MARC
MID-AMERICA REGIONAL COUNCIL

Total Transportation Policy Committee meeting

June 18, 2024

Item #2

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.

Item #2

VOTE: May 21, 2024, Meeting Summary

Item #3

VOTE: 2024 3rd Quarter Amendment to the 2024-2028 Transportation Improvement Program

Presenter: Marc Hansen, MARC

Item #4

VOTE: 2024 Unified Planning Work Program – Amendment #4

Presenter: Marc Hansen, MARC

Item #5

VOTE: Release CKC2050 MTP Amendment #8 – Project #1466

I-70 Capacity Expansion-Mo Rt 7 to Mo Rt F

Presenter: Martin Rivarola, MARC

MTP Amendment #8
Connected KC 2050

I-70 Corridor Blue Springs to Bates City (MO)

Source: connectedkc.org

Amend Project 1466
I-70 Capacity Expansion Project
(Mo Rt 7 to Mo Rt F)

- Amend eastern limits of project to Jackson/Lafayette County line
- Amend project costs to $150 M
- List as “high priority financially constrained” project

I-70 Capacity Expansion Project (Mo Rt 7 to Mo Rt F)
MTP amendment request

Sponsor: Missouri Department of Transportation

Cost: $150 million (2025)

Financial Capacity:

- Project awarded non-federal construction funds by State of Missouri & moving towards near-term construction
- 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”.

https://www.modot.org/improvei70/home

- These funds are considered **new** and **additional** non-federal funds. Therefore, sufficient financial capacity exists to support this plan amendment.

MTP Amendment #8
Connected KC 2050

Next Steps:

June 18 – TTPC Release for Public Review and Comment

July – TTPC Consideration for Approval

RECOMMENDATION:

Release *Connected KC 2050* Amendment #8 for public review & comment

Item #6

VOTE: Spring 2024 Functional Classification System Updates

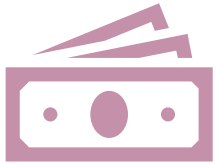
Presenter: Alicia Hunter, MARC

Functional Classification

What is it?

- Process by which streets and highways are grouped into classes, or systems according to the character of traffic service that they are intended to provide
- Defines the role that a particular roadway segment plays in serving this flow of traffic through the network
- Carries expectations about roadway design, including its speed, capacity and relationship to existing and future land use development

How is it used?



To determine which roads, streets and highways are eligible for federal transportation funds

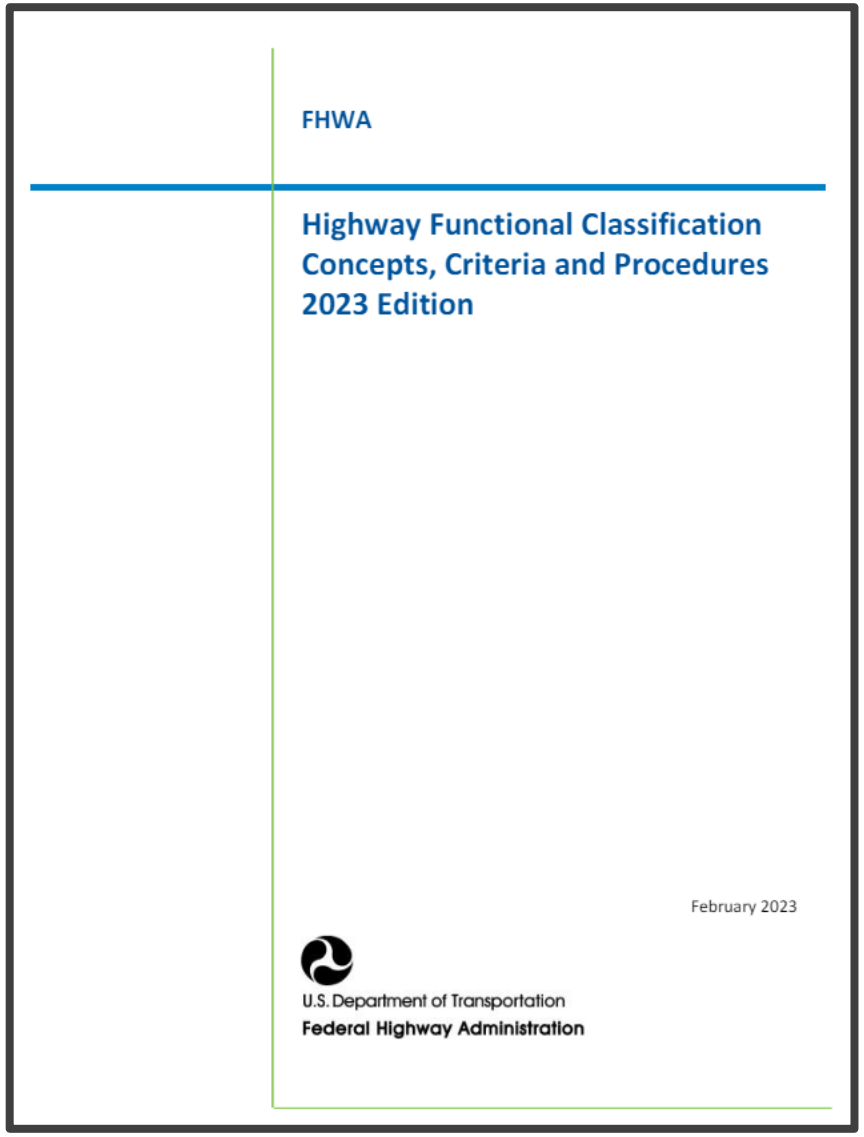
To establish design criteria for various roadway features

Serves as a management tool to measure a route's importance in project selection and program management

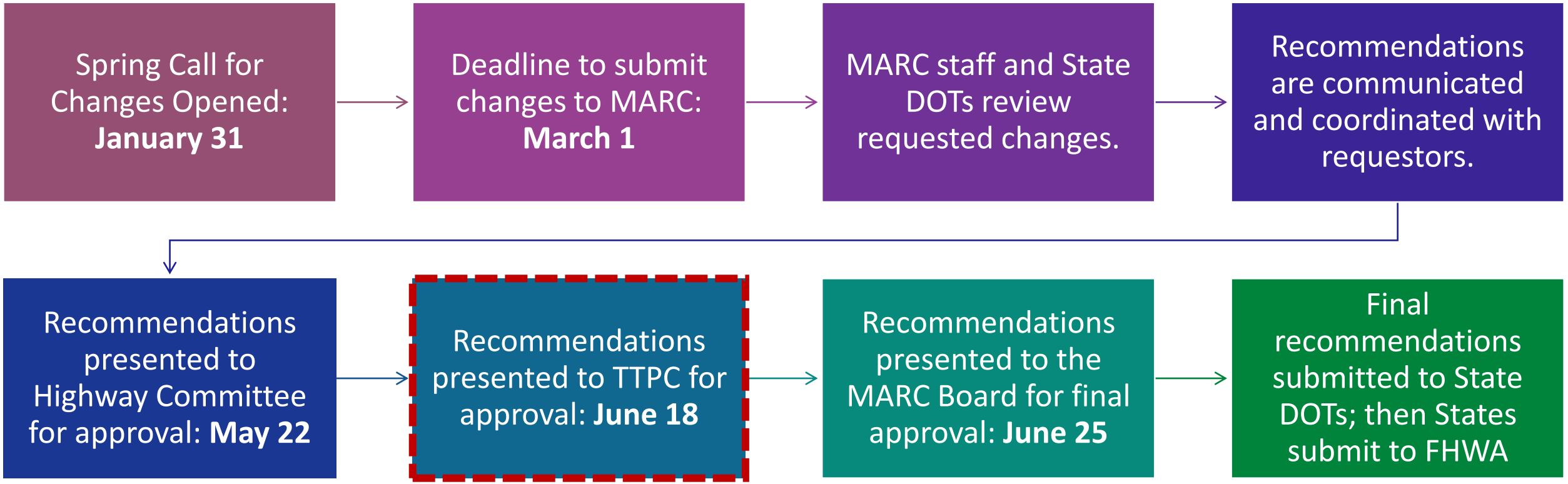
Maintaining the System

- FHWA recommends that States **maintain and update** their **functional classification system continually** as the roadway system and land use developments change.
  - These roadway changes can include newly constructed, re-aligned, extended, widened, or reconfigured roadways.

- As the MPO for the Kansas City Region, **MARC is responsible for developing and maintaining changes of the Functional Classification System** of roadways within its planning boundaries



MARC's Call for Changes: Spring 2024



Change Request Overview

- Total request changes: **54**

  13 in Kansas | 41 in Missouri

- Four Recommendation Categories

  1 - Table

  2 - Approve w-Modification

  3 – Approve (as requested)

  4 – Deny (as requested)

Grandview	• 27 requests (50%)
Olathe	• 8 requests (15%)
KCMO	• 7 requests (13%)
KCK	• 3 requests (5%)
Lawson	• 3 requests (5%)
Belton	• 2 requests (4%)
Bonner Springs	• 1 requests (2%)
Edgerton	• 1 requests (2%)
Kearney	• 1 requests (2%)
Raytown	• 1 request (2%)

Recommendations

4 Requests (7%) Tabled

- Requests are recommended to be postponed and not considered for incorporation during current Call for Changes.

- Common Reason: **Request made too soon**.
    - Future routes, should be included in an approved STIP/TIP/CIP and expected to be under construction within four (4) or less years.

Recommendations

6 Requests (11%) **Approved w-Modification**

- Requests required modification to meet FHWA's compliance with system continuity.
- Common Reason: **System continuity**.
    - Each route should terminate at a route of the same or higher functional classification, the continuity of the system must be obtained.

Recommendations

42 Requests (78%) **Approved**

- Requests meet FHWA guidance and are recommended for approval as requested.

Recommendations

2 Requests (4%) **Denied**

- Requests are recommended for denial because they do not meet FHWA compliance.
- Common Reason: **Illegal termination / Context Applicability**.
  - Each route should terminate at a functionally classification route (same or higher).
  - Conditions do not support proposed classification change or align with FHWA's guidance.

Questions?

Vote

- Recommend approval of staff recommendations for Spring 2024 Changes to the Functional Classification System, as presented.

Recommendations	# of Requests
Table	4
Approve with Modification	6
Approve	42
Deny	2

Item #7

REPORT: Connected KC 2050 Regional Survey

Presenter: Ryan Murray, ETC Institute

MARC

MID-AMERICA REGIONAL COUNCIL

2024 MARC Long Range Transportation Plan Survey Results

PRESENTED BY ETC INSTITUTE

ETC Institute is a National Leader in Market Research for Local Governmental Organizations

Since 2006, ETC Institute Has, In More Than 1,000 Cities & 49 States, Surveyed More Than 3,000,000 Persons.

For more than 35 years, our mission has been to help municipal governments gather and use survey data to enhance organizational performance.

Purpose

To assist in the update of local transportation plans that will guide investments through 2050

To objectively assess resident perceptions and opinions on regional transportation issues

To better understand community needs and what transportation investments should be used to respond

Methodology

Survey Description

- 5-page survey made available in English and Spanish

Method of Administration

- By mail and online to a random sample of households in the 9-county metro area
- On average, each survey took approximately 17-18 minutes to complete

Sample Size

- 1,770 completed surveys

Margin of Error

- +/- 2.33% at the 95% level of confidence

Sampling and Weighting

The goal was to complete a total of 1,500 surveys with residents in the 9-county metro area

Goals were set for each county to ensure a statistically valid sample size

The goal was exceeded with a total of 1,770 completed surveys collected

The overall sample of 1,770 completed surveys were then weighted to the actual proportional population of each county within the sampling plan

Cross-tabulations have been provided that show the results by each sub area using the unweighted data to ensure statistically significant comparisons

