



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, June 18, 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: May 21, 2024 Meeting Summary*
3. VOTE: 2024 3rd Quarter Amendment to the 2024-2028 Transportation Improvement Program*
4. VOTE: 2024 Unified Planning Work Program – Amendment #4*
5. VOTE: Release CKC2050 MTP Amendment #8 – Project #1466*
6. VOTE: Spring 2024 Functional Classification System Updates*
7. REPORT: Connected KC 2050 Regional Survey
8. REPORT: Regional Stormwater Engineering Standards (APWA 5600) Update
9. REPORT: Phase 1 Applications for 2024 Suballocated Federal Funding Call for Projects
10. REPORT: 2024 Peer Regions Transit Study
11. Other Business
12. 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, June 17, 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
May 21, 2024
Meeting Summary

Members and Alternates Present

Co-Chair Commissioner Janeé Hanzlick, Johnson County, KS
Co-Chair Mayor Leonard Jones, Jackson County, MO
Cecelie Cochran, FHWA - Missouri Division
Councilmember Fred DeMoro, Lee's Summit, MO
AJ Farris, KCATA
Jeffrey Hardy, MoDOT
Leslie Herring, Johnson County, KS Municipalities
A.J. Herrmann, Kansas City, MO
Dick Jarrold, KCATA
Joe Johnson, Johnson County, KS Municipalities
Councilmember Jerry Kaylor, Jackson County, MO Municipalities
Lee Kellenberger, Johnson County, KS
Jill Lawlor, Kansas City, MO (Northland)
Legislator Megan Marshall, Jackson County, MO
Janet McRae, Miami County, KS
Jack Messer, Overland Park, KS
Wes Minder, Platte County, MO
Mike Moriarty, KDOT
Matt Nolker, Ray County, MO
Luz Ortiz, HETF Wyandotte County
Michael Park, Lee's Summit, MO
Sean Pederson, Unified Government of Wyandotte County and Kansas City, KS Municipalities
Joshua Powers, Johnson County, KS
J.D. Rios, Unified Government of Wyandotte County and Kansas City, KS
Eric Rogers, BikeWalkKC
Mayor John Smedley, Platte County, MO Municipalities
Chuck Soules, Clay County, MO Municipalities
Mike Spickelmier, Leavenworth County, KS Municipalities
Chad Thompson, Kansas City, MO
Councilmember Dean Vakas, Olathe, KS
Karl Walters, Clay County, MO
Mayor Dana Webb, Jackson County, MO Municipalities
Doug Wesselschmidt, Jackson County, MO
Beth Wright, Olathe, KS
Sabin Yanez, Northland Regional Chamber of Commerce

Others Present

Santos Arellano, Platte County EDC
Jill Bruss, MoDOT
Tom Degenhardt, Blue Springs, MO
Randy Gorton, BHC
Art Gough
Ezekiel Hall, MoDOT
Robert Heim, Platte County, MO
Meghan Jansen, Burns & McDonnell
Katie Jardieu, MoDOT
Krystal Jolly, MoDOT
Carrera Kauszler, CFS Engineers
Tim McEldowney, Gardner, KS
Kent Monter
Davonna Moore-Edeh, CDM Smith
Andrew Ngui, Kansas City, MO
Fernando Oliveira, Affinis Corporation
Sean Partain, Olsson Associates
Donald Schoenborn, MoDOT
Allison Smith, KDOT
Griffin Smith, Garver
Krystal Voth, Basehor, KS
Michael 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 & Climate Programs Manager
Beth Dawson, Principal Planner
Raymart Dinglas, Public Affairs Coordinator II
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Alicia Hunter, Transportation Planner III
Tom Jacobs, Chief Resilience Officer & Environmental Programs Director
Martin Rivarola, Assistant Director of Transportation & Land Use Planning
Patrick Trouba, Transportation Planner II
Raymond Webb, Traffic Operations Director

1) *Welcome/Introductions*

Missouri Co-Chair Mayor Leonard Jones called the meeting to order. Online guests were asked to introduce themselves in the chat, and self-introductions for in-person attendees followed. A quorum for the committee was present.

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

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

Committee Action:

J.D. Rios moved to approve the meeting summary. Mayor John Smedley seconded the motion, and the motion passed.

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

Principal Planner Marc Hansen presented the report on the Unified Planning Work Program (UPWP). Co-Chair Commissioner Janeé Hanzlick commented the Johnson County Transportation Council heard from the planning consultant and is excited to move forward.

Committee Action:

Mayor Smedley moved to approve the Amendment #3 to the 2024 UPWP. Co-Chair Janeé Hanzlick seconded the motion, and the motion passed.

4) *VOTE: 2025-2027 Disadvantaged Business Enterprise (DBE) Goal for Public Review and Comment*

Principal Planner Darryl Fields reported on the update to the DBE goal, to be released for public review and comment. The committee questioned if Covid negatively impacted MARC's ability to meet DBE goals; MARC has met its goal consistently without problem. A committee member asked if a prime contractor can satisfy the DBE requirement. Mr. Fields clarified a prime contractor is still required to get a DBE subcontractor; while the prime contractor can meet a portion of the DBE goal as "race conscious," it wouldn't meet the overall goal for the agency as "race neutral."

Committee Action:

JD Rios moved to release the 2025-2027 DBE Goal for public review and comment. Mayor Smedley seconded the motion, and the motion passed.

5) *VOTE: 2024 Missouri Unfunded Needs*

Martin Rivarola, Assistant Director of Transportation & Land Use Planning, presented the Missouri Unfunded Needs list recommendation provided by the Missouri STP Priorities Committee and other MARC committees. The committee asked to clarify the distinction between Missouri Unfunded Needs designation and Metropolitan Transportation Plan (MTP) score; the Unfunded Needs list notes if a project is included in the MTP, and its relative priority within that plan. Some transportation asset management projects are not included in the MTP but may be included on the Unfunded Needs list; if they advance to implementation, the Transportation Improvement Program (TIP) would be amended accordingly.

Mr. Rivarola indicated there are more stated needs than the MoDOT target of total project costs for this list. MoDOT echoed that Unfunded Needs are viewed as "next priorities," and that some bigger rehabilitation projects are included on the list to acknowledge those needs despite the high cost. Environmental review schedules can affect the advancement of

projects. The list may also be utilized by the legislature, and projects on the list can potentially receive federal funding or funding from the legislature (outside of the regular MoDOT allocation formula).

Committee Action:

Dick Jarrold moved to approve the 2024 Missouri Unfunded Needs list. Mayor Smedley seconded the motion. Jeff Hardy abstained from the vote. The motion passed.

6) *VOTE: Programming Committee for Carbon Reduction Program Funds*

Ron Achelpohl reviewed the report and proposed committee to program Carbon Reduction Program (CRP) and Congestion Mitigation Air Quality (CMAQ) funds. Some committee members expressed concern about increasing the number of programming committees, noting it's particularly difficult for smaller agencies to attend numerous meetings. Committee members questioned if the new committee would maintain the flexibility and ability to move projects between CMAQ and Transportation Alternative Program (TAP) funds; MARC staff noted committees regularly communicate funding opportunities for projects that are eligible for multiple funding sources such as CMAQ, TAP, and Surface Transportation Block Grant (STBG) funds. MARC presumes that CRP funding will continue along with other transportation programs. This proposed committee would likely need to meet regularly to monitor projects and reallocate funding for projects that can't progress.

