Rivarola reported on the completed KCI Airport Public Transit study, providing an overview of the study, recommendations, and next steps. The goal of the study was to identify flexible and scalable transit services for a variety of users, including workforce, residents, and travelers. Recommendations were developed and divided into starter routes and longer term investments.

Mr. Rivarola shared potential starter routes, which serve downtown, Johnson County, the Northland, and Lenexa. Analyses for cost per rider, potential access to jobs, population, and hotel capacity helped form route recommendations. Mr. Rivarola reviewed cost and service details for specific starter routes, as well as routes considered for potential service expansion. The action plan lists possible funding sources, noting major events like the World Cup could drive political interest and legislative appropriations. Next steps include identifying funding sources, lead agencies and service operators, commitments and capital improvements at termini of the routes, vehicle procurement, advertising, and implementation of services. Mr. Rivarola noted vehicle acquisition could take up to two years, and property ownership can also impact the timeline of implementation.

The committee discussed specific details of route service and the vehicle fleet, with interest in service to KCK and the Barry Road corridor in particular. Committee members also spoke about pedestrian access, sidewalk improvements, and public restrooms.

8) *REPORT: 2026 World Cup Transportation Update*

Martin Rivarola briefed the committee on the FIFA World Cup, which will be held in Kansas City and 15 other cities across North America in the summer of 2026. Kansas City will host a total of 6 games from June 16 through July 11th, 2026. Matches will be held at Arrowhead Stadium, and Mr. Rivarola identified other major activities and their potential locations throughout the region. FIFA has requirements of host cities to address and facilitate travel, with specific expectations applying to the last mile leading to the stadium. Mr. Rivarola shared completed support activities, and potential next steps such as support with traffic signaling and event ride-matching, developing a formal mobility plan, and establishment of a work group by KC2026. Committee members expressed interest in the international aspects of the event, such as the need for translation services.

9) *REPORT: MARC Priority Climate Action Plan and EPA Climate Pollution Reduction Implementation Grant*

Chief Resilience Officer and Environmental Programs Director Tom Jacobs presented the Priority Climate Action Plan (PCAP), which updated the current Regional Climate Action Plan as a requirement of the EPA Climate Pollution Reduction Planning Grant program. The application for the EPA Climate Pollution Reduction Implementation Grant (CPRG) is due April 1, 2024, and will largely mirror the PCAP.

Mr. Jacobs described the approach to mitigation strategies and how public engagement shaped development of the PCAP. The implementation CPRG application will advance three main goals: leveraging public leadership, neighborhood resilience, and critical infrastructure resilience. Mr. Jacobs shared transportation-specific elements, such as transportation alternatives and connecting neighborhoods and activity centers with green corridors and bike/ped trails. After the PCAP is submitted on March 1, 2024, MARC will work on submitting a substantial grant to the EPA for the implementation CPRG. Mr. Jacobs noted that the EPA is interested in a quick turn around of processing applications, with awards expected to be announced in July of this year.

10) *REPORT: EPA Revision to the Primary Annual PM2.5 National Ambient Air Quality Standard*

Due to time constraints, this item was deferred to the next committee meeting.

11) *REPORT: Regional Freight Study Update*

Due to time constraints, this item was deferred to the next committee meeting.

12) *Other Business*

Co-Chair Hanzlick thanked everyone in transit who helped during last Wednesday's Super Bowl parade, and called for any other business.

13) *Adjournment*

Co-Chair Hanzlick adjourned the meeting.

TTPC AGENDA REPORT

March 2024
Item No. 3

ISSUE:

VOTE: 2024 2nd 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 2nd Quarter Amendment to the *2024-2028 Transportation Improvement Programs* includes 42 projects:

- 14 new projects to be added, including but not limited to:
 - #524012 - Lawson - Salem Road Extension
 - #524013 - Excelsior Springs - US Safe Streets & Sidewalks
 - #627028 - Grandview - Blue Ridge Blvd Improvements; 3rd St to Prospect
 - #735031 - Belton - Markey Parkway Connection
 - #867008 - Osawatomie - John Brown and South Levee Loops
- 28 modified projects
 - Scope
 - Schedule
 - Budget

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

Some projects within this amendment as noted in the attached documents have been modified or added to the program in response to a new goal setting approach to local program management implemented by the Missouri Department of Transportation (MoDOT). Under this new guidance, a target obligation percentage will be established for each year aimed at limiting the accumulation of unspent funds and maximizing opportunities for the state to secure additional resources. MARC staff will brief the committee on this new approach, efforts to meet the goals set by MoDOT, and the current status of MARC funding programs. A memorandum from MoDOT discussing the goals set for 2024 is included for your reference.