The overall report, and this presentation are based on the weighted results

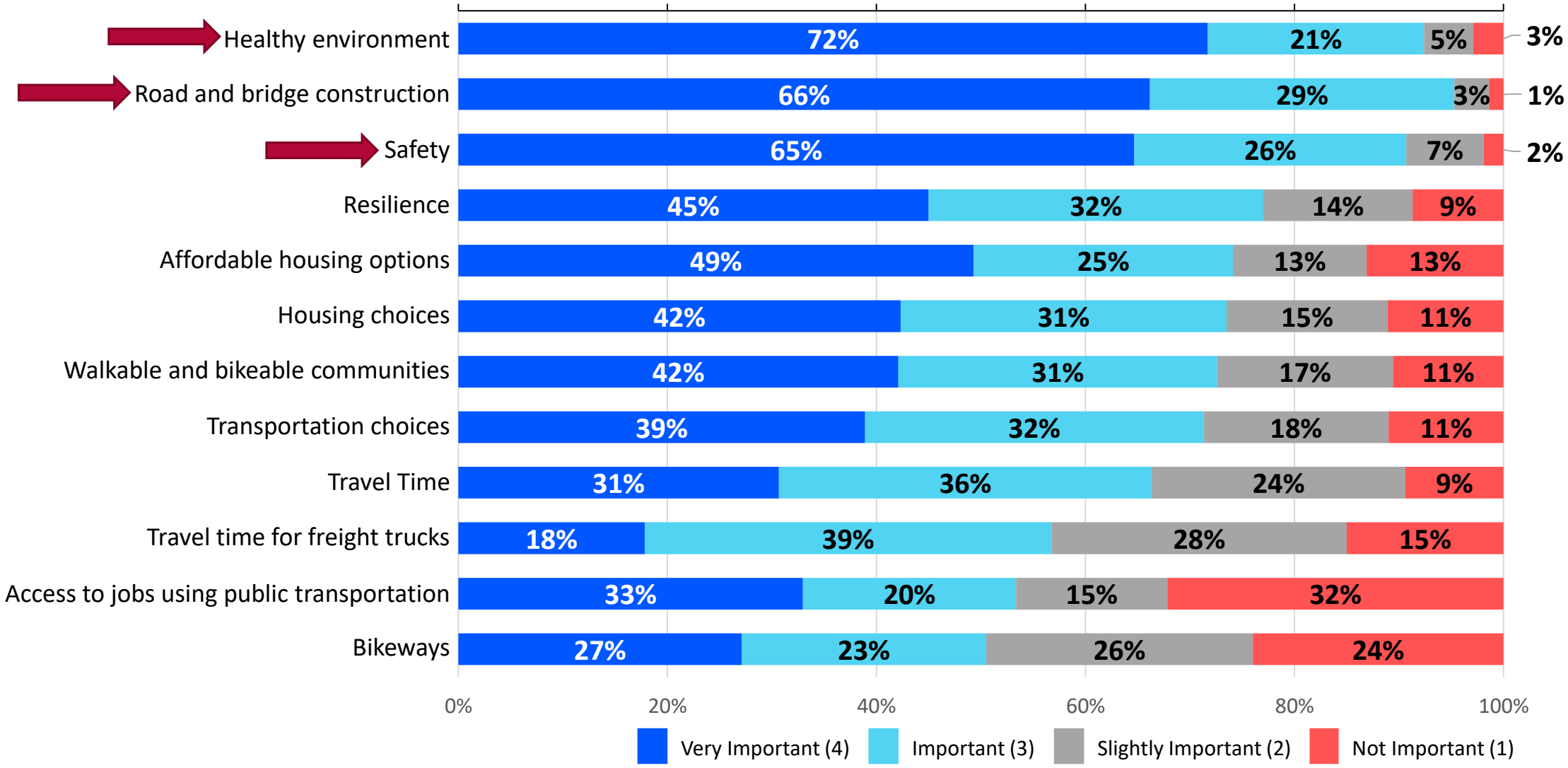
Agenda

- **Regional Priorities**
- **Electric Vehicles**
- **Funding and Sources**
- **Questions**

Regional Priorities

Q2. How important are each of the following to your household?

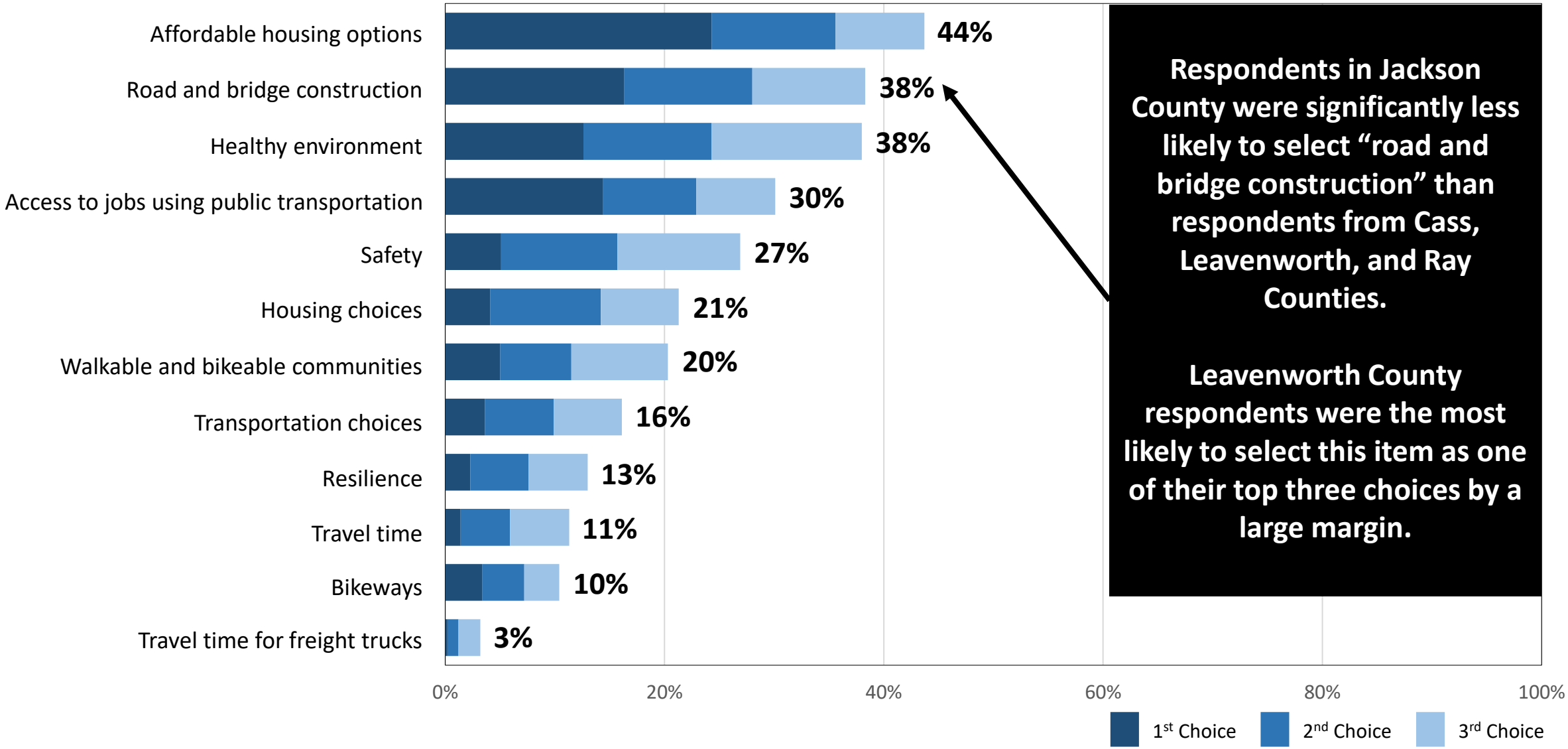
by percentage of respondents (excluding don't know)



Three items stood out in the rate of "very important" and "important" selection by respondents

Q3. Which THREE items do you think should be PRIORITIZED in the region over the next five years?

by percentage of respondents who selected the item as one of their top three choices



Respondents in Jackson County were significantly less likely to select "road and bridge construction" than respondents from Cass, Leavenworth, and Ray Counties.

Leavenworth County respondents were the most likely to select this item as one of their top three choices by a large margin.

The same three items received high rates of selection – but affordable housing options jumped to the top here

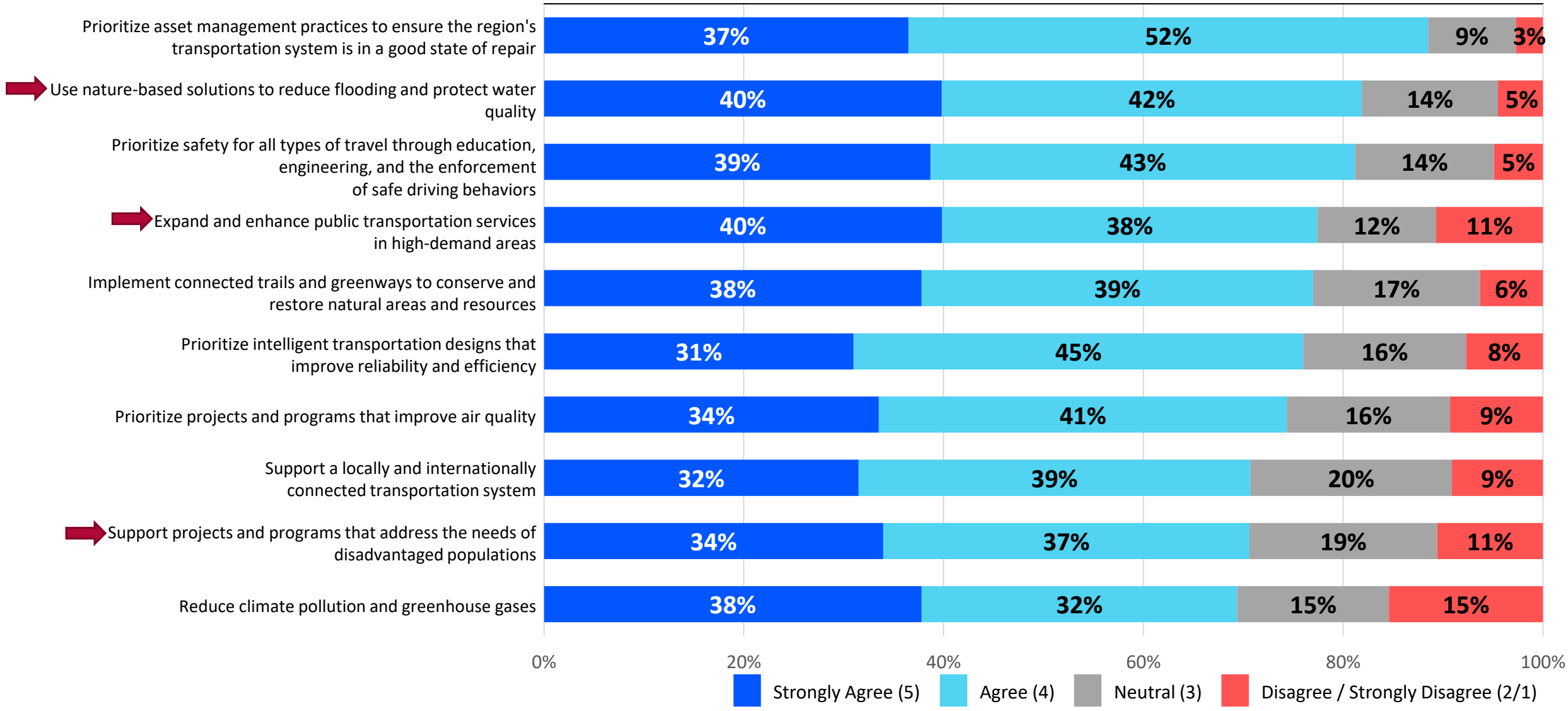
2024 Prioritization Rating
Mid-America Regional Council
Importance of Issues

Category of Service	Most Important %	Most Important Rank	Priority %	Priority Rank	Prioritization Rating	Prioritization Rating Rank
Healthy environment: ensuring that the air and water quality is healthy for residents	38%	3	72%	1	0.2725	1
Road and bridge construction: ensuring roads and bridges are in good condition today and into the future	38%	2	66%	2	0.2532	2
Affordable housing options: ensuring the availability of different housing types that are affordable for households of different incomes	44%	1	49%	4	0.2154	3
Safety: reducing the risk of injury and fatalities on all types of transportation in the region (car, bike, walk, public transportation, etc.)	27%	5	65%	3	0.1738	4
Access to jobs using public transportation: ensuring frequent and reliable public transportation options to destinations with a high concentration of jobs and job opportunities	30%	4	33%	9	0.0993	5
Housing choices: production and rehabilitation of different housing types at various price points	21%	6	42%	6	0.0901	6
Walkable and bikeable communities: streets and routes that allow for safe walking and biking to local businesses, schools and amenities	20%	7	42%	7	0.0855	7
Transportation choices: ensuring various transportation options are available to reach local and regional destinations	16%	8	39%	8	0.0626	8
Resilience: developing infrastructure and adapting existing infrastructure for extreme weather events and a changing climate	13%	9	45%	5	0.0585	9
Travel time: finding ways to reduce the amount of time it takes to get to places in the region	11%	10	31%	10	0.0347	10
Bikeways: ensuring residents have access to bikeways for safe recreation and travel to local and regional destinations	10%	11	27%	11	0.0282	11
Travel time for freight trucks: ensuring freight trucks are able to move efficiently around the region	3%	12	18%	12	0.0057	12

Prioritization ratings of .1000 or greater are considered a high priority for investment