Committee Action:

Mayor Smedley moved to approve the Programming Committee for CRP and CMAQ Funds, Co-Chair Hanzlick seconded the motion. The motion passed unanimously.

7) *REPORT: Kansas Infrastructure Hub*

Matt Volz, Executive Director of the Kansas Infrastructure Hub, provided an update on the funding resource available to Kansas agencies at <https://kshub.org/>, which helps leverage Build Kansas funding to apply for federal grants from the Bipartisan Infrastructure Law (BIL). Mr. Volz clarified for the committee that any project with a federal match requirement is eligible to apply for funding (including congressionally-directed projects and projects programmed through MARC suballocated funds), and projects must apply for the match through the Build Kansas Fund before applying for the federal grant. The two-step process can take up to two months, and involves first going before the steering committee (which meets every two weeks), then going through the legislative advisory committee, which can take longer. Mr. Volz encourages projects to be submitted as early as possible, and that adjustments to the application can be made after submission. Mr. Volz also shared that Kansas Safe Streets and Roads for All (SS4A) grant awards included two awards with match dollars funded by the Build Kansas (including Topeka, which is the second-largest award nationally in the SS4A program).

8) *REPORT: FY23 Safe Streets & Roads for All (SS4A) Grant Update*

Transportation Planner III Alicia Hunter reviewed the SS4A grant update. Ron Achelpohl added that several other communities received grants in 2022 and 2023 rounds, and MARC will continue work to coordinate with grantees for regional/local SS4A projects in 2024 and 2025. Coordination will also include avoiding duplicating efforts from other safety planning activities in the region such as Kansas City's Vision Zero plan. Ms. Hunter noted MARC is in the process of setting up recurring meetings and adding groups to that list as new grantees are awarded.

9) *REPORT: Connected KC 2050 Regional Survey*


Principal Planner Beth Dawson shared a brief update on the long range transportation plan survey, noting we received a better than expected response rate. A more in-depth statistical analysis will be presented to the committee at the next meeting, including analysis by county and information about lower ranked priorities.

10) *Other Business*

- The MARC Regional Assembly and Leadership Awards on June 14, 2024 is still accepting registrations at: <https://www.marc.org/event/2024-regional-assembly-and-leadership-awards>.
- The Planning Sustainable Places 2025 Call for Projects deadline is approaching on June 14, 2024; additional information about the call is available at: <https://www.marc.org/transportation-transportation-programs/planning-sustainable-places/planning-sustainable-places-call-for-projects>.
- The Regional Innovation Forum on Artificial Intelligence and Transportation is June 7, 2024. Registration is available at: <https://member.marc.org/ap/Events/Register/3qHnQ5MhVHQCg>.
- Contractors have begun work on projects in the Regional Preventive Maintenance program in Missouri, and expect to complete their project by the end of summer.
- Co-Chair Jones welcomed new TTPC member Legislator Megan Marshall, representing Jackson County, MO.

11) *Adjournment*


Co-Chair Jones adjourned the meeting at 10:40am.



Total Transportation Policy Committee meeting

May 21, 2024

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Item #1

Welcome and introductions

Zoom attendees, please:

- Sign into the chat box to register your attendance.
- Use your full name for your screen name.
- Mute your microphones unless speaking to the group.
- Turn on your cameras when speaking to the group.
- Type questions in the chat box.


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Item #2

VOTE: April 16, 2024, Meeting Summary

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Item #3

VOTE: 2024 Unified Planning Work Program – Amendment #3

Presenter: Marc Hansen, MARC

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Item #4

VOTE: 2025-2027 Disadvantaged Business Enterprise (DBE) Goal for Public Review and Comment

Presenter: Darryl Fields, MARC

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Disadvantaged Business Enterprise (DBE)

- To ensure that minority and women owned businesses have an equal opportunity to receive and participate in USDOT-assisted contracts.
- Additionally, MARC encourages all qualified businesses to actively participate in the procurement of all MARC-sponsored contracts.
- MARC does not discriminate based on race, color, sex, national origin, age, military status or disability.

Proposed
2025 – 2027
DBE Goal
20%

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What is a Disadvantaged Business Definition Enterprise (DBE)

- DBEs are for-profit small business owned by socially and economically disadvantaged individuals having at least a 51% interest and daily business management control and operations.
- African Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent Asian Americans, and women are presumed to be socially and economically disadvantaged. Other individuals can also qualify as socially and economically disadvantaged on a case-by-case basis.
- DBE Program is unique to USDOT
- Women and Minority Owned Business Certifications **ARE NOT** DBE Certifications



Kansas Office of Contract Compliance



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DBE Program Start

- Started in 1980 as a minority/women's business enterprise program established by regulation under authority of Title VI of the Civil Rights Act of 1964
- 1987 DOT has established a single DBE goal, encompassing both firms owned by women and minority group members.
- The DOT DBE program is under the guidelines Code of Federal Regulations. ([Title 49, Part 26](#)). The FAA also maintains a separate DBE program for concessions in airports under ([Title 49, Part 23](#)).



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Why MARC has a DBE Program

- If applying for, or are about to receive, money directly from the USDOT (FTA, FHWA, FAA, FRA) - federal law requires a DBE program
- If spending \$250,000 or more in 3rd party procurements
- Four key elements to understanding and complying with the DBE program
 - Setting the goal
 - Planning the program
 - Monitoring and oversight
 - Reporting

FTA Third Party Contracting Requirements

- FTA Master Agreement
- FTA 4220.1F
- 49 CFR 53xx Provisions
- FTA Circulars



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MARC's DBE Goal



Current 2022 – 2024
Goal 20%

Proposed 2025 – 2027
Goal 20%

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MARC's DBE Goal Setting

- Step 1 Base Goal
Ready, willing, and able DBEs
Step One Base Figure: All firms ready, willing, and able (including DBEs and non-DBEs)
- Step 2 Adjustment
A. Proposed Goal
B. MARC 3yr average goal
(A + B)/2 = Goal Adjustment



MARC's Goal
Base = 14%
Adjusted = 20%

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Regional Partners Goals

Regional Agencies	Goals
KCATA	24%
KCMO (MCI Airport)	16%
KCMO (Streetcar)	24%
KCMO W/MBE	15%
KDOT	8%
MARC	20%
MoDOT	15%



Kansas Office of Contract Compliance



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Recommendation:



Release the proposed 2025-2027 DBE Goal for public review and comment.