POLICY CONSIDERATIONS:

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

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

The Active Transportation Programming Committee approved the modifications to the 2024 Transportation Alternatives program in the attached document at their meeting on February 21, 2024.

The Missouri STP Priorities Committee approved the modifications to the 2024 Surface Transportation Block Grant program detailed in the attached document at their meeting February 13, 2024.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve the program modifications made by the Active Transportation Programming Committee and the Missouri STP Priorities Committee.

Approve the release of the 2024 2nd Quarter Amendment to the *FFY 2024-2028 TIP* for public review and comment.

STAFF CONTACT

Marc Hansen

Missouri Department of Transportation

Patrick K. McKenna, Director

1.888.ASK MODOT (275.6636)

January 16, 2024

David Warm
Mid-America Regional Council Executive Director
600 Broadway, Suite 200
Kansas City, MO 64105

Dear Mr. Warm:

As a follow-up to our partnering meeting in November, we wanted to send a letter to summarize the discussion and next steps. Moving forward, beginning in federal fiscal year 2024, we will move to a goal setting approach, meaning an obligation percentage will be established for each year moving forward. This goal will be reviewed each year to determine if modifications are necessary.

For federal fiscal year 2024, the goal is to obligate one-hundred and twenty percent (120%) of the annual allocation made available to our local agencies. This goal will be tracked by region (the three Transportation Management Areas and the rest of the state) and not by individual program (for example, TAP, BRO, etc). In addition to the 120% goal, there will be a trigger point where if the obligation percentage falls under 110% at year end, the funds will expire. MoDOT will provide a monthly report to track progress of this. The first report is being drafted to include the December balances and will be discussed at our Partnering Meeting on January 24, 2024.

As usual, thank you for your continued partnership, efforts, and focus to obligate federal funds.

Sincerely,



Patrick K. McKenna
Director



Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to a prosperous Missouri.

www.modot.org

**Missouri STP Priorities Committee
February 13, 2024, Program Modifications**

630083 **Lee's Summit** **Pryor Road Improvements - Phase 1**
Increase 2024 STBG funding by \$10,000,000 to a total of \$13,930,000

970114 **PortKC/KCATA** **Berkley Riverfront Mobility Hub**
Increase 2024 STBG funding by \$250,000 to a total of \$1,220,184

970087 **MARC** **Planning Sustainable Places Program**
Advance project from 2025 and Increase STBG funding by \$180,000 to a total of \$900,000

NA **Belton** **Markey Parkway Connection**
Add project to the program. 2024 STBG funds of \$3,000,000

NA **Lawson** **Salem Road Extension**
Add project to the program. 2024 STBG funds of \$1,000,000

510065 **Kansas City, MO** **Front Street**
Increase 2024 STBG funding by \$3,204,000 to a total of \$5,791,430

Total Amount of New Programming \$17,634,000

These modifications will be included in the March 2024 TIP amendment

2024 MoDOT Obligation Target (120% of Allocation)	\$31,365,493.20
2024 Obligations Expected	\$31,450,214.00
% of Target Met (as programmed)	100.3%

2024 Missouri STBG Program Balance Projection

Balance Forward from 2023	\$	6,998,443.11
2024 STBG Obligation Limitation	\$	26,137,911.00
Miscellaneous Obligation/De-obligation	\$	1,175,219.35
Total Available 2024	\$	34,311,573.46