Q4. Level Of Agreement With The Following Statements

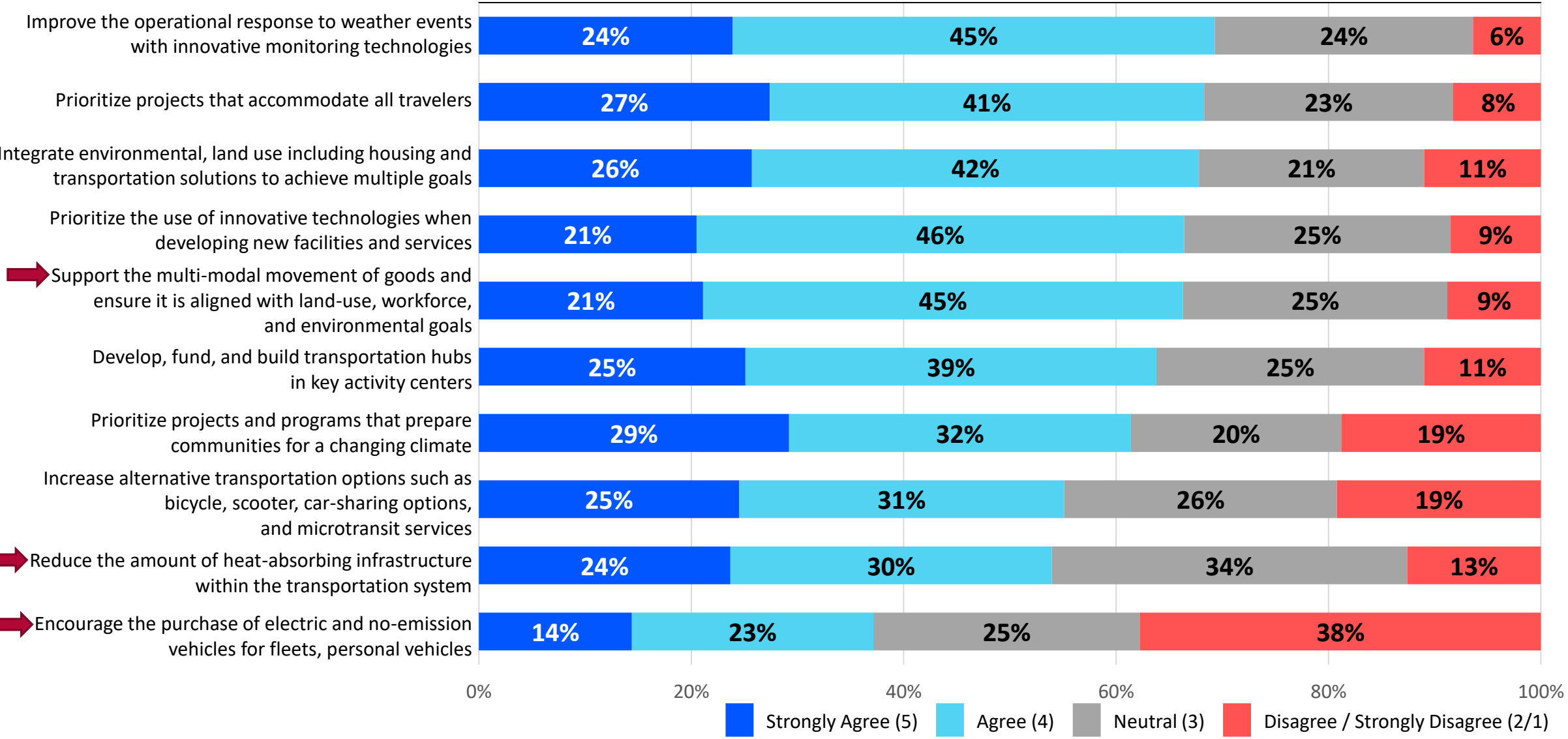
by percentage of respondents (excluding don't know)



The three statements that respondents believe should receive the most emphasis are highlighted with arrows

Q4. Level Of Agreement With The Following Statements

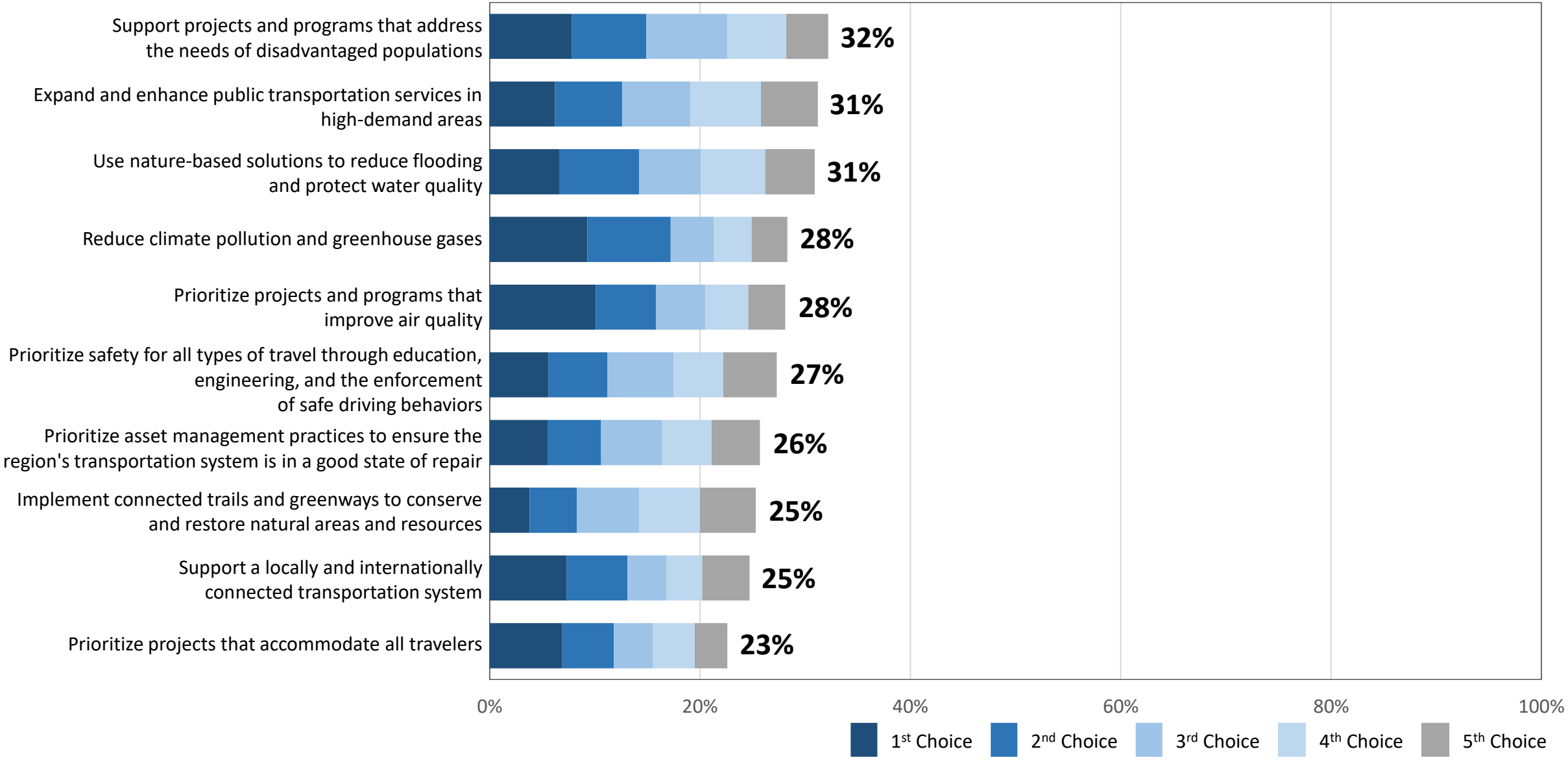
by percentage of respondents (excluding don't know)



Ray County respondents were the most likely to strongly disagree with encouraging the purchase of EV and no-emission vehicles

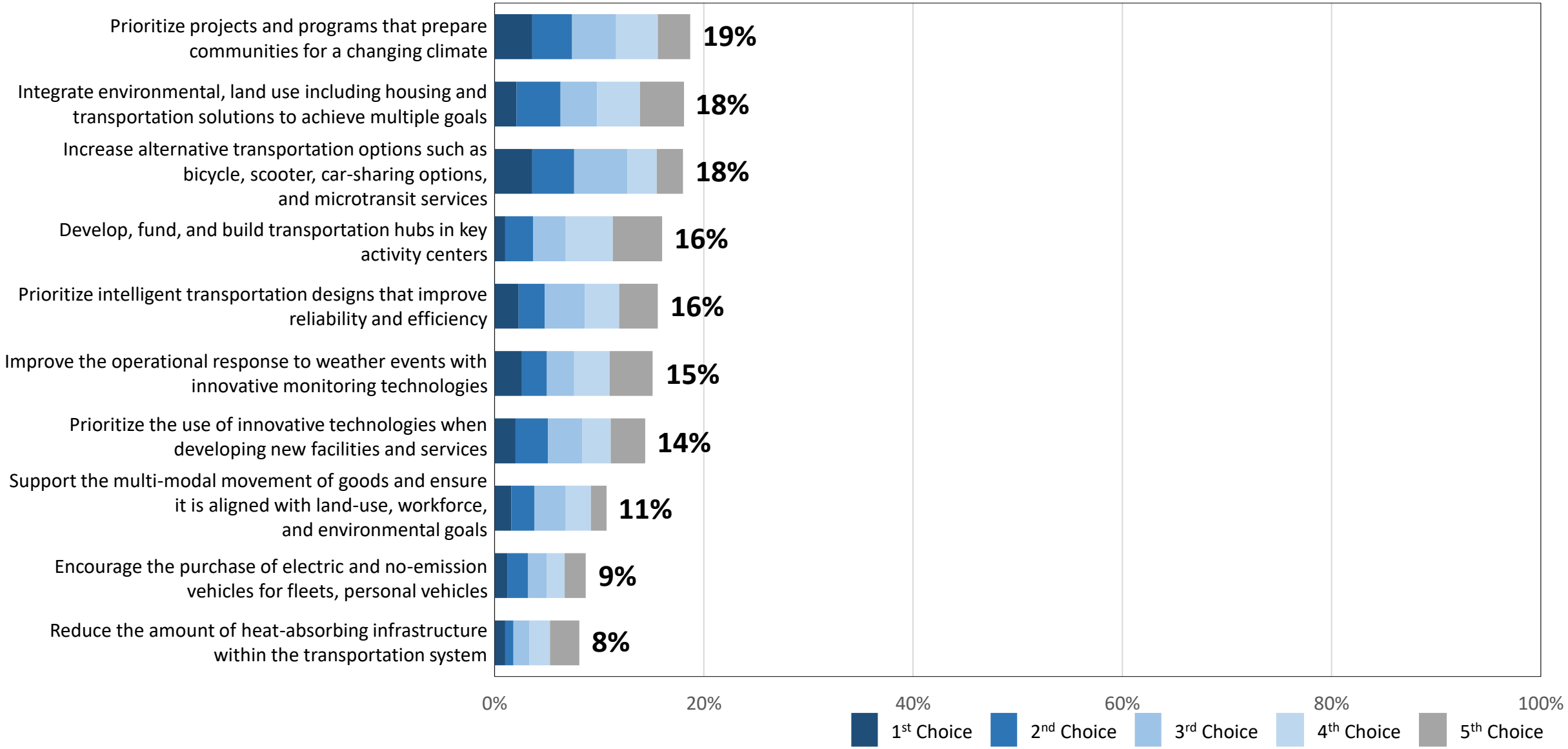
Q5. Which Of The FIVE Of The Statements In Question 4 Do You Think Should Receive The MOST EMPHASIS From Regional Leaders Over The Next Five Years? Top 10

by percentage of respondents who selected the item as one of their top five choices



Q5. Which Of The FIVE Of The Statements In Question 4 Do You Think Should Receive The MOST EMPHASIS From Regional Leaders Over The Next Five Years? Bottom 10

by percentage of respondents who selected the item as one of their top five choices