Proposed 2025 – 2027
Goal 20%

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Item #5

VOTE: 2024 Missouri Unfunded Needs

Presenter: Martin Rivarola, MARC

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2024 Missouri unfunded needs

▶ Goal:

- ▶ provide a list of projects which represent where additional funding could be used
- ▶ Be able to react quickly with deliverable projects to any identified or secured funding

▶ Request: Update *unfunded transportation needs* list

- ▶ Complete work by May 31, 2024

▶ Key Factors considered in making recommendations:

- ▶ The relative priority of projects in the MTP and other plans
- ▶ Priorities of cities, counties and other agencies within their individual jurisdictions
- ▶ Distribution of projects within the region
- ▶ Progress made towards implementing projects on the previous list
- ▶ Project readiness w/ opportunity for annual updates.
- ▶ MoDOT staff priorities

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2024 Missouri unfunded needs

▶ Committee review process:

MARC Committee	Dates of Review
Highway Committee	March 27
Transit Technical Team	April 12
Goods Movement	February 6, May 7
BPAC & ATPC	Jan 10, Feb 14, March 13, May 10
MO STP Priorities Committee	Feb 13, March 12, April 9 & May 14

Committee names and dates highlighted in **BOLD** reflect recommendations made by committee to the TTPC

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2024 Missouri unfunded needs

► Unfunded needs list - structure

Unfunded needs lists	Requested \$ cost target
Road/Bridge Tier I	\$95 M
Road/Bridge Tier II	\$380 M
Road/Bridge Tier III	\$380 M
Road/Bridge Total	\$855 M

Multimodal Projects	\$190 M
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Note: +/- 10% of project cost target allowed by MoDOT within each tier and in overall list of projects

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Kansas City Region - DRAFT Missouri Road/Highway Unfunded Needs List (2024)					
Recommendation by Missouri STP Committee					
Tier 1					
Project Name	Cost	Note	Former Tier (2023)	MTP Score	MTP Priority
I-70 (435-470) - Corridor Improvements (partial)	\$100,000,000	Stay in current Tier from 2023	1	101	High

Tier 1 Target	Total Tier	% Over / Under Target
\$95,000,000	\$100,000,000	5%

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Kansas City Region - DRAFT Missouri Road/Highway Unfunded Needs List (2024)					
Recommendation by Missouri STP Committee					
Tier 2					
Project Name	Cost	Note	Former Tier (2023)	MTP Score	MTP Priority
US71 - Safety Improvements Across Bruce R. Watkins (Partial 1 of 2)	\$30,250,000	Split between Tier 2 and Tier 3 pending conclusion of PEL study	2	120	High
I-29 and I-35 Corridor from MO 210 to MO45 Along I-29 and MO 210 to I-435 along I-35	\$238,000,000	I-29/I-35 Corridor improvements - PEL priority segment 1	2	104	High
I-70 (435-470) - Corridor Improvements (partial)	\$90,000,000	Stay in current Tier from 2023	2	101	High
MO 291 (I-435 to Ash) Corridor Improvements	\$50,340,000	Stay in current Tier from 2023	2	77	High
Tier 2 Target: \$380m					

Tier 2 Target	Total Tier	% Over / Under Target
\$380,000,000	\$408,590,000	8%

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Kansas City Region - DRAFT Missouri Road/Highway Unfunded Needs List (2024)					
Recommendation by Missouri STP Committee					
Tier 3					
Project Name	Cost	Note	Former Tier (2023)	MTP Score	MTP Priority
Route AA/Waukomis Drive Complete Streets Reconstruction	\$8,800,000	Stay in current Tier from 2023	3	149	Rehabilitation
US-71-Safety Improvements Across Bruce R. Watkins (Partial 2 of 2)	\$90,750,000	Split between Tier 2 and Tier 3 pending conclusion of PEL study	3	120	High
I-70 and I-470 Interchange Improvement	\$80,000,000	Stay in current Tier from 2023	3	100	Rehabilitation
Interstate 49/ Route 58 Interchange Enhancement Project	\$22,000,000	Stay in current Tier from 2023	3	93	High
I-35 (I-435 to US 69) Corridor Improvements	\$60,500,000	Stay in current Tier from 2023	3	87	High
MO 92 Hwy Improvements - Phase 2	\$25,000,000	Recategorized as Tier 3 project (formerly Tier 2)	2	20	Low
I-49 - Pavement Reconstruction from Blue Ridge Blvd to about 2000' south of 155th St	\$60,000,000	Recategorized as Tier 3 project (formerly Tier 2)	2	N/A	Rehabilitation
US 50 - Pavement Reconstruction from I-470 to Rte. RA	\$29,000,000	Stay in current Tier from 2023	3	N/A	Rehabilitation
Mo Rt FF - Slope repairs/stabilization from Mo Rt 9 to State maintenance ends	\$15,000,000	Stay in current Tier from 2023	3	N/A	Rehabilitation

Tier 3 Target	Total Tier	% Over / Under Target
\$380,000,000	\$391,050,000	3%

All Tiers Target	Total Tier	% Over / Under Target
\$855,000,000	\$899,640,000	5.22%

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Kansas City Region - DRAFT Missouri Multimodal Unfunded Needs List (2024)

Multimodal project category	Combined project list	Committee review
Bike & pedestrian projects	\$68,471,600	BPAC and ATPC
Transit projects	71,850,000	Transit Technical Team
Freight and aviation projects	68,850,000	Goods Movement Committee
Total Multimodal Unfunded Needs	209,171,600	
% over \$190M target	10%	

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2024 Missouri Unfunded Needs - Multimodal (Transit) – Recommended by Transit Technical Team

Project/service route or program	Project / Program Cost
Interjurisdictional Transit Service Operations	\$33,000,000
Interjurisdictional Transit Capital Projects	\$33,000,000
Independence Avenue Bus Rapid Transit (Fast and Frequent Service)	
Burlington/North Oak Enhanced Transit (Fast and Frequent Service)	
31st/Rock Island Corridor (to stadiums) (Fast and Frequent Service)	
Other routes and services	
Improve passenger rail station, replace platform staircases in KC	\$5,000,000
OATS - Local match for 41 vehicles past useful life	\$850,000
Total	\$71,850,000

Note: Assume state funds cover 20% of capital cost for projects. Remainder for "Interjurisdictional transit operations".

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2024 Missouri Unfunded Needs - Multimodal (Bike/Ped) – Recommended by Active Transportation Programming Committee	
Project	Cost
Blue River Parkway - Blue Ridge Connector (Jackson County Parks + Rec)	\$3,000,000
Blue River Parkway Trail: State Line Connector (Jackson County Parks + Rec)	\$4,000,000
Blue River Trail - Swope Park Central Valley Connector (KCMO, Missouri P&R Dept)	\$1,500,000
350 HWY Bike and Pedestrian Trail (City of Raytown)	\$1,500,000
3rd Street at US50 Interchange Improvements (MoDOT)	\$7,000,000
Grand Blvd - Riverfront pedestrian and bike bridge (KCMO)	\$8,000,000
Greenwood Connector (Jackson County)	\$16,000,000
Bridge Replacement Old 210 (Clay County, Missouri)	\$2,300,000
Missouri River North Trail (Riverside)	\$12,000,000
Gillham Rd - Upgrade barrier (KCMO)	\$2,006,400
Trolley Trail Connector trail - MLK Jr Blvd (KCMO)	\$865,200
Columbus Park Neighborhood – sidewalks (KCMO)	\$10,300,000
Total	\$68,471,600
Note: Protected bicycle facilities preferred for bicycle network improvements.	