2024 Obligations to Date	\$	490,000.00
<i>OGL ATMS Operations</i>	\$	490,000.00

2024 Programmed Obligations	\$	30,960,214.00
<i>MO-2 Culvert</i>	\$	993,600.00
<i>Blue Jay & M-291</i>	\$	800,000.00
<i>Truman Connect</i>	\$	2,700,000.00
<i>Greenwood Connector</i>	\$	475,000.00
<i>Pryor Road</i>	\$	13,930,000.00
<i>Markey Parkway</i>	\$	3,000,000.00
<i>Salem Road</i>	\$	1,000,000.00
<i>Berkley Riverfront</i>	\$	1,220,184.00
<i>Planning Sustainable Places</i>	\$	900,000.00
<i>Front Street</i>	\$	5,791,430.00
<i>Bluff Trail Enhancements</i>	\$	150,000.00

2024 Total Obligations Programmed	\$	31,450,214.00
2024 Projected Ending Balance	\$	2,861,359.46

Active Transportation Programming Committee – February 2024 Program Modifications

Kansas City, MO Defederalized Projects

The City of Kansas City, MO agreed to release TAP funds from the following projects and reallocate them to other KCMO projects.

Project	TIP #	TAP funding (thousands)	Reallocated to	TIP #
11th/12th Street Bikeways - Phase 2	611219	\$750.00	US 169 Bike/Ped Overpass (Route 152 Segment 10)	410070
Lexington Gladstone Bikeways	611189	\$342.20	Martha Truman Connector Trail	611197
Missouri River Trail Segment 1	611195	\$500.00	US 169 Bike/Ped Overpass (Route 152 Segment 10)	410070

The Committee approved the reallocation of other funds to certain Missouri projects programmed in FY 2024 to ensure that MoDOT's goal of \$6.6 million was obligated in this fiscal year. The committee aimed to reallocate approximately \$2.5 million.

Sponsor	Project	TIP #	Starting TAP funding (thousands)	TAP funds reallocated directly from other projects (see above)	Additional TAP funding reallocated in February (thousands)	Total TAP funding (thousands)
Gladstone	The Linden Connector	518016	\$475.00		\$245.00	\$720.00
Grandview	Blue Ridge Blvd at KCS Railroad Overpass Bike/Ped Accommodations	627027	\$900.00		\$312.50	\$1,212.50
Jackson County	Little Blue Trace/Rock Island Connector	634079	\$475.00		\$460.00	\$935.00
Kansas City, MO (Parks & Rec)	Martha Truman Connector Trail	611197	\$250.00	\$342.20		\$592.20
Kansas City, MO (Public Works)	US 169 Bike/Ped Overpass (Route 152 Segment 10)	410070	\$500.00	\$1,250.00	\$312.50	\$2,062.50
Kansas City, MO (Public Works)	Route 9 and NW Prairie View Road Sidewalk/Bike Lane Improvement	440001	\$450.00		\$156.86	\$606.86
Lee's Summit	Complete Street Improvements, 3rd St Blue Pkwy to Jefferson, and Market St	630081	\$500.00		\$312.50	\$812.50
Riverside	Vivion Road Trail Segment 1	414006	\$500.00		\$227.20	\$727.20
Smithville	Commercial Pedestrian Project	530002	\$500.00		\$460.00	\$960.00
Totals				\$1,592.20	\$2,486.56	\$8,628.76

2024 TAP Program

FY 2024 starting balance (thousands, rounded)	\$17,102.41
FY 2024 obligations so far (thousands, rounded)	\$1,471.43
Total of FY 2024 projects that saw modifications to funding in February (see above)	\$8,628.76
Total of other programmed FY 2024 projects expected to obligate in FY 2024	\$2,745.54
Total of expected FY 2024 obligations	\$12,845.73
Expected balance at end of FY 2024 (thousands, rounded)	\$4,256.68

TTPC AGENDA REPORT

March 2024
Item No. 4

ISSUE:

REPORT: KDOT IKE Program Update

BACKGROUND:

On March 7, 2024, Governor Laura Kelly announced that 17 highway modernization and expansion projects were added to the to the Eisenhower Legacy Transportation Program's (IKE) Development Pipeline, including two projects within the MARC planning area. The Kansas Department of Transportation conducted local consult outreach meetings in the Fall of 2023 and these projects resulted from that input and additional analysis by KDOT.

The Kansas City area projects include:

- I-35/U.S. 56 interchange improvements in Johnson County
- K-5, from U.S. 73 southeast to I435 in Wyandotte/Leavenworth Counties, reconstruction on new alignment

More information about these projects is available at:

<https://ike.ksdot.gov/projects/development-pipeline-announcement-2024>. Representatives of KDOT will provide more information at the meeting.