2024 Prioritization Rating
Mid-America Regional Council
Statements

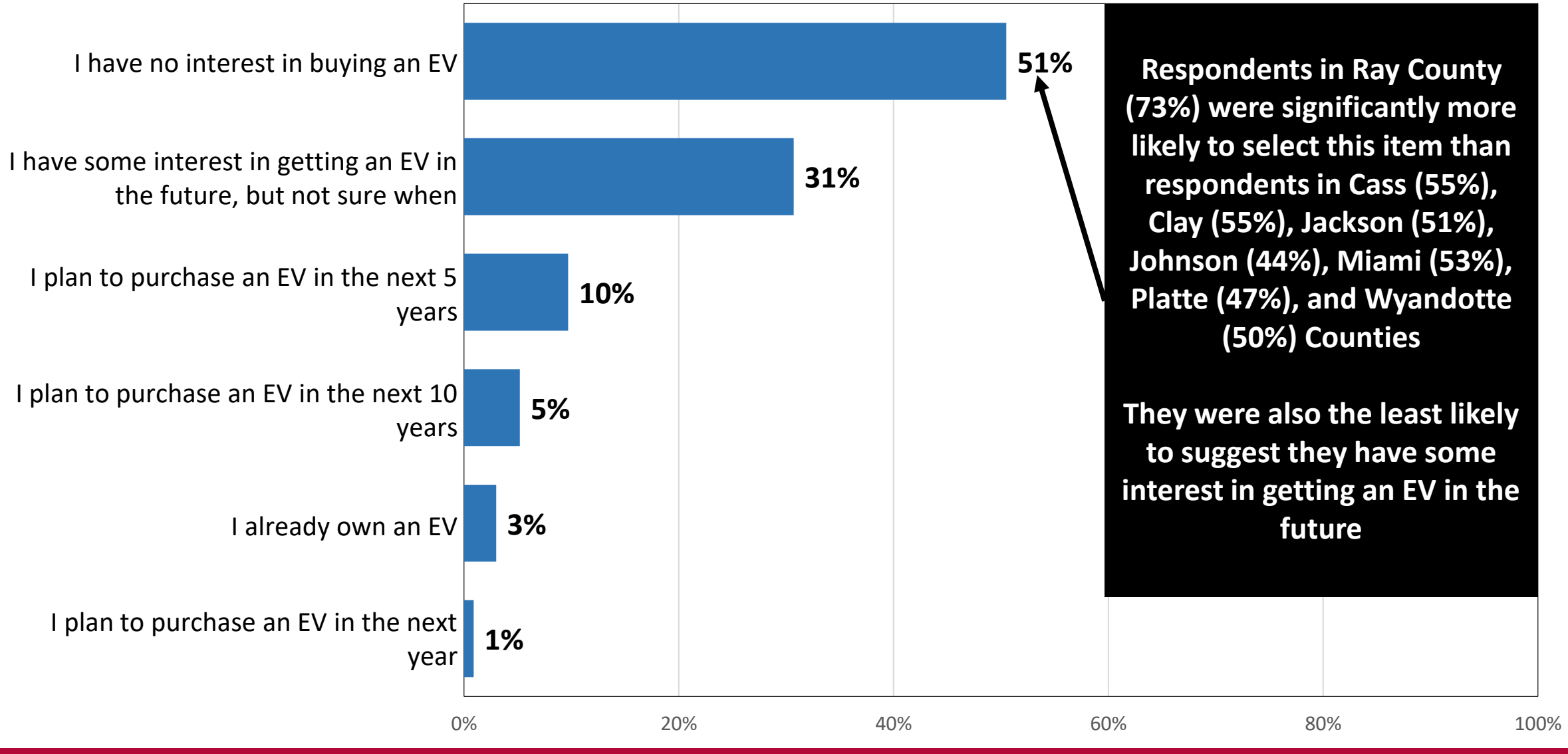
Category of Service	Most Important %	Most Important Rank	Priority %	Priority Rank	Prioritization Rating	Prioritization Rating Rank
Use nature-based solutions to reduce flooding and protect water quality	31%	3	82%	2	0.2528	1
Expand and enhance public transportation services in high-demand areas	31%	2	78%	4	0.2418	2
Support projects and programs that address the needs of disadvantaged populations	32%	1	71%	8	0.2277	3
Prioritize asset management practices to ensure the region's transportation system is in a good state of repair	26%	7	89%	1	0.2274	4
Prioritize safety for all types of travel through education, engineering, and the enforcement of safe driving behaviors	27%	6	81%	3	0.2217	5
Prioritize projects and programs that improve air quality	28%	5	74%	7	0.2088	6
Reduce climate pollution and greenhouse gases	28%	4	69%	10	0.1964	7
Implement connected trails and greenways to conserve and restore natural areas and resources	25%	8	77%	5	0.1948	8
Support a locally and internationally connected transportation system	25%	9	71%	9	0.1746	9
Prioritize projects that accommodate all travelers	23%	10	68%	12	0.1544	10
Integrate environmental, land use including housing and transportation solutions to achieve multiple goals	18%	12	68%	13	0.1227	11
Prioritize intelligent transportation designs that improve reliability and efficiency	16%	15	76%	6	0.1186	12
Prioritize projects and programs that prepare communities for a changing climate	19%	11	61%	17	0.1148	13
Improve the operational response to weather events with innovative monitoring technologies	15%	16	69%	11	0.1046	14
Develop, fund, and build transportation hubs in key activity centers	16%	14	64%	16	0.1021	15
Increase alternative transportation options such as bicycle, scooter, car-sharing options, and microtransit services	18%	13	55%	18	0.0992	16
Prioritize the use of innovative technologies when developing new facilities and services	14%	17	66%	14	0.0956	17
Support the multi-modal movement of goods and ensure it is aligned with land-use, workforce, and environmental goals	11%	18	66%	15	0.0709	18
Reduce the amount of heat-absorbing infrastructure within the transportation system	8%	20	54%	19	0.0437	19
Encourage the purchase of electric and no-emission vehicles for fleets, personal vehicles	9%	19	37%	20	0.0323	20

Prioritization ratings of .1000 or greater are considered a high priority for investment

Electric Vehicles

Q6. How Likely Are You To Purchase An Electric Vehicle?

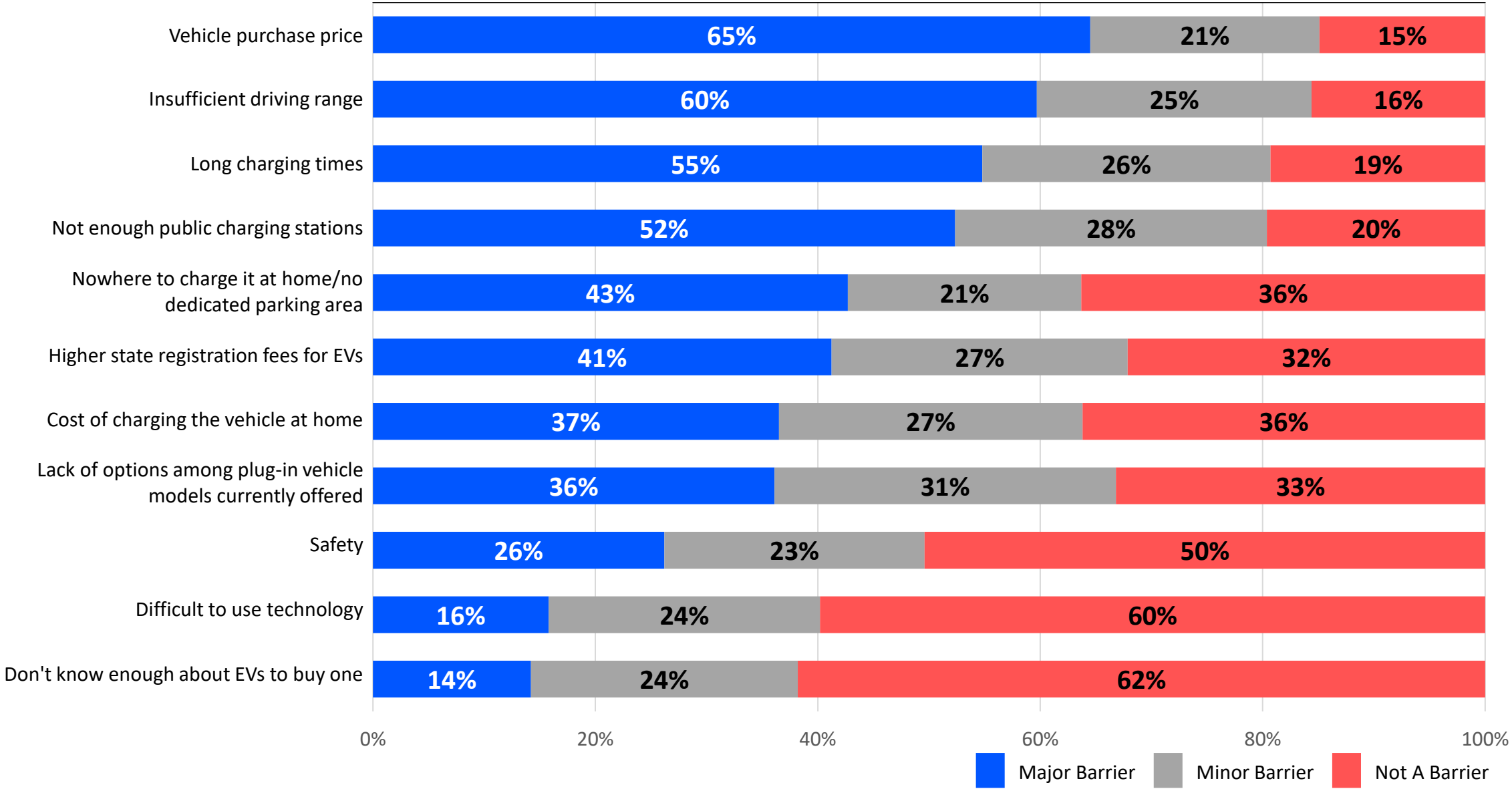
by percentage of respondents (excluding not provided)



Regional differences in behaviors and perceptions are not always common, but in this instance one county stands alone

Q6a. Potential Barriers To Your Household's Ownership Of An Electric Vehicle.

by percentage of respondents (excluding don't know)

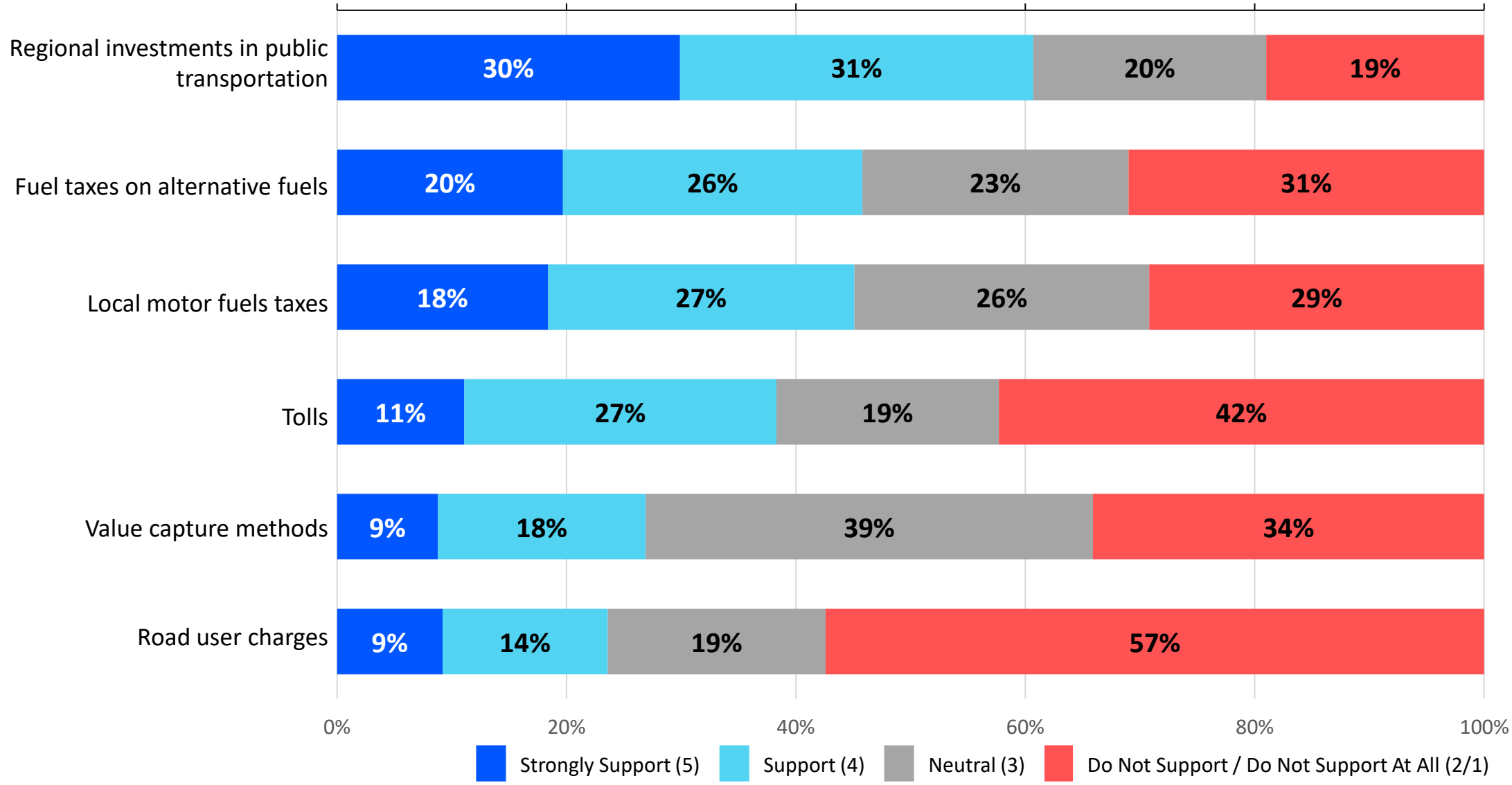


Vehicle purchase price/driving range are the two items that have the greatest impact on the decision to buy an EV