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2024 Missouri Unfunded Needs - Multimodal (Freight)* - Recommended by Goods Movement Cmte	
Project	Cost
Independence Avenue Rail Bridge Construction (KCMO & Terminal RR)	\$20,000,000
Canadian Pacific RR grade-separated crossing (Birmingham Rd @ Holt Dr) (City of Liberty)	\$9,150,000
Missouri River Terminal/Woodswether port improvements (Port KC)	\$22,000,000
RSA Grading and Erosion Control (Clay County general aviation airport)	\$2,400,000
Runway Lighting Rehabilitation (Excelsior Springs)	\$300,000
Lee's Summit Airport Improvements	\$11,000,000
Northeast Side Development (Lee's Summit airport) (\$3m)	
South Apron Expansion (Lee's Summit airport) (\$1m)	
Construct Air Traffic Control Tower (Lee's Summit airport) (\$7m)	
Harrisonville Airport Improvements	\$4,000,000
Construct Hangars (Harrisonville general aviation airport) (\$1m)	
CONSTRUCT PARALLEL TAXIWAY Harrisonville Airport (\$3m)	
Total	\$ 68,850,000

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Next Steps

- ▶ Recommend approval by TTPC and MARC Board of Directors

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Item #6

VOTE: Programming Committee for Carbon Reduction Program Funds

Presenter: Ron Achelpohl, MARC

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Carbon Reduction Program Management



Current Structure Issues

- **Carbon Reduction Program (CRP)**
 - No ongoing current committee oversight for CRP
 - No committee assigned CRP programming responsibility
- **Congestion Mitigation Air Quality Program (CMAQ)**
 - Oversight is decentralized among multiple committees
 - Air Quality Forum – Alternative Fuel & Outreach/Other (11%)
 - Active Transportation Programming – Bicycle/Pedestrian (15%)
 - KS & MO STP Priorities – Traffic Flow (37%)
 - Regional Transit – (37%)

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Carbon Reduction Program Management



Workgroup Purpose & Scope

Develop a recommendation(s) for TTPC that addresses:

- Oversight/programming structure for the CRP
- CMAQ program management and programming responsibilities

Report/vote at the May meeting of TTPC

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Carbon Reduction Program Management



Initial Potential Program Structures

- **Option A – Formalize CRP workgroup & maintain current CMAQ structure**
- **Option B – Create a new committee to oversee CMAQ & CRP**
- **Option C – Reorganized Active Transportation Programming Committee**
- **Others?**

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Carbon Reduction Program Management



Option A – Formalize CRP Workgroup

- Would provide oversight of CR.
- Included expertise in Bike/Ped, Traffic Flow, Transit, Alt Fuels and GHG Reduction.
- Would require formalized membership & roles & responsibilities document.
- Does not address CMAQ structure issues related to program “buckets”
- Additional committee for MARC members and staff

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Carbon Reduction Program Management

**Option B – New Committee for both CMAQ & CRP**

- Would provide oversight of both CMAQ & CRP.
- Would require a formal roles & responsibilities document.
- Roster would require expertise in Bike/Ped, Traffic Flow, Transit, Alt Fuels and GHG Reduction.
- CMAQ buckets could be managed, updated or eliminated
- Would reassign CMAQ programming from Active Transportation Programming Committee, Air Quality Forum (AQF), Kansas and Missouri STP Priorities Committees and Regional Transit Coordination Technical Team. AQF would retain their parallel approval role for CMAQ funds with TTPC.
- Additional committee for MARC members and staff.

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Carbon Reduction Program Management

**Option C – Reorganized Active Transportation Programming Committee (ATPC)**

- Task with oversight of TA, CMAQ, & CR.
- Would not create a new committee – least duplicative option.
- Would require broadened membership & updated roles & responsibilities document.
- May need to increase meeting frequency of current committee.
- Would reassign CMAQ programming from AQF, Kansas and Missouri STP Priorities Committees and Regional Transit Coordination Technical Team. AQF would retain their parallel approval role for CMAQ funds with TTPC.
- CMAQ buckets could be managed, updated or eliminated.
- Some concern about potential loss of focus on active transportation.

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Carbon Reduction Program Management

**Recommendation:**

(Option B)

Direct staff to provide recommendations for formal roles and responsibilities and a proposed committee roster for a new programming committee with oversight of the CR and CMAQ program funds allocated to MARC for consideration at a future meeting.

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Item #7

REPORT: Kansas Infrastructure Hub

Presenter: Matt Volz, Kansas Infrastructure Hub

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Kansas Infrastructure Hub & Build Kansas Fund

MARC TTPC
Matthew Volz, PE
May 21, 2024

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Kansas Infrastructure Hub Overview**Multi-Agency Organization**

- KDA, KDHE, KDC, KCC, KDOT, KDEM, KWO, OITS
- Goal: Maximize Federal Dollars in Kansas

Provides Technical Assistance

- Grant Programs
- Project Development
- Application Advice

Administers Build Kansas Fund

- \$200M for Local Agency Match
- Investment in Kansas
- Simple Application Process



Website: KSHUB.ORG
Email: BIL@KS.GOV

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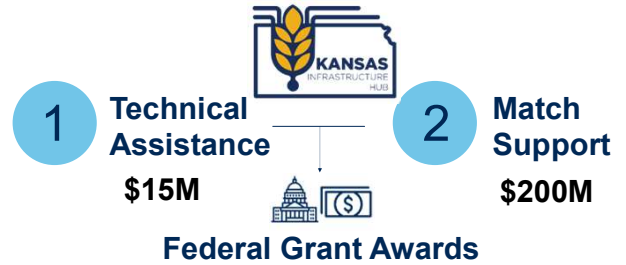
BIL Overview

- Bipartisan Infrastructure Law (BIL)
 - AKA Infrastructure Investment and Jobs Act (IIJA)
- National Infrastructure Investment = \$1.2 Trillion across 5 years
 - Nearly 400 programs across 12 Federal Agencies
 - 60% Formula / 40% Discretionary



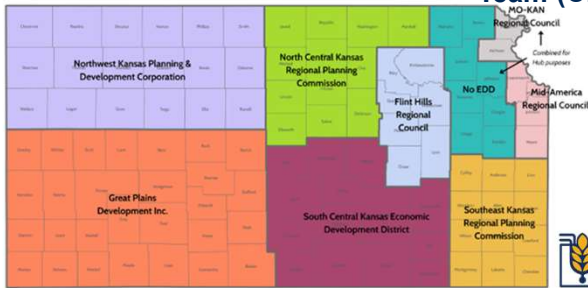
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Infrastructure Hub/Build Kansas Fund



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1 Technical Assistance \$15M Hub Capacity Extension Team (CET)



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2 Match Support \$200M Build Kansas Fund

\$200M
in matching funds

The Build Kansas Fund provides matching funds...

4-Year Lifespan

...over the life of the fund and BIL, Fiscal Year 2024-2027...



...and promises to invest a minimum of \$10M in each Economic Development District (EDD)

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- Think big and work together
- Take advantage of the assistance available
- Competitive projects and quality applications lead to awards
- Strengthen our communities and our state through infrastructure improvements
- Economic benefits outweigh investment



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Thank you

To Learn More: kshub.org
Email: bil@ks.gov
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LinkedIn:



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1. Northwest Region
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2. North Central Region
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3. Flint Hills Region
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4. & 5. MO-KAN, MARC and No EDD Regions
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7. South Central Region
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Tribal Governments
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MARC
MISSOURI AWARENESS RESEARCH CENTER

Item #8
REPORT: FY23 Safe Streets & Roads for All (SS4A) Grant Update

Presenter: Alicia Hunter, MARC

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Safe Streets & Roads For All (SS4A) Overview

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Safe Streets & Roads for All (SS4A) Grant Overview

Planning & Demonstration Grants

- Develop or update a Comprehensive Safety Action Plan (CSAP).
- Conduct planning, design, and development activities in support of a CSAP.