POLICY CONSIDERATIONS:

The I-35/U.S. 56 interchange project is related to project ID 1591 in the Connected KC 2050 metropolitan transportation plan.

The K-5 project is included as project ID 1671 in Connected KC 2050.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts Johnson, Leavenworth and Wyandotte Counties in Kansas.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

TTPC AGENDA REPORT

March 2024
Item No. 5

ISSUE:

REPORT: Midwest Road Usage Charge Study

BACKGROUND:

The Kansas Department of Transportation is currently leading an effort to study how mileage based fees or road usage charges (RUC) could be deployed as a means to provide more sustainable, long-term funding for state-wide transportation needs as motor fuel taxes generate less revenue in the future as new vehicles become less reliant on gasoline and diesel.

While a few states including Hawaii, Oregon, Utah and Virginia have established RUC programs, this study is designed to provide feedback from midwestern users about the best ways to address preferences and concerns related if such a program were implemented in our part of the country. KDOT is currently recruiting drivers from all parts of the state to participate in pilot tests of various options for data collection and reporting during the summer of 2024, although no actual user fees will be collected.

More information about this study is available at: <https://ike.ksdot.gov/ruc-study>.
Representatives of the project consultant team will provide more information at the meeting.

POLICY CONSIDERATIONS:

Connected KC 2050 encourages regional leaders to develop new funding sources to address future funding needs for the transportation system.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all Kansas counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

TTPC AGENDA REPORT

March 2024
Item No. 6

ISSUE:

REPORT: City of Shawnee, Kansas, Nieman Road Corridor Update

BACKGROUND:

Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities impact transportation within their community. Shawnee, Kansas, will provide an update on the Nieman Road corridor which was the study area for their 2013 Planning Sustainable Places, PSP, project, Nieman Road Community Connectivity Plan, and its implementation and impact since the study was completed.

The presenter will be Doug Allmon, AICP, Community Development Director. To learn more about the Shawnee study, please visit:

https://www.marc.org/sites/default/files/2022-10/PSP_Projects_2013_Nieman_Corridor.pdf

Additional details regarding all PSP projects can be found at the program's [story map](#).

POLICY CONSIDERATIONS:

None

BUDGET CONSIDERATIONS:

None

COMMITTEE ACTION:

None

RELATED JURISDICTIONS:

This item impacts the City of Shawnee, Kansas

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Beth Dawson

TTPC AGENDA REPORT

March 2024
Item No. 7

ISSUE:

REPORT: EPA Revision to the Primary Annual PM_{2.5} National Ambient Air Quality Standard

BACKGROUND:

EPA sets National Ambient Air Quality Standards (NAAQS) for six pollutants: carbon monoxide, lead, particulate matter (PM), ozone, nitrogen dioxide and sulfur dioxide. The NAAQS are based solely on public health and welfare protection and must not consider the cost of revising a standard if the current science demands a standard be tightened to protect public health or welfare.

The Clean Air Act requires that EPA review the NAAQS every five years to ensure their adequacy. The review process is a multi-stage, robust review of current science that requires significant expert involvement. If a standard is tightened, states and local regions must ensure that the sources of pollution in their jurisdiction decrease their emissions, so that the region can meet the new, more stringent national standard.

PM can vary in size, but fine PM (2.5 microns or less), is inhaled and can enter the bloodstream, which can increase overall mortality rates and is often linked to cardiovascular disease, asthma and other respiratory impacts and cancer. It can be emitted by a wide range of sources such as vehicles, industrial sources (including power plants), construction sites and fires. PM_{2.5} can impact everyone, but there are strong evidence that Black and Hispanic populations, on average, experience higher PM_{2.5} exposures, as do communities with lower socioeconomic status.

EPA began review of the annual primary standard for PM_{2.5} in 2021 and, on February 7, 2024, the EPA announced its decision to strengthen the primary annual PM_{2.5} standard from its current level of 12.0 µg/m³ to 9.0 µg/m³. The Kansas City region is currently in attainment with the 2012 standard (12 µg/m³). However, there are two monitors in the Kansas City area (Heritage Park in Olathe and JFK in Kansas City, Kansas) that indicate an increasing trend in annual PM_{2.5} levels and that the design value (three-year average of average annual weighted mean values from 2021-2023) of the JFK monitor exceeds the new standard of 9.0 µg/m³.