Funding and Sources

Q10. Support for funding transportation projects using the following funding sources

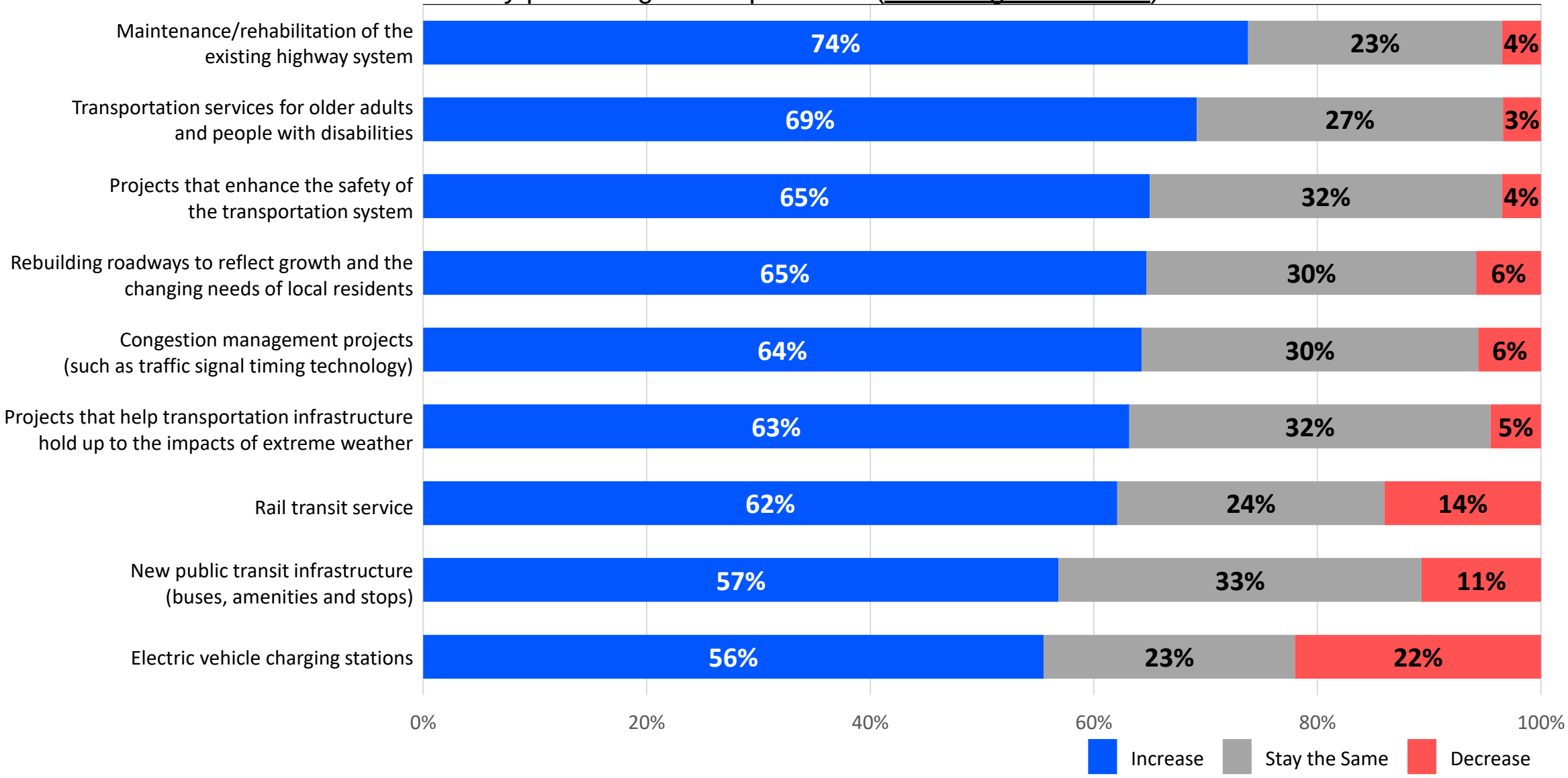
by percentage of respondents (excluding don't know)



Only one funding source received a majority "strongly support" and "support" responses

Q8. How Should Funding Change For The Following Items

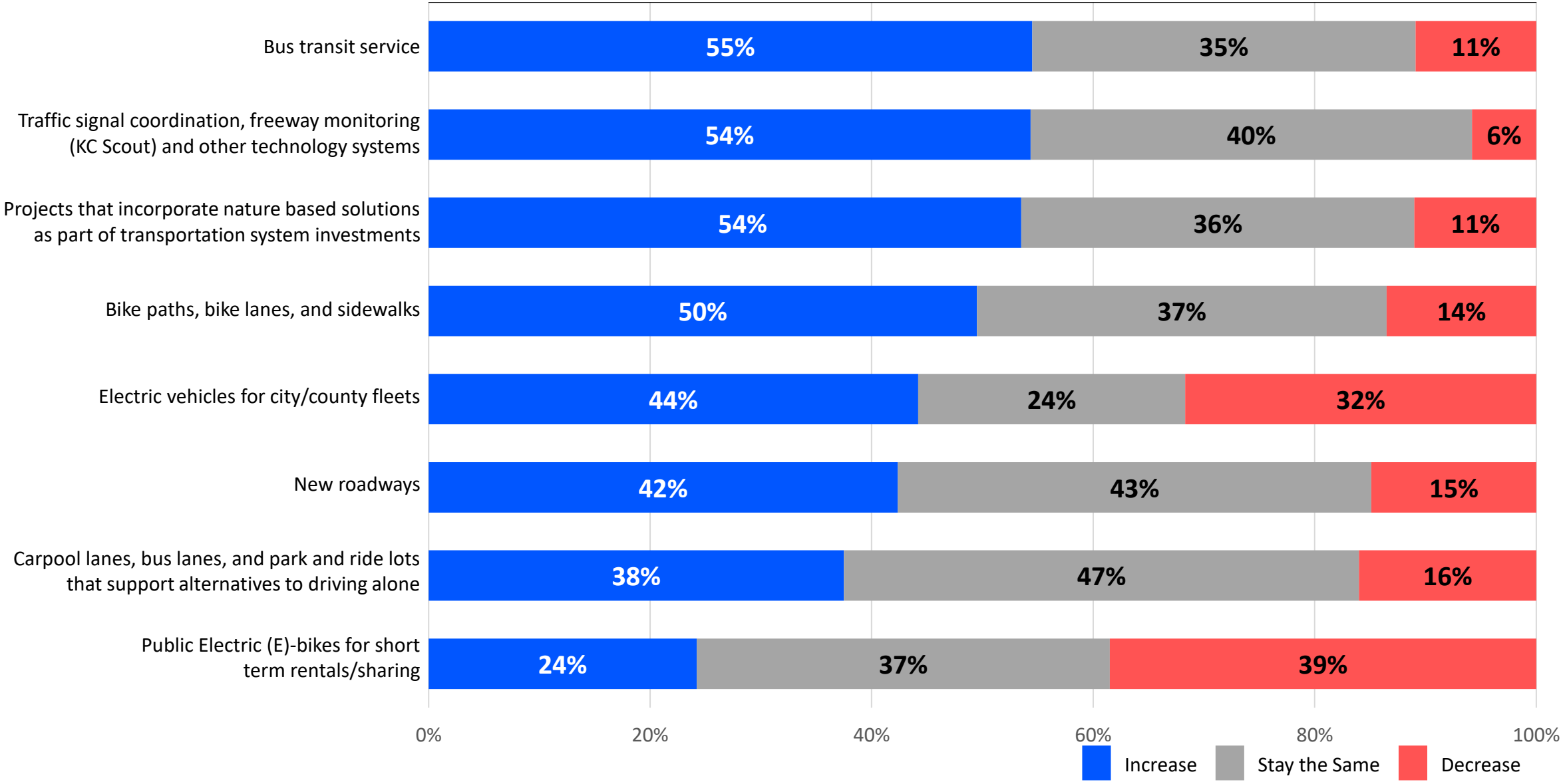
by percentage of respondents (excluding don't know)



Most respondents would like to see increased funding in all the areas listed here – with some hesitation to EVs still

Q8. How Should Funding Change For The Following Items

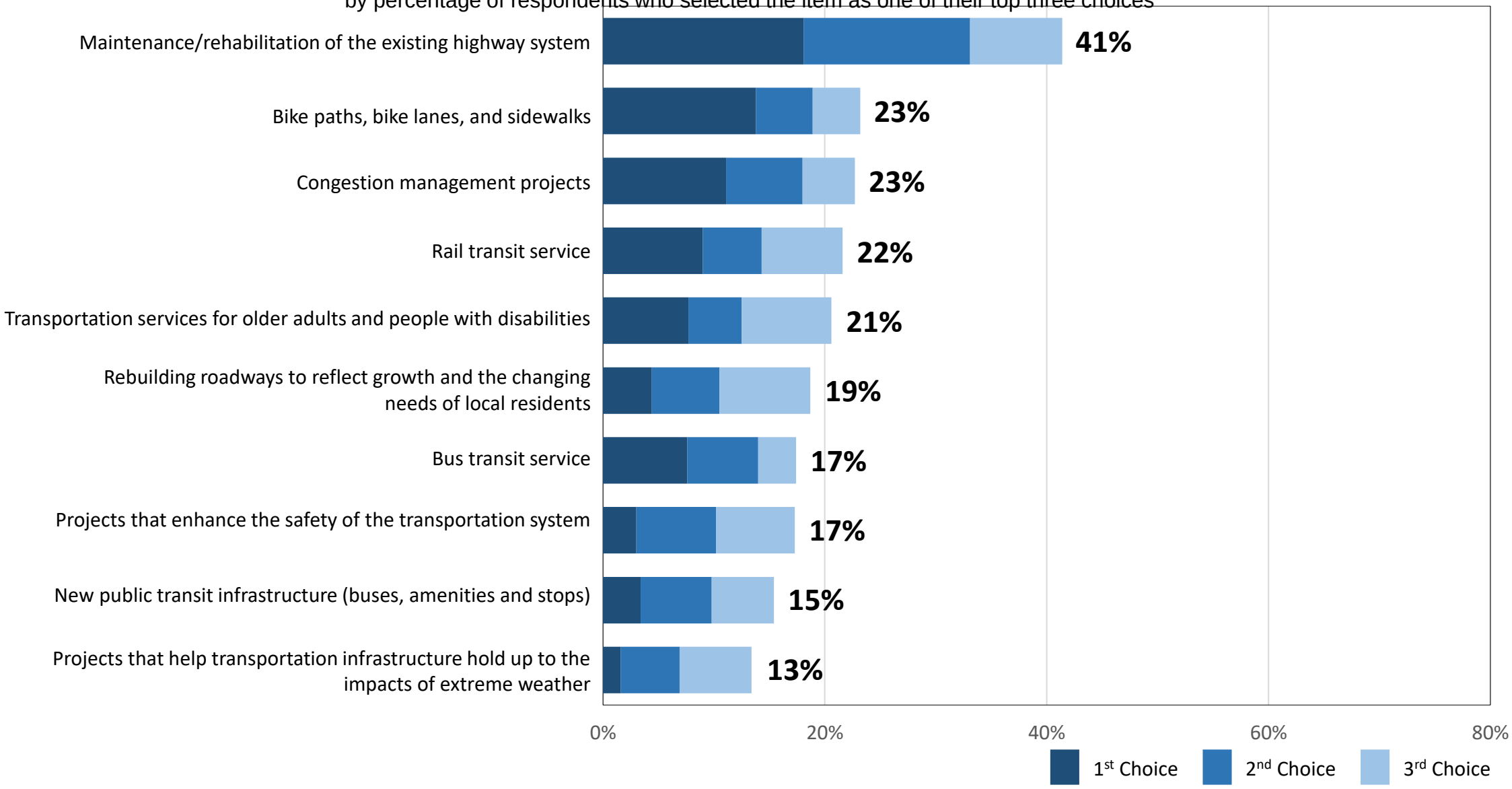
by percentage of respondents (excluding don't know)



While support for increases begins to drop, only two items saw elevated "decrease" ratings (EV adjacent)