Implementation Grants

- Carry out projects and strategies identified in a CSAP.

Key Features:

- Bipartisan Infrastructure Law (BIL)
- Prevent roadway fatalities and serious injuries
- \$5 Billion between 2022-2026
- Safe System Approach

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Background: MARC's SS4A Grant


MARC and sub-applicants have been awarded FY 2023 Safe Streets & Roads for All (SS4A) Grant funds.

Scope of Work

- Comprehensive Safety Action (CSAP) Plan
- Two Supplemental Planning Activities

Sub-Applicants

- Gardner, KS
- Liberty, MO
- Osawatomie, KS
- Raytown, MO



DESTINATION SAFE COUNTIES

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Scope of Work

Comprehensive Safety Action Plan (CSAP)

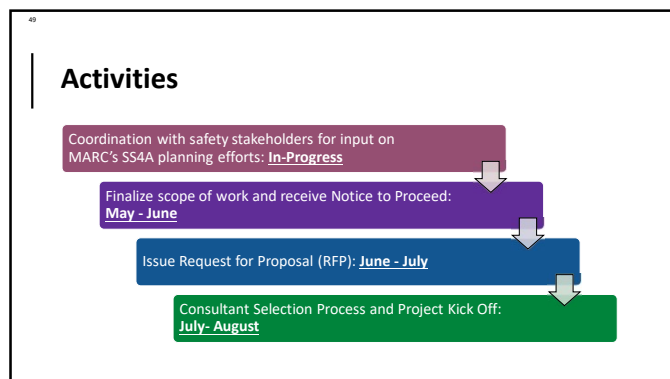
Supplemental Planning Activities

- Vulnerable Road User Assessment
- Crash Data Dashboard

CSAP Activities:

- High-injury intersections & corridors
- Systemic Safety Analysis & Countermeasures
- Action Steps / Strategies
- Public Engagement Efforts
- Project scoring/prioritization for safety and equity considerations

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Questions?

Alicia Hunter
ahunter@marc.org

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MARC
 METROPOLITAN PLANNING ORGANIZATION

Item #9

REPORT: Connected KC 2050 Regional Survey

Presenter: Beth Dawson, MARC

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MARC
 METROPOLITAN PLANNING ORGANIZATION

Long Range Transportation Plan Survey

Process

- Surveys mailed to randomly selected addresses within MPO
- Response methods:
 - Mail
 - Phone (toll free #)
 - Online
 - Non-English speakers can respond via phone or online
- Survey responses collected January – mid April
- Response rate robust, supports county analysis

METROPOLITAN PLANNING ORGANIZATION COUNTIES

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MARC
 METROPOLITAN PLANNING ORGANIZATION

Long Range Transportation Plan Survey

Regional Findings

Detailed analysis of findings underway
 Sharing overarching regional findings today
 Final report available in early June
 Detailed presentation at June meeting

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MARC
 METROPOLITAN PLANNING ORGANIZATION

Long Range Transportation Plan Survey

Regional Findings: Needs

Top three items to prioritize during next five years

- Housing choices
- Road and bridge construction
- Healthy environment

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Long Range Transportation Plan Survey



Regional Findings: Strategies

Top five items regional leaders should prioritize for next five years

- Support projects and programs that address the needs of disadvantaged populations
- Expand and enhance public transportation services in high-demand areas
- Use nature-based solutions to reduce flooding and protect water quality
- Reduce climate pollution and greenhouse gases
- Prioritize projects and programs that improve air quality

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Long Range Transportation Plan Survey



Regional Findings: Investments

Top three items respondents would be most willing to fund with local taxes

- Maintenance/rehabilitation of the existing highway system
- Bike paths, bike lanes, and sidewalks
- Congestion management projects (such as traffic signal timing technologies)

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Item #10

Other Business

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2024 MARC Regional Leadership Awards

Friday, June 14
11 a.m. to 1 p.m.
Sheraton Kansas City
Hotel at Crown Center

REGISTER at MARC.org/RegionalAssembly

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Item #11

Adjournment

Next meeting: Tuesday, June 18, 2024

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TTPC AGENDA REPORT

June 2024
Item No. 3

ISSUE:

VOTE: 2024 3rd 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 3rd Quarter Amendment to the 2024-2028 Transportation Improvement Programs includes 97 projects:

- 56 new projects to be added, including but not limited to:
 - #280184 - KDOT - Discovery Phase for K-5 Bridge over UPRR and Levee Road
 - #380241 - KDOT - Engineering for Interchange Improvements at I-35/US-56
 - #590351 - MoDOT - MO-269 Bridge Rehabilitation over the Missouri River
 - #690687 - MoDOT - I-70 Capacity and Safety Improvements from Blue Springs to Odessa
 - #990390 - MoDOT - RT T: Bridge replacement over Panther Creek at Triple Springs Road in Ray County
- 41 modified projects
 - Scope
 - Schedule
 - Budget
- This amendment also includes an updated listing of MoDOT Scoping (evaluation stage) Projects

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

POLICY CONSIDERATIONS:

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

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve the release of the 2024 3rd Quarter Amendment to the FFY 2024-2028 TIP for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

June 2024
Item No. 4

ISSUE:

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

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 #4 will make the following modifications:

- Add a new project (5.18) funded through the Safe Streets for All program.
 - Destination Safe Comprehensive Safety Action Plan - Lead Agency: MARC
- Revise Appendix D as necessary to account for the inclusion of this project.

The revised activity is included for review.

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

Approve the release of Amendment #4 to the 2024 Unified Planning Work Program for public review and comment

STAFF CONTACT

Marc Hansen

2024 Unified Planning Work Program Amendment #4 - Add New Activities

5.18 Destination Safe Comprehensive Safety Action Plan– Lead Agency: MARC

Program Objectives

The U.S. DOT's FHWA issued a Notice of Funding Opportunity to solicit applications for Safe Streets and Roads for All (SS4A) grants. Funds for the fiscal year 2023 SS4A grant program are awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives.

MARC and the Destination Safe Coalition are committed to reducing transportation-related fatalities and serious injuries in our region. To further this commitment MARC will develop a Comprehensive Safety Action Plan and conduct two supplemental planning activities, efforts will take a collaborative and coordinated approach with a focus on the following objectives:

- Identify historical crash trends and behaviors.
- Identify high-injury and high-risk intersections and corridors.
- Identify systemic countermeasures.
- Develop a list of action steps and strategies that address the region's transportation safety issues.
- Conduct public engagement and education activities especially those that seek input from and inform underserved communities, overrepresented populations, and decision-makers.
- Identify opportunities to update MARC's Call for Project scoring/prioritization around safety and equity.
- Develop a crash data dashboard to help community members analysis, identify, and prioritize safety issues and projects.
- Conduct a creative vulnerable road user assessment in a manner that builds upon and enhances work done by partnering agencies.

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 Strategic Plan as a guide in the development and maintenance of transit services. Annual updates to the Plan will be MARC established the Destination Safe Coalition which unites federal, state, regional and local agencies to improve transportation system safety for 13 counties in Greater Kansas City. It is governed by a committee with representatives from local, regional, state, and federal agencies, emergency response, law enforcement, public health and nonprofit groups dedicated to transportation safety.