Within two years after a final NAAQS revision, EPA must designate areas as meeting or not meeting the standard considering the most recent air quality monitoring data and input from states. Within three years after the revision, all states must submit implementation plans (SIP) revisions to EPA showing they have the basic air quality management program components in place to implement the final NAAQS. Eighteen months after designations, nonattainment areas must submit state implementation plans.

POLICY CONSIDERATIONS:

A potential nonattainment status for PM_{2.5} would trigger transportation conformity requirements for the Connected KC 2050 plan and the Transportation Improvement Program to ensure they conform with State Implementation Plans.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

Regional, with potential near-term impacts for Wyandotte County

RECOMMENDATION:

None. Information only

STAFF CONTACT:

Karen Clawson

TTPC AGENDA REPORT

March 2024
Item No. 8

ISSUE:

REPORT: Regional Freight Study Update

BACKGROUND:

Freight transportation and logistics is a key industry for the Kansas City regional economy as well as a required element of MARC's metropolitan transportation planning responsibilities. MARC has a strong history of effective public and private sector strategic planning for freight transportation dating back to the 1995 Intermodal Freight Strategies Study, 1999 Mid-Continent TradeWay Study, 2009 Regional Freight Outlook and 2020 Heartland Freight Technology Plan. Given the rapid changes in freight technology and service delivery since the COVID pandemic, MARC is updating this foundational planning work in partnership with the Lawrence/Douglas County Metropolitan Planning Organization (LDCMPO) and Pioneer Trails Regional Planning Commission (PTRPC).

The study will consider several issues and trends impacting the region's freight transportation system including:

1. System reliability, connectivity, and capacity,
2. Safety and resiliency
3. Urban and rural trends
4. Economic development
5. Land use
6. Truck parking
7. Public policy considerations
8. Emerging technologies
9. Workforce development

Staff will provide an overview of the study scope and schedule at the meeting.

POLICY CONSIDERATIONS:

Study recommendations will inform future updates to other regional transportation plans.

BUDGET CONSIDERATIONS:

None

COMMITTEE ACTION:

None

RELATED JURISDICTIONS:

All MARC Counties, Lawrence/Douglas County MPO, and Pioneer Trails Regional Planning Commission

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Darryl Fields

TTPC AGENDA REPORT

March 2024
Item No. 9

ISSUE:

REPORT: Regional Preventive Maintenance Program

BACKGROUND:

February 2022 MARC Board approved the reception of up to \$8,393,333 in Missouri Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) and in August 2023 approved an additional \$1,000,000 in Surface Transportation Block Grant (STBG) funds to support a Missouri Regional Preventive Maintenance (RPM) roadway overlay program. Funds are to provide administrative costs for the program, procure engineering services for design and inspection, and let construction contracts for preventive maintenance of pavements on area local roadways.

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

November 2023 MARC completed an open competitive procurement through an invitation to bid process for construction service to complete roadway preventive maintenance services. Three (3) roadway overlay bid packages were advertised. Bid package one was for roadway micro surfacing for Cass, Clay, and Jackson Counties; bid package two was for roadway mill and overlay for Cass, Clay and Platte Counties; and bid package three was for roadway mill and overlay for Jackson County.

The winning lowest responsive bid contractors were:

- Vance Brothers for roadway micro - surfacing for Cass, Clay, and Jackson Counties.
- Superior - Bowen for roadway mill and over services for Cass, Clay, Jackson and Platte Counties.

These two contractors will aid MARC in completing the RPM program using CRRSAA funds. Project’s anticipated start date is April 1, 2024, and completion December 2025.

POLICY CONSIDERATIONS:

This project supports Connected KC 2050 goals to maintain the region’s transportation systems in a state of good repair.

BUDGET CONSIDERATIONS:

None

COMMITTEE ACTION:

None

RELATED JURISDICTIONS:

Project impacts Missouri Counties Cass, Clay Jackson and Platte

RECOMMENDATION:
Information only.

STAFF CONTACT:
Darryl Fields