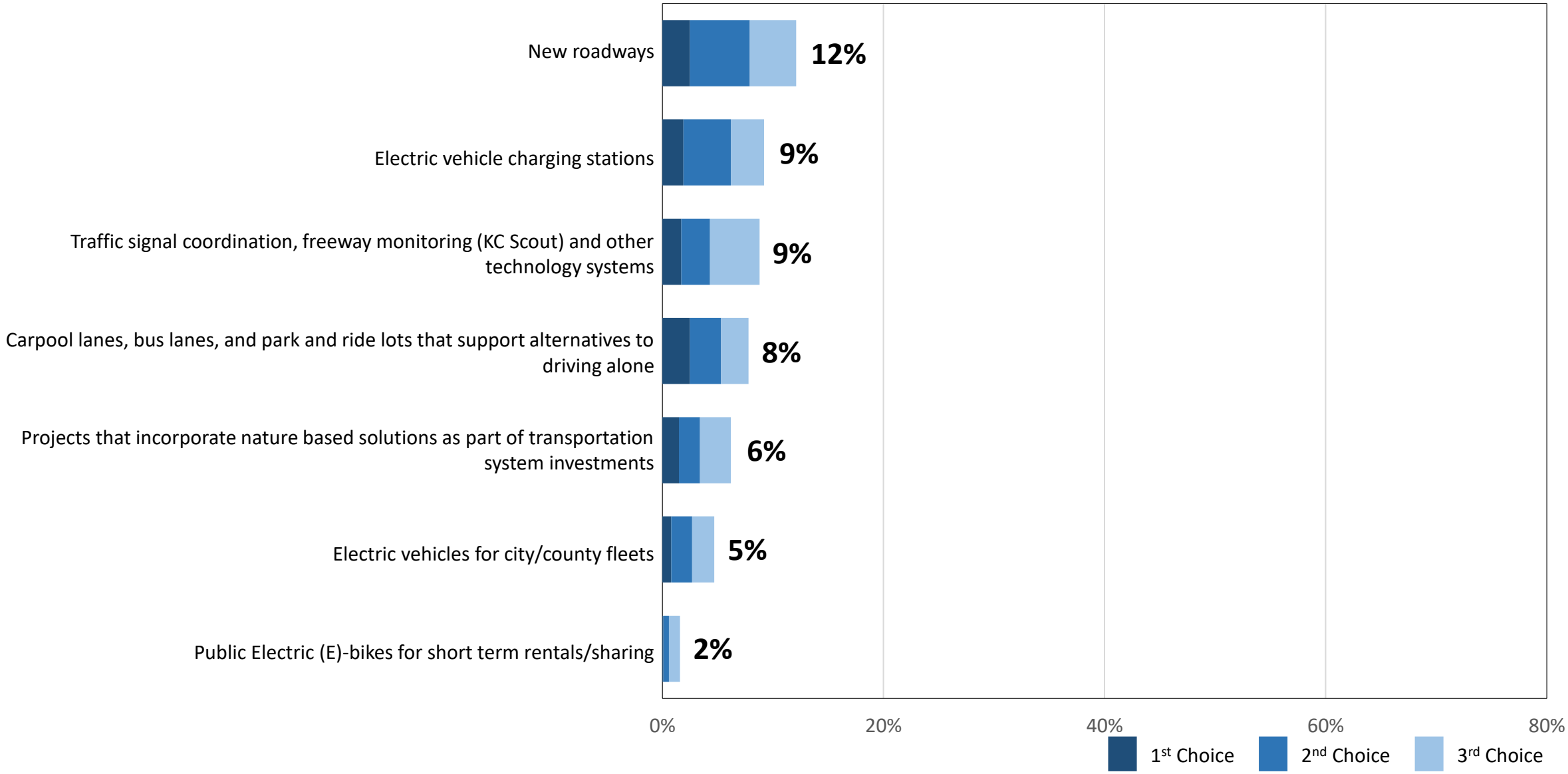
Q9. Which THREE Of The Items In Question 8 Would You Be Most Willing To Fund With Your Local Tax Dollars? Top 10

by percentage of respondents who selected the item as one of their top three choices



Q9. Which THREE Of The Items In Question 8 Would You Be Most Willing To Fund With Your Local Tax Dollars? Bottom 7

by percentage of respondents who selected the item as one of their top three choices



2024 Prioritization Rating
Mid-America Regional Council
Funding

Category of Service	Most Important %	Most Important Rank	Priority %	Priority Rank	Prioritization Rating	Prioritization Rating Rank
Maintenance/rehabilitation of the existing highway system	41%	1	74%	1	0.3055	1
Congestion management projects (such as traffic signal timing technology)	23%	3	64%	5	0.1457	2
Transportation services for older adults and people with disabilities	21%	5	69%	2	0.1426	3
Rail transit service	22%	4	62%	7	0.1341	4
Rebuilding roadways to reflect growth and the changing needs of local residents	19%	6	65%	4	0.1210	5
Bike paths, bike lanes, and sidewalks	23%	2	50%	13	0.1148	6
Projects that enhance the safety of the transportation system	17%	8	65%	3	0.1125	7
Bus transit service	17%	7	55%	10	0.0948	8
New public transit infrastructure (buses, amenities and stops)	15%	9	57%	8	0.0876	9
Projects that help transportation infrastructure hold up to the impacts of extreme weather	13%	10	63%	6	0.0846	10
New roadways	12%	11	42%	15	0.0513	11
Electric vehicle charging stations	9%	12	56%	9	0.0511	12
Traffic signal coordination, freeway monitoring (KC Scout) and other technology systems	9%	13	54%	11	0.0478	13
Projects that incorporate nature based solutions as part of transportation system investments	6%	15	54%	12	0.0332	14
Carpool lanes, bus lanes, and park and ride lots that support alternatives to driving alone	8%	14	38%	16	0.0293	15
Electric vehicles for city/county fleets	5%	16	44%	14	0.0208	16
Public Electric (E)-bikes for short term rentals/sharing	2%	17	24%	17	0.0039	17

Prioritization ratings of .1000 or greater are considered a high priority for investment

Summary

- Nearly all respondents support the following:
  - Ensuring the air and water quality in the region is healthy for residents
  - Ensuring roads and bridges are in good condition today and into the future
  - Reducing the risk of injury and fatalities on all types of transportation in the region
- Most believe we should prioritize or support projects and programs that address the needs of disadvantaged populations
  - Strong support for funding transportation services for older adults/those with disabilities
- EV conversion/usage was met with skepticism with residents throughout the region
  - Along with purchase price, insufficient driving range, and long charge times, most respondents in the region suggest they have no interest in buying an EV
- Most respondents support regional investments in public transportation that would expand options across the region

While the results suggest various priorities and improvements there are some common themes

Questions?

THANK YOU

Item #8

REPORT: Regional Stormwater Engineering Standards (APWA 5600) Update

Presenter: Tom Jacobs, MARC

NEW STORMWATER DESIGN CRITERIA

Managing Stormwater in the Kansas City Metro Region

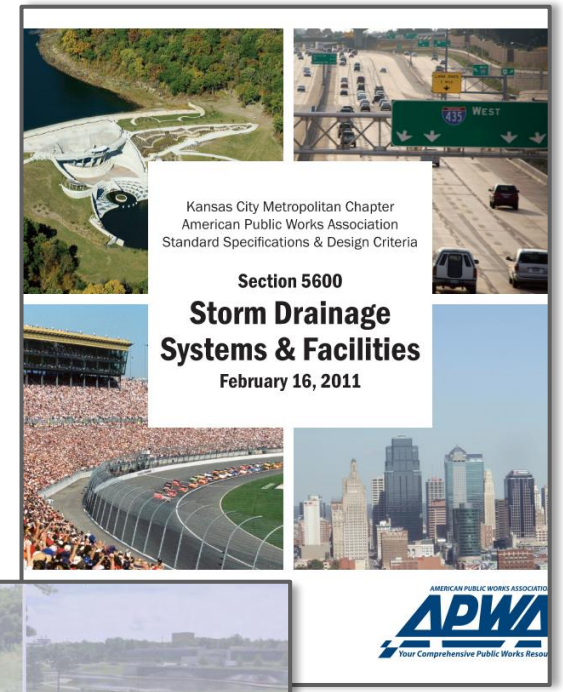
MARC
MID-AMERICA REGIONAL COUNCIL

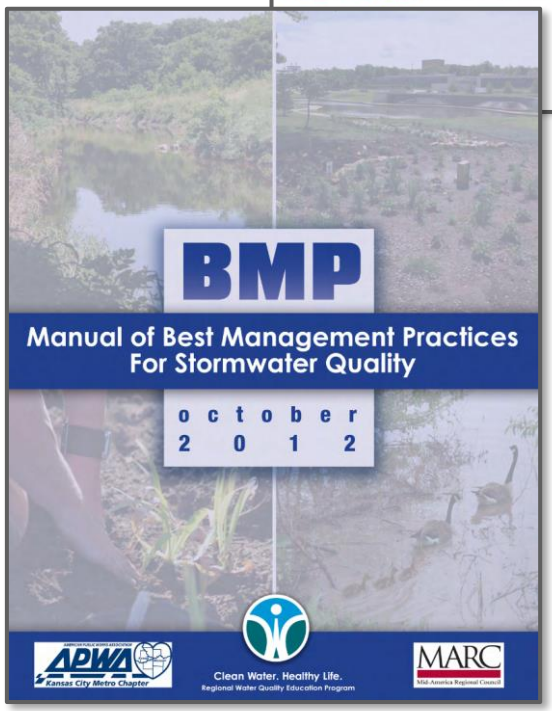
APWA
AMERICAN PUBLIC WORKS ASSOCIATION
Kansas City Metro Chapter

SCOPE

+ To update and integrate regional stormwater management standards and planning guidelines, based upon APWA Section 5600 and the MARC/APWA BMP Manual

+ To develop a next generation planning and engineering approach to manage stormwater in metro Kansas City





KEEPING MORE RAINWATER ON-SITE

RUNOFF REDUCTION

CREATE HIGHLY FUNCTIONAL INFRASTRUCTURE

REDUCE STREAM EROSION & FLOODING IMPACTS

THE NEW MANUAL MOVES OUR REGION TO A MODERN METHOD OF MANAGING STORMWATER.

FINAL PRODUCT

+ One Consolidated Manual

5601	INTRODUCTION
5602	HYDROLOGY
5603	STORMWATER MANAGEMENT REQUIREMENTS
5604	DESIGN CRITERIA FOR PRESERVATION & RESTORATION PRACTICES
5605	DESIGN CRITERIA FOR RETENTION & DETENTION PRACTICES
5606	DESIGN CRITERIA FOR COLLECTION & CONVEYANCE PRACTICES
5607	OPERATIONS & MAINTENANCE REQUIREMENTS
5608	SUBMITTAL REQUIREMENTS

TECHNICAL UPDATES

OLD VS NEW

Rainfall

1960's methods **vs.** today's data driven approaches

Applicability

Same requirements for all projects **vs.** requirements vary by type of project

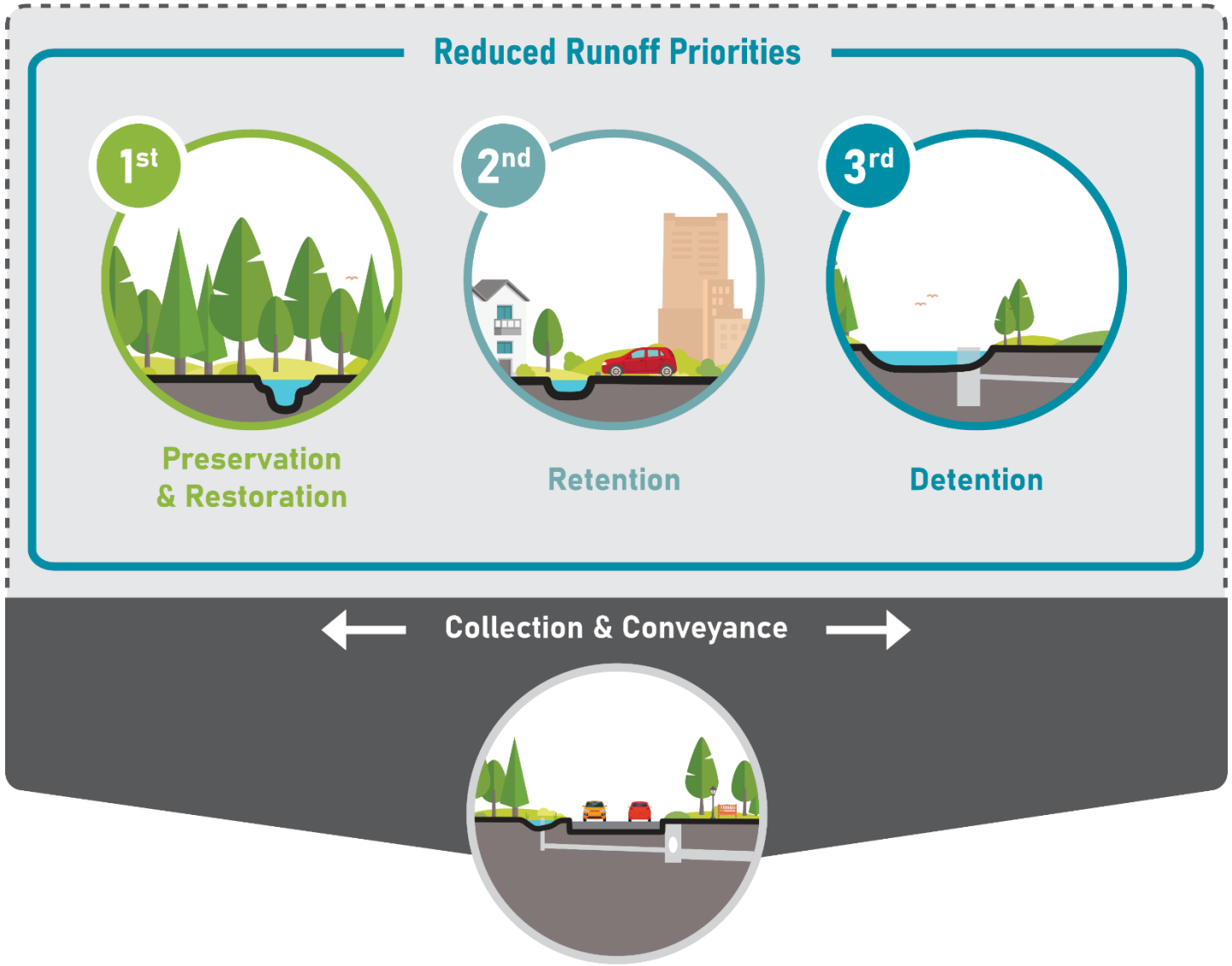
Implementation

Addressing water quality and flood reduction separately **vs.** designing dual-purpose, multi-benefit infrastructure

