



OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE
The Honorable Chuck Adams, Kansas Co-Chair
The Honorable Leonard Jones, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, June 20, 2023, at 9:30 a.m.** This meeting will be held in a hybrid in-person/virtual format from the Board Room in the MARC offices at 600 Broadway, Suite 200 in Kansas City, Missouri, 64105 and online via Zoom.

A G E N D A

1. Welcome & Introductions
2. VOTE: Meeting Summary for May 16, 2023*
3. VOTE: Missouri Unfunded Needs*
4. VOTE: Metropolitan Transportation Plan Amendment *
5. VOTE: Transportation Improvement Program Amendment*
6. REPORT: Leavenworth County Priorities for Progress
7. REPORT: Transportation Programming Process Review
8. REPORT: Regional Bikeway Plan Implementation
9. REPORT: System Performance Report – ConnectedKC 2050 Update
10. REPORT: Update to Regional Stormwater Engineering Standards
11. REPORT: 2024 Unified Planning Work Program Development
12. Other Business
13. Adjourn

**Action Items*

Due to social distancing requirements stemming from the coronavirus pandemic, the meeting will be open to the public via teleconference. Members of the public who wish to participate in this meeting please email transportation@marc.org by Noon on Monday June 19, 2023, for instructions to join the teleconference.

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

Total Transportation Policy Committee
May 16, 2023
Meeting Summary

Members, Alternates Present-Representing

Co-Chair Councilmember Chuck Adams,
Wyandotte County, KS Municipalities
Co-Chair Mayor Leonard Jones, Jackson
County, MO
Monica Brede, Wyandotte EDC
Councilmember Eric Bunch, Kansas City, MO
Cecelie Cochran, FHWA - KS
Matt Davis, Jackson County, MO
Councilmember Fred DeMoro, Lee's Summit,
MO
Commissioner Scott Fricker, Platte County,
MO
Tom Gerend, Kansas City Streetcar Authority
Commissioner Janeé Hanzlick, Johnson
County, KS
Jeffrey Hardy, MoDOT
Leslie Herring, Johnson County, KS
Municipalities
Parry Hilderbrand, Kansas City, MO
Dick Jarrold, KCATA
Lee Kellenberger, Johnson County, KS
Paul Kramer, Leavenworth County, KS
Municipalities
Lane Massey, Johnson County, KS
Municipalities
Councilmember Bridget McCandless,
Independence, MO
Janet McRae, Miami County, KS
Jack Messer, Overland Park, KS
Mike Moriarty, KDOT
Matt Nolker, Ray County, MO
Commissioner Jerry Nolte, Clay County, MO
Brian Nowotny, Jackson County, MO
Michael Park, Lee's Summit, MO
Joshua Powers, Johnson County, KS
Lisa Reynolds, Independence, MO
Eric Rogers, BikeWalkKC
Michele Silsbee, Miami County, KS
Municipalities
Michael Spickelmier, Leavenworth County,
KS Municipalities
Chad Thompson, Kansas City, MO
Geoffrey Vohs, Johnson County, KS
Karl Walters, Clay County, MO
Beth Wright, Olathe, KS
Sabin Yanez, Northland Chamber of
Commerce

Others Present

Alysen Abel, Garver