MARC and the Destination Safe Coalition have established a safety culture among transportation and public safety experts through the collaborative development of a 2022-2027 Transportation Safety Plan which incorporates strategies that are equitable and data-driven with the goal of achieving zero roadway deaths in the Kansas City region by 2050. MARC develops annual safety reports which provide transparency to the public and stakeholders and illustrates the methods to measure progress towards the targets of the Transportation Safety Plan. As outlined in the Destination Safe 2022 Annual Safety Report, the region did not achieve its fatality reduction targets for 2021 which means more work is needed to fully embrace all elements of the Safe System approach that, together, create a holistic approach with layers of protection for all road users.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY*: Project Management. (Ongoing).
2. *ACTIVITY*: Public Engagement and Education. (Ongoing).
3. *ACTIVITY*: Collaboration and coordination with other SS4A grant recipients with the Destination Safe Region. (Ongoing).
4. *ACTIVITY*: Crash data analysis (i.e., historical trends, crash locations, network screening) with supporting graphs, charts, and maps. (Ongoing).
5. *ACTIVITY*: Vulnerable road users' assessment (i.e., crosswalk assessments, equity analysis, develop educational/information material, policy and process reviews). (December 2025).
6. *PRODUCT*: Crash Data Dashboard. (December 2025).
7. *PRODUCT*: Final SS4A Comprehensive Safety Action Plan, including analysis and recommendations identified in the above activities. (December 2025). Upon adoption plan to be updated every five years.

Funding

Federal	\$400,000	FHWA-SS4A
State-KS	\$ 29,250	KDOT
Local	<u>\$ 70,750</u>	
Activity Total	\$500,000	

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

Work Element		STATE and LOCAL				Federal				Total
		MARC	KDOT	MoDOT	Other	CPG Funds		Other		
						KDOT ⁽²⁾	MoDOT ⁽³⁾	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 ¹					\$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 ⁴				\$80,000					\$80,000
5.8	RideKC Bi-State Green Corridor Planning Investments ⁴							\$514,045	FTA Route Planning Restoration	\$514,045
5.9	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts ⁴				\$55,555			\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.10	Building Climate Resilience in the Transportation System (Phase 1) ⁴				\$21,025	\$76,269	\$97,706			\$195,000
5.11	Electric Vehicle Readiness Plan ⁴				\$21,025	\$76,269	\$97,706			\$195,000
5.12	Regional Freight Plan ⁴				\$92,183	\$334,412	\$428,405			\$855,000
5.13	Bi-State Sustainable Reinvestment Corridor ⁴				\$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 ⁴				\$600,000					\$600,000
5.16	Long Range Transportation Planning: Johnson County Transit Strategic Plan				\$76,000			\$304,000	FTA 5307	\$380,000
5.17	US-71 Reconnecting Neighborhoods Project				\$2,500,000			\$5,000,000	FHWA-RAISE	\$7,500,000
5.18	Destination Safe Comprehensive Safety Action Plan	\$40,750	\$29,250		\$30,000			\$400,000	FHWA--SS4A	\$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
		\$536,387	\$29,250	\$370,933	\$5,684,993	\$2,237,329	\$2,875,366	\$13,964,865	\$0	\$25,699,123

(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.

TTPC AGENDA REPORT

June 2024
Item No. 5

ISSUE:

VOTE: Release CKC2050 MTP Amendment #8 - Project #1466 (I-70 Capacity Expansion-Mo Rt 7 to Mo Rt F)

BACKGROUND:

In June of 2020, the MARC Board of Directors approved Connected KC 2050 (CKC2050), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). Amendments are made to Connected KC 2050 as new projects, funding, or programs arise. MARC's Public Participation Plan requires that proposed amendments to the MTP be released for public review and comment. MARC has received a request from MoDOT to amend Connected KC 2050. Details of proposed Amendment #8 appear below.

- Amend project [#1466](#) - Amend limits of I-70 Capacity Project from Mo Rt 7 east to limits of MARC MPO boundary at Jackson/Lafayette County line, amend project cost to \$150m and categorize project as a "high priority financially constrained project".

POLICY CONSIDERATIONS:

CKC2050 Project 1466 is currently described in the plan as a high priority illustrative project. This project has recently been awarded non-federal construction funds by the State of Missouri and is moving forwards towards near term construction. This project is part of the broader "[Improve I-70](#)" project, which seeks to "construct, reconstruct, rehabilitate and repair three lanes in each direction from Blue Springs to Wentzville".

This project supports the following CKC2050 goals:

Access to Opportunity: Project enhances a connected system that enables access to activities by removing existing barriers to transportation (congestion).

Economic Vitality: The project extends the useful life of a key segment of the region's and state's transportation system and addresses current congestion in the network.

Financial Capacity: The project has been awarded non-federal construction funds by the State of Missouri. These are considered new and additional funds for transportation improvements in the region. Therefore, sufficient financial capacity exists to support this plan amendment.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

Jackson County, Missouri.

RECOMMENDATION:

Release MTP Amendment #8 for public review and comment.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

June 2024
Item No. 6

ISSUE:

VOTE: Spring 2024 Functional Classification System Updates

BACKGROUND:

Functional classification is the process by which streets and highways are organized according to how they move vehicles across our transportation network. This designation is based on factors such as roadway volume and speed limit, among other criteria established by the Federal Highway Administration. Functional classification is used in transportation planning, roadway design, and is one factor in determining if a roadway project is eligible to receive federal funds.

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 follows an established schedule of two updates per year (spring and fall). To ensure requests meet FHWA guidelines, coordination with neighboring jurisdictions and DOTs is required.

For the Spring 2024 call, MARC reviewed 54 new requests for functional classification changes from ten (10) jurisdictions. All requests were reviewed by MARC staff and the applicable DOT's, additional coordination with requesting jurisdictions occurred as needed, the requests were organized into the following four (4) recommendation categories.

- Approve: **42 requests** (78%)
- Approve with modification: **6 requests** (11%)
- Table: **4 requests** (7%)
 - These requests are eligible to be resubmitted during a future call.
- Deny: **2 requests** (4%)

MARC coordinated with the requesting jurisdictions to develop a final list of request change recommendations. See the following attachment for the complete list of request changes and recommendations, as a result of all coordination efforts.

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:

These changes were reviewed and approved by a quorum of the Highway Committee on May 22, 2024.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve Spring 2024 Functional Classification System changes as presented.

STAFF CONTACT:

Alicia Hunter

Spring 2024 Call for Changes to the Functional Classification System

City	State	Roadway Name	From	To	Current Classification	Proposed Classification	Recommendation
Bonner Springs	KS	US-73 Hwy	State Ave.	Kaw Dr.	Freeway/Expressway	Principate Arterial	Approve - Modified
Edgerton	KS	207th St.	W. 8th St.	Co-Op Rd.	Local Street	Major Collector	Approve
Kansas City	KS	S. 14th St.	Ruby Ave.	Metropolitan Ave.	NA	Major Collector	Approve
Kansas City	KS	Steele Rd.	S. 18th St.	18th St. Expy	Major Collector	Minor Arterial	Approve
Kansas City	KS	Shawnee Dr.	S 47th St.	Steele Rd.	Major Collector	Minor Arterial	Approve
Olathe	KS	Bluestem Pkwy	College Blvd.	W Valley Pkwy	NA	Minor Collector	Approve - Modified
Olathe	KS	Cedar Creek Pkwy	College Blvd.	115th St.	NA	Minor Collector	Deny
Olathe	KS	Mahaffie St.	Old 56 Hwy	151st St.	NA	Minor Collector	Approve
Olathe	KS	Clare Rd.	College Blvd.	107th Ter.	NA	Minor Collector	Deny
Olathe	KS	Erickson St.	167th St.	Monticello Dr.	NA	Minor Collector	Approve
Olathe	KS	Monticello Rd.	167th St.	Erickson St.	NA	Minor Collector	Approve
Olathe	KS	Mur-Len Rd.	167th St.	175th St.	Local Street	Minor Collector	Approve
Olathe	KS	Hedge Ln.	167th St.	175th St.	Local Street	Minor Collector	Approve
Belton	MO	Markey Pkwy	Markey Rd	N. Scott Ave.	NA - Planned Roadway	Major Collector	Approve - Modified
Belton	MO	Markey Pkwy	Markey Rd	Hwy Y	NA	Major Collector	Approve - Modified
Grandview	MO	2nd St.	Duck Road	3rd St.	Local Street	Major Collector	Approve
Grandview	MO	Duck Rd.	2nd St.	3rd St.	Major Collector	Local Street	Approve
Grandview	MO	3rd St.	Duck Road	2nd St.	Major Collector	Local Street	Approve
Grandview	MO	Botts Rd.	E 140th St.	E 135th St.	Local Street	Major Collector	Approve
Grandview	MO	E 135th St.	Botts Road	5th St.	Local Street	Major Collector	Approve
Grandview	MO	5th St.	E 135th St.	Main St.	Local Street	Major Collector	Approve
Grandview	MO	E 139th St	Byars Road	Dead End	Minor Collector	Local Street	Approve
Grandview	MO	I-49 Hwy Off Ramp N	I-49	E Frontage Rd.	NA	Interstate	Approve
Grandview	MO	I-40 Hwy On Ramp N	E Frontage Rd.	I-49 Hwy	NA	Interstate	Approve
Grandview	MO	E Frontage Rd.	E Frontage Rd.	E Frontage Rd. Roundabout	NA	Major Collector	Approve
Grandview	MO	E Frontage Rd.	E Frontage Rd.	E Frontage Rd.	NA	Major Collector	Approve
Grandview	MO	E Frontage Rd.	E Frontage Rd.	E Frontage Rd.	NA	Major Collector	Approve
Grandview	MO	E Frontage Rd.	E Frontage Rd.	E Frontage Rd.	Major Collector	Remove Road	Approve
Grandview	MO	I-49 Hwy Off Ramp N	I-49 Interstate	E Frontage Rd.	Interstate	Remove Road	Approve
Grandview	MO	I-49 Hwy On Ramp N	E Frontage Rd.	I-49 HWY	Interstate	Remove Road	Approve
Grandview	MO	I-49 Hwy Off Ramp N	I-49 HWY	Main St.	NA	Interstate	Approve

Spring 2024 Call for Changes to the Functional Classification System

City	State	Roadway Name	From	To	Current Classification	Proposed Classification	Recommendation
Grandview	MO	E Frontage Rd.	E Frontage Rd.	E Frontage Rd.	Major Collector	Remove Road	Approve
Grandview	MO	I-49 Hwy Off Ramp S	W Frontage Rd.	E Frontage Rd.	Interstate	Remove Road	Approve
Grandview	MO	I-40 Hwy On Ramp N	Main St	I-49 HWY	NA	Interstate	Approve
Grandview	MO	Main St.	E Frontage Rd.	E Frontage Rd.	Minor Arterial	Remove Road	Approve
Grandview	MO	Main St.	Main St.	Main St	NA	Minor Arterial	Approve
Grandview	MO	I-49 Hwy On Ramp S	W Frontage Rd.	I-49 HWY	NA	Interstate	Approve
Grandview	MO	I-49 Hwy On Ramp S	W Frontage Rd.	I-49 HWY	Interstate	Remove Road	Approve
Grandview	MO	W Frontage Rd.	W Frontage Rd.	W Frontage Rd.	Major Collector	Remove Road	Approve
Grandview	MO	W Frontage Rd.	W Frontage Rd.	W Frontage Rd.	NA	Major Collector	Approve
Grandview	MO	W Frontage Rd.	W Frontage Rd.	W Frontage Rd.	NA	Major Collector	Approve
Grandview	MO	W Frontage Rd.	W Frontage Rd.	W Frontage Rd.	NA	Major Collector	Approve
Kansas City	MO	Bern St.	N Mexico City Ave.	L.P. Cookingham Dr. Ramp	NA	Major Collector	Approve
Kansas City	MO	N Mexico City Ave.	132nd St.	Hwy 92	NA - Planned Roadway	Major Collector	Table
Kansas City	MO	N Bethel Ave.	Prairie View Rd.	Hwy 92	NA	Major Collector	Table
Kansas City	MO	136th St.	Bethel Ave.	N Winan Ave.	NA - Planned Roadway	Major Collector	Table
Kansas City	MO	N 128th St.	NW Skyview Ave.	Hwy 169	NA & Planned Roadway	Major Collector	Table
Kansas City	MO	NE Parvin Rd.	I-435	N. Arlington Ave.	NA	Major Collector	Approve - Modified
Kansas City	MO	N. Arlington Ave.	NE Parvin Rd.	MO 210	NA	Major Collector	Approve - Modified
Kearney	MO	144th St.	Nation Rd.	End of St.	Major Collector	Local Street	Approve
Lawson	MO	Salem Rd.	Hazel Ave / W Moss St.	Hwy D	NA - Planned Roadway	Minor Collector	Approve
Lawson	MO	Salem Rd.	Hazel Ave / W Moss St.	NE 184th St.	Local Street	Minor Collector	Approve
Lawson	MO	NE 184th St.	MO 69	Salem Rd.	NA	Minor Collector	Approve
Raytown	MO	Lane Ave.	E 67th St.	E 67th Ter.	Local Street	Minor Collector	Approve

TTPC AGENDA REPORT

June 2024
Item No. 7

ISSUE:

REPORT: Connected KC 2050 Regional Survey

BACKGROUND:

In support of the Connected KC 2050 long range transportation plan update, MARC contracted with ETC Institute, a local research company, for a random sample surveying process that surveyed all nine counties of the MARC Metropolitan Planning Organization area. ETC Institute is well established in our region and has provided research services to many of our member jurisdictions. The survey has closed and ETC has begun analyzing the results and writing the final report.

Ryan Murray, Assistant Director of Community Research, ETC Institute will present the findings. MARC staff will then present how this informs the update of Connected KC 2050.

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

June 2024
Item No. 8

ISSUE:

REPORT: Regional Stormwater Engineering Standards (APWA 5600) Update

BACKGROUND:

In September 2022, the MARC Board authorized MARC to shepherd the process of updating regional stormwater engineering standards and criteria (i.e., APWA 5600 and the MARC/APWA BMP Manual) in partnership with over 30 local governments and the Kansas City Chapter of the American Public Works Association (APWA). This action was preceded by approval from the Executive Committee of the APWA for MARC to facilitate and manage this initiative.

A technical advisory committee composed of representatives from all the communities providing support for this effort has guided the work since September 2022. This group refined its project approach and drafted a request for qualifications/proposals to solicit consulting support for project implementation. The selected consulting team is led by Burns and McDonnell and includes Black and Veatch, Vireo and the Center for Watershed Protection.

A discovery and assessment phase engaging about 350 community stakeholders was carried out between September 2023 - January 2024. The overall effort is expected to be completed by February 2025. The scope of work determined in consultation with area stakeholders will:

- create a set of stormwater standards that are more adaptable
- combine water quantity and quality design standards
- include development and redevelopment standards
- address resiliency and sustainability by promoting more holistic system evaluations
- update rainfall standards and other appropriate hydrology methods
- update hydrology and hydraulic evaluation requirements
- reduce the existing subjectivity in technical assumptions
- provide more natural system design criteria, and
- improve the evaluation of stormwater detention requirements for increased value.

Next steps

After an APWA membership review process, a membership-wide vote is expected in May 2025, followed by local government adoption and implementation.

RELATED JURISDICTIONS:

Many local cities and counties have conventionally adopted APWA infrastructure standards.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Tom Jacobs

TTPC AGENDA REPORT

June 2024
Item No. 9

ISSUE:

REPORT: Phase 1 Applications for 2024 Suballocated Federal Funding Call for Projects

BACKGROUND:

One of MARC's fundamental roles as a Metropolitan Planning Organization is to provide a forum and facilitate processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area. Consistent with this role, MARC issued a call for projects for federal CMAQ, CRP, STBG and STBG-Set Aside funding programs estimated to total \$150.3 million through FFY 2028. 132 completed pre-applications were received.

MARC awards sub-allocated federal transportation funding to eligible local priorities that advance regional goals and objectives, strategies and actions as articulated in the metropolitan transportation plan, Connected KC 2050. Staff conducted a preliminary assessment of how well these candidate projects align with the plan and recently shared the results of this assessment with members of planning and policy committees. Projects and programs were assigned one of four categories based on their alignment with Connected KC 2050 – Highly Aligned, Aligned, Not Aligned and Incomplete. Members of MARC planning and policy committees were asked to review these preliminary assessments and met for discussions and concurrence. Results of this work are summarized in this report and will be further shared with the TTPC at the meeting.

At the conclusion of these committee discussions, applicants will receive guidance and tips for project enhancement based on staff assessment and feedback from committee members.

Process Summary - Preapplication Staff Assessment and Committee Review: Staff conducted an evaluation of projects submitted in response to the suballocated programs call for projects. Results of this staff assessment are as follows:

Alignment Status	% of preapplications	# of preapplications
Total Applications		132
Highly Aligned	40%	52
Aligned	49%	65
Not Aligned	3%	4
	Policy concern: Congestion Management Policy	2
	Policy concern: Complete streets/Bicycle Facilities	2
Incomplete	8%	11

Note: Individual Alignment Tables can be viewed [here](#).

Members of various planning and policy committees* were invited to provide feedback on the submitted projects and the resulting staff assessment. Results are described as follows:

- ▶ 803 project reviews submitted through the portal
- ▶ 29 reviewers in total distributed across 8 planning & policy committees
- ▶ 131 projects (out of 132 submitted) received at least one review
- ▶ Process generated 174 comments, questions & tips for project sponsors

* Air Quality Forum, Sustainable Places Policy Committee, Climate & Environment Council, Bicycle Pedestrian Advisory Committee, Highway, Goods Movement, Destination Safe Coalition and the Regional Transit Coordinating Council Technical Team)

Committee Concurrence with the staff assessment of projects is described as follows:

	Total	Concur w/staff assessment	% of responses	Noted disagreement w/staff assessment	% of responses
Total	803	742	92%	61	8%
Highly aligned	412	392	96%	20	4%
Aligned	341	312	91%	29	9%
Not aligned	12	8	67%	4	33%
Incomplete	38	30	79%	8	21%

A high percentage of responses showed committee member concurrence with project assessments conducted by staff. 61 reviews noted some disagreement with staff assessment, although a majority of these responses only requested scope clarification or noted some concerns with project scopes. Only 3% of reviews requested a recategorization of projects. Overall, there appears to be high consensus between the assessment of projects conducted by MARC staff and feedback provided by committee members. 97% of project reviews supported categorization of projects as proposed by MARC staff. The process generated 174 member originated comments, questions & tips for projects sponsors.

Given feedback from a planning & policy committee workshop held on June 6, 2024, certain projects previously deemed to be “incomplete” will be recategorized as “aligned” projects. These are projects that generally support sustainable (low emission or emission free) modes of transportation. These projects are identified in slide 27 in the previously linked presentation. **Based on this feedback, revisiting of project alignment tables beyond these projects does not appear to be warranted at this time.**

As a reminder, this preapplication assessment is advisory in nature and will not preclude a sponsor’s ability to submit a project for funding consideration during the upcoming full technical application. All project sponsors will have an opportunity to incorporate feedback or address issues that have been identified through this process.

POLICY CONSIDERATIONS:

This process assesses the alignment of submitted projects with the goals, objectives and strategies in the Connected KC 2050 plan.

BUDGET CONSIDERATIONS:

MARC will collect a non-federal project fee from successful applicants equal to 1% of federal funds awarded to them through this call for projects.

COMMITTEE ACTION:

Planning and policy committees identified above were briefed and asked to share any additional feedback as necessary.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

June 2024
Item No. 10

ISSUE:

REPORT: 2024 Peer Regions Transit Study

BACKGROUND:

MARC periodically conducts reviews comparing transit funding in the Kansas City region with transit funding in peer cities. This analysis was first performed in 2011 to support work by Johnson County's Transit Funding Task Force (START), as well as to aid in ongoing discussions regarding the development of a strategy for regional transit investment in Kansas City. The report was updated in 2014 and in 2018 to serve as a resource for MARC's transportation committees. The 2024 update serves as the fourth version of the Peer Regions Transit Report.

Ten peer cities and four aspirational cities were identified for this comparison. The review compares state and local funding levels for transit in our region with similar funding for transit in other cities on a per capita basis. This report serves as a benchmark for our regional transit system and how it compares to peer transit systems in terms of funding, ridership, service area and density. The majority of the data was collected from the National Transit Database, the 5-year American Community Survey (ACS) and a custom survey sent to the transit providers included in the report. Major findings from this report include:

- The KC region spent \$46.53 in state and local funds per capita in 2022, which ranks 9th out of 15 analyzed peer regions.
- This funding level is a 28% decrease in per capita funding since 2016 (adjusted for inflation).
- In 2021, state funding towards transit services led to a ranking of 10 out of 15 regions.
- Per capita investment per jurisdiction in the region varies widely. In 2023, Kansas City, North Kansas City and the UG Wyandotte County/KCK funded more than the regional averages.
- KCATA ridership decreases is less than the median decrease amongst all analyzed cities.

An executive summary of the report can be found at:

<https://www.marc.org/transportation/plans-and-studies/peer-regions-transit-report>. A full report is anticipated to be released in July 2024.

POLICY CONSIDERATIONS:

Connected KC2050 supports a connected system that enables access to all activities. Robust and efficient transit services are a key component of a connected system. This report identifies strengths and weaknesses of transit in our region and highlights potential areas of improvement.

COMMITTEE ACTION:

The Regional Transit Coordinating Council-Technical Team has previously reviewed this item.

RELATED JURISDICTIONS:

All counties served by public transit services in the Kansas City area.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Martin Rivarola