Guidance

Ambiguous and subjective requirements **vs.** clear requirements and processes

A LAYERED APPROACH

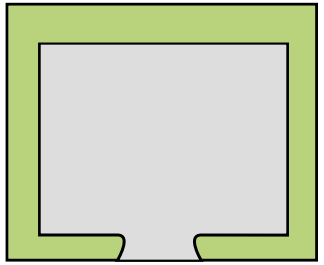


EQUITABLE NOT EQUAL CRITERIA

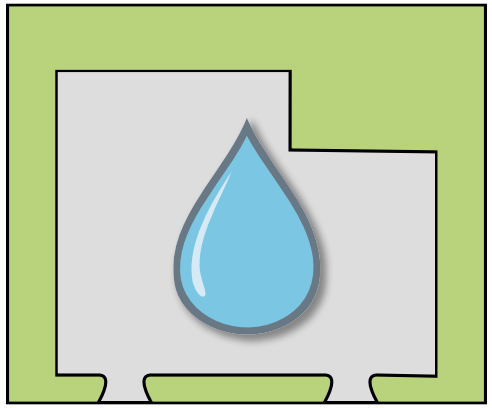
APPLICABILITY

New Development

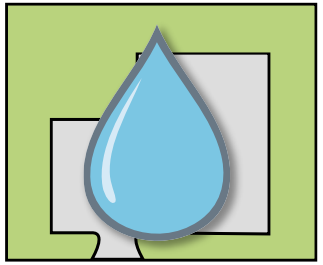
Redevelopment



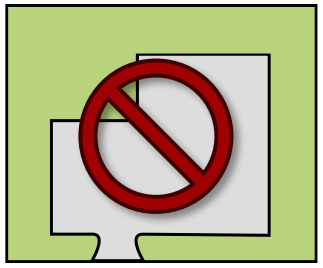
Existing Criteria = Equal Requirements



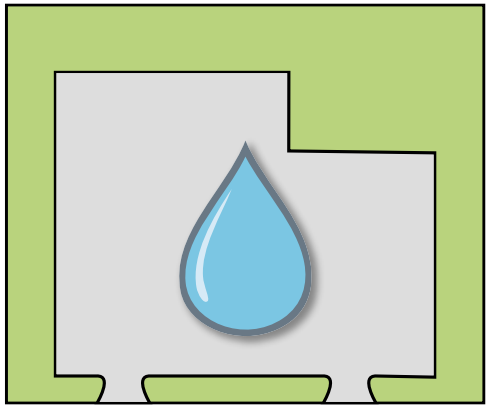
Applying the same requirements regardless of project type



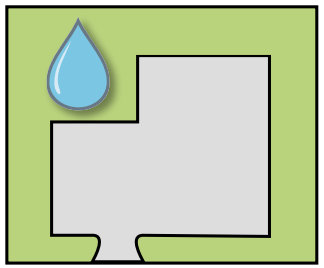
Leads to variances and potentially no management



New Criteria = Equitable Requirements



Vary requirements by project type to get some management



RUNOFF REDUCTION VOLUME

RETENTION RECOMMENDATION

$$RRV = \frac{1.37}{12}[0.95I + 0.25P + 0.00N] * PT\%$$

WHERE:

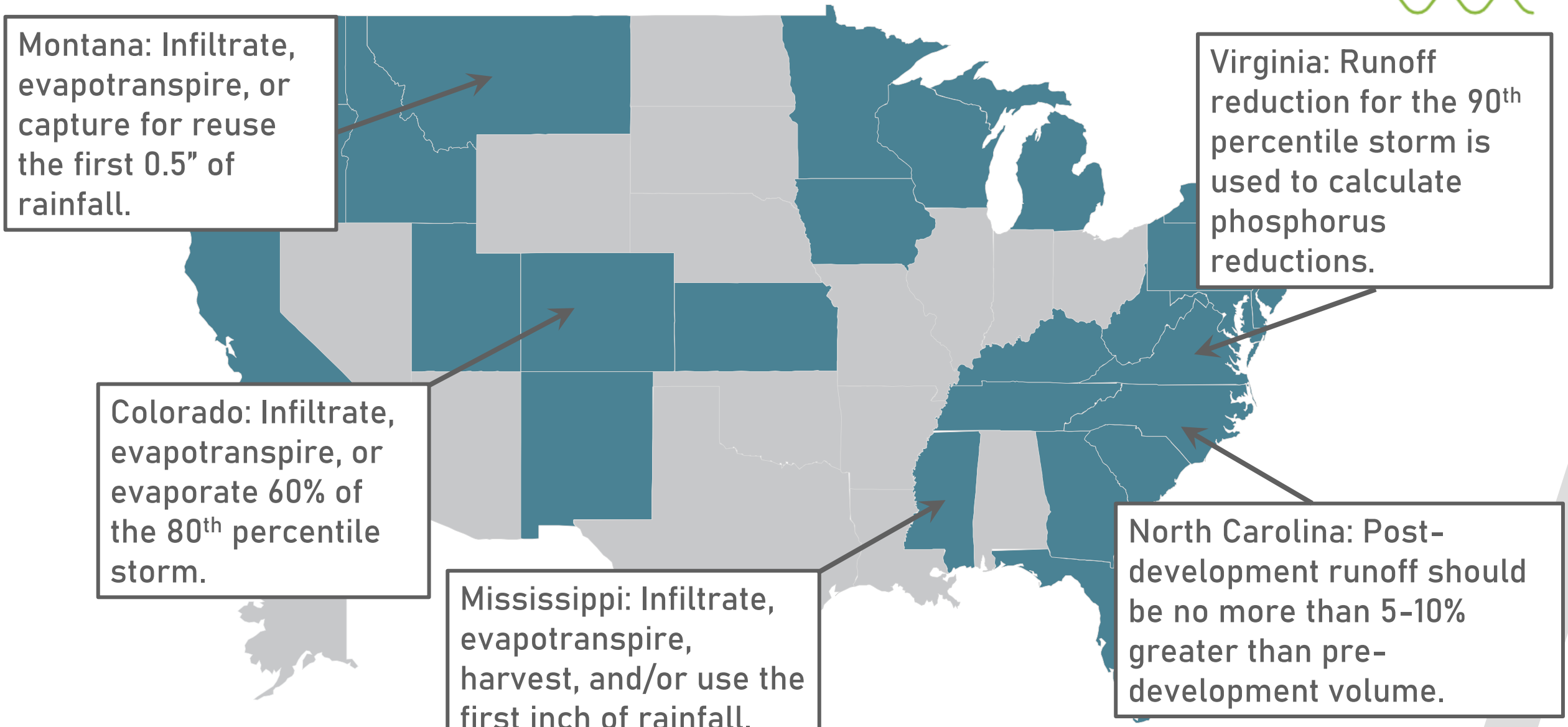
RRV	=	Retention Volume (cf)
1.37	=	Water Quality Storm Event (in)
0.95	=	Runoff coefficient for impervious cover
I	=	Area of impervious cover and SMP in project (sf)
0.25	=	Runoff coefficient for pervious cover
P	=	Area of pervious cover in project (not including any preserved natural areas) (sf)
0.00	=	Runoff coefficient for natural area
N	=	Area of preserved natural area (sf)

PT% = Modifier based on project type:

PT%	New Development	Redevelopment
Site Development	85%	40%
Roadway Improvements	25%	10%
Utility Improvements	0%	0%

RUNOFF REDUCTION VOLUME

RETENTION RECOMMENDATION



NEW MANUAL WILL BE EASIER FOR EVERYONE TO USE

NEW MANUAL

Better organized

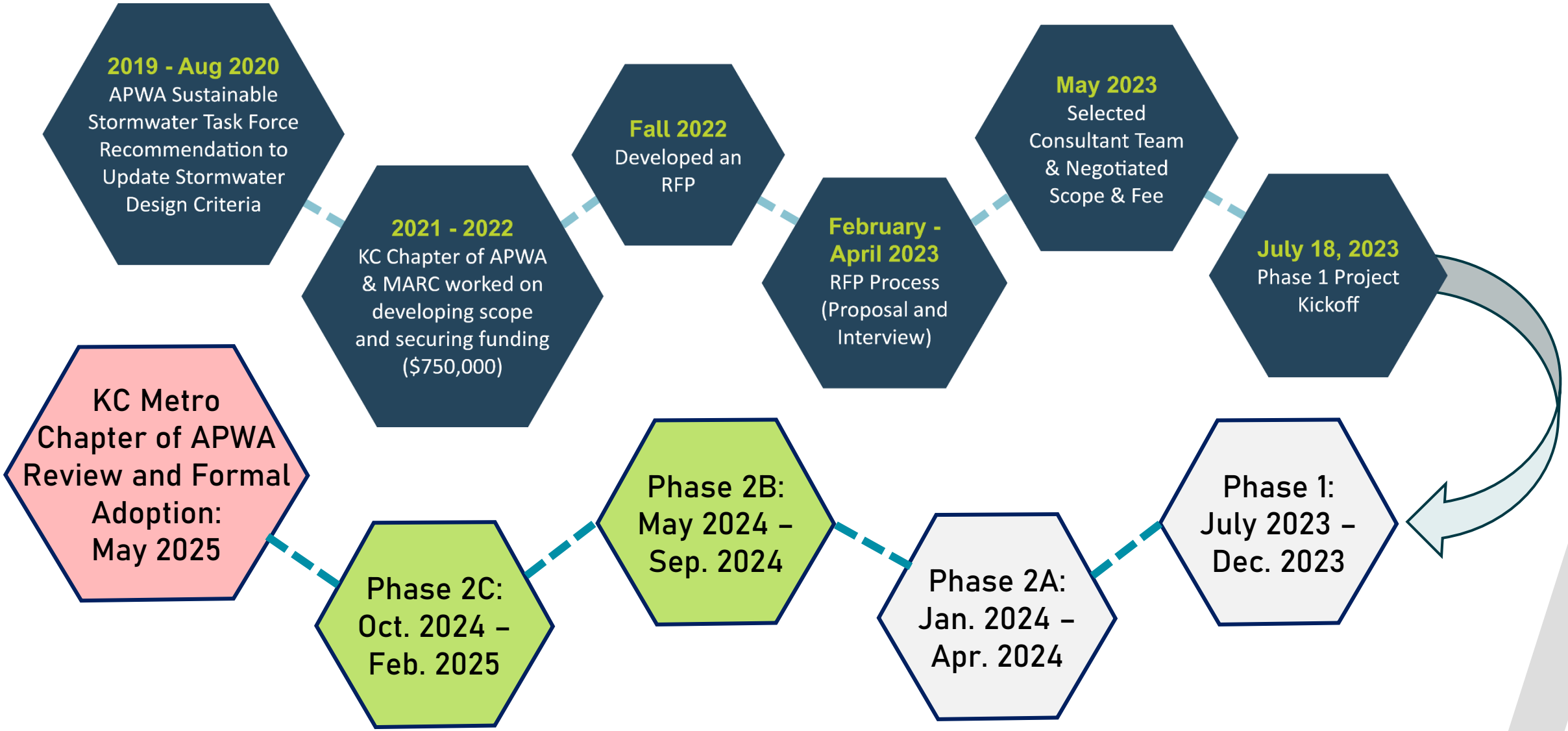
More concise

Easier to understand

More graphics and examples

WELL-DEFINED, COLLABORATIVE PROCESS WITH DIVERSE PERSPECTIVES

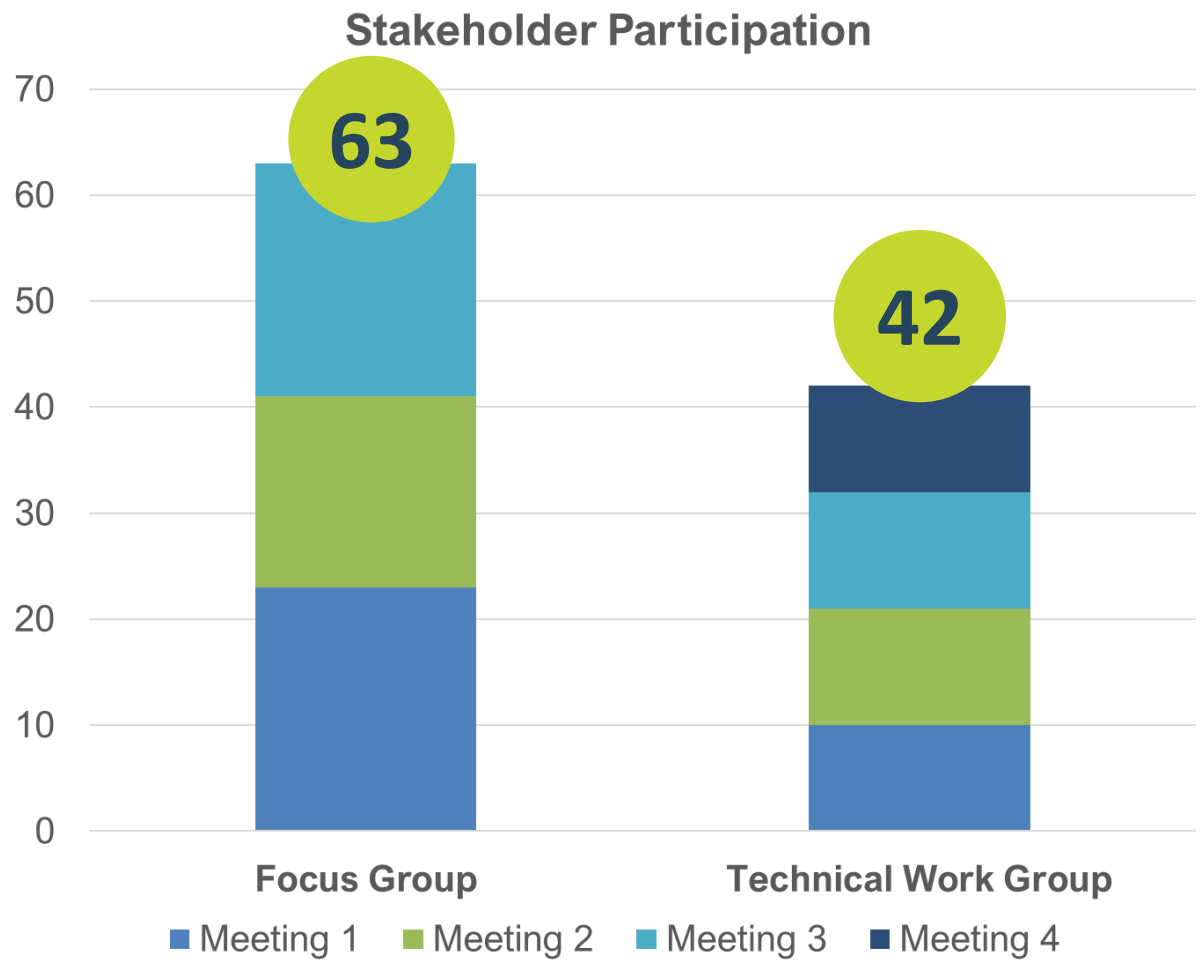
TIMELINE


2019 - Aug 2020
APWA Sustainable Stormwater Task Force Recommendation to Update Stormwater Design Criteria
2021 - 2022
KC Chapter of APWA & MARC worked on developing scope and securing funding ($750,000)
Fall 2022
Developed an RFP
February - April 2023
RFP Process (Proposal and Interview)
May 2023
Selected Consultant Team & Negotiated Scope & Fee
July 18, 2023
Phase 1 Project Kickoff
Phase 1: July 2023 – Dec. 2023
Phase 2A: Jan. 2024 – Apr. 2024
Phase 2B: May 2024 – Sep. 2024
Phase 2C: Oct. 2024 – Feb. 2025
KC Metro Chapter of APWA Review and Formal Adoption: May 2025

STAKEHOLDER ENGAGEMENT SNAPSHOT

PHASE 1

+ Focus Group Meetings (3)
+ Technical Work Groups (4)
+ Held Over 23 Hours of Meetings
+ More than 105 Participants
+ Over 336 Participant-Hours



PROJECT PARTNERS

- Blue Springs
- Bonner Springs
- De Soto
- Excelsior Springs
- Fairway
- Gardner
- Gladstone
- Grandview
- Independence
- Johnson County
- Kansas City
- Lawrence
- Leawood
- Lenexa
- Liberty
- Merriam
- Miami County
- Mission Hills
- Mission
- North Kansas City
- Olathe
- Osawatomie
- Overland Park
- Parkville
- Prairie Village
- Riverside
- Roeland Park
- Shawnee
- Spring Hill
- Unified Government of Wyandotte County
- Westwood Hills
- Westwood

MARC
MID-AMERICA REGIONAL COUNCIL

AMERICAN PUBLIC WORKS ASSOCIATION
APWA
Kansas City Metro Chapter

QUESTIONS?

MARC
MID-AMERICA REGIONAL COUNCIL

AMERICAN PUBLIC WORKS ASSOCIATION
APWA
Kansas City Metro Chapter

CONSULTANT TEAM

BURNS McDONNELL®

IN PARTNERSHIP WITH

BLACK & VEATCH

vireo

CENTER FOR WATERSHED PROTECTION

Item #9

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

Presenter: Martin Rivarola, MARC

2024 Suballocated Programs Call for Projects

- Programming & evaluation process overview
- Results of staff assessments & analysis
- Committee member assessment outcomes
- Takeaways & Next steps

Martin Rivarola, Assistant Director of Transportation & Land Use

Programming Process

Preapplication Process - Assessment by Planning & Policy Committees

- Goal
  - Strengthen quality and alignment with regional vision and goals for projects which compete for regional sub-allocated funds
- Objectives
  - Elevate role of planning/policy committees in programming process
  - Reinforce conformance of roadway capacity projects with congestion management process & other key policies
  - Provide guidance & project enhancement tips to project sponsors

Regional Policy Considerations

- Connected KC 2050 plan
- Complete & Green Street Policy
  - Green Infrastructure Framework
- Congestion Management Process Policy
- Clean Air & Climate Action Plans
- Major River Crossing Policy

Evaluation Process

Phase I - Preapplication

Anticipated Outcome

- Projects categorized into 3/4 groups

High Alignment with CKC2050	Aligned with CKC2050	Not Aligned with CKC 2050	Incomplete assessment

Determination based on following:

- Conformance with applicable CKC2050 policies
- Inclusion in various project/program listings in CKC2050
- Degree to which project/program advances CKC2050 strategies

Recommendations for improvements/comments

Evaluation Process

- All project alignment assessments are DRAFT in nature.
- CKC2050 alignment determinations may change post-phase 2 project submissions.
- All Preapplications can improve their alignment status if issues are addressed in the Phase II application

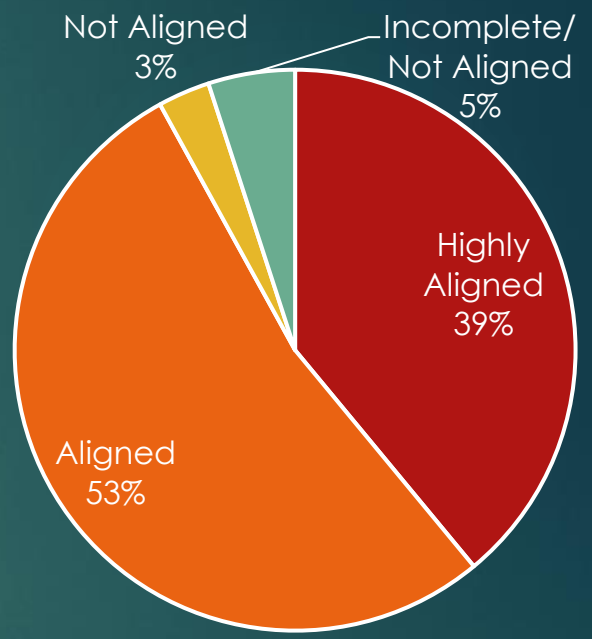
Phase 1 Application Summary

	Preapplications Submitted	Funding Requested	% of requested $$
Total	132	$452.2M	100%
Kansas	36	$107M	23.8%
Missouri	81	$289M	64%
Regional	13	$52M	11.7%
MARC	2	$2.18M	0.5%

Mode Summary	Preapplications Submitted	Funding Requested	% of requested $$
Road/Bridge/Operations	58	$274.7M	60.7%
Bicycle/Pedestrian	54	$120.4M	26.6%
Transit	13	$52.8M	11.7%
Other	7	$4.22M	0.9%

Phase 1 Alignment Summary

Alignment Status	# of Preapplications	% of Preapplications
Highly Aligned	52	40%
Aligned	70	53%
Not Aligned	4	3%
Incomplete	6	5%



Areas of Concern (for 'not aligned' and 'incomplete' applications)		
-- Not Aligned Preapplications --		
Congestion Management Process	2	50%
Complete & Green Streets/Clean Air Action Plan/Climate Action Plan	2	50%
-- Incomplete Preapplications --		
Green Infrastructure Elements	6	100%

Committee Assessment Outcomes

- 803 project reviews submitted through the MARC Committee member portal
- 29 reviewers in total

Air Quality Forum	Sustainable Places Policy Committee	Regional Transit Coordinating Council	Goods Movement	Highway Committee	Bicycle Pedestrian Advisory Committee	Destination Safe Coalition	Climate Environment Council
5	4	4	3	6	7	3	0

- Nearly all submitted projects received at least one review (131/132 submitted projects)
- Process generated 174 committee member comments, questions & suggestions

Committee Assessment Outcomes

	Total Reviews	# which concurred with staff assessment	% of responses	Noted some disagreement with 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%

Committee Assessment Outcomes

61 reviews noted some disagreement with staff assessment

- 40 reviews made other observations about staff assessment
  - Requested scope clarification
  - Observed some concern about project scope/narrative, etc. – but did not request reclassification of project
- Reviews noted 11 projects should "move up" in alignment status
  - Reviews noted multiple benefits of 'Aligned' and 'incomplete' projects
  - Dissent in the alignment classification categorized mostly as either incomplete description/application, or project eligibility – questioning the infrastructure/transportation relation.
- Reviews noted 9 projects should "move down" in alignment status
  - 'Highly Aligned' roadway modernization/operation projects in lightly developed or developing areas – which may not advance as many CKC2050 strategies
  - Concern noted due disturbance of natural areas, greenfield site location (no current development), perceived lack of regional benefit
- **For projects with a request to reconsider categorization of project, majority of respondents still concurred with staff assessment.**

Takeaways

- Overall, high consensus with results of staff assessment (92%)
- Only 3% of project reviews requested change in alignment status
  - Majority of responses for each project that received a suggestion to change alignment status still concurred with staff categorization of project
- Process generated 174 member originated comments, questions & tips for project sponsors

Next steps – Phase I

- MARC staff will share comments and assessments with project sponsors
- CKC2050 alignment determinations may change based on additional or revised information in Phase II technical applications.

Next steps - Phase II

June 20, 2024 -- Phase II Technical Application Portal Open

June 26, 2024 -- Phase II Technical Application Workshop

July 26, 2024 -- Phase II Technical Application Deadline

September -- Staff Assessment Complete

December -- Programming recommendations complete

January 2025 – TTPC and MARC Board Action

Questions?

- **Martin Rivarola** – Assistant Director of Transportation and Environment mrivarola@marc.org

Thank you!

Item #10

REPORT: 2024 Peer Regions Transit Study

POSTPONED TO NEXT MEETING

Presenter: Martin Rivarola, MARC

Item #11

Other Business

Item #12

Adjournment

Next meeting: Tuesday, July 16, 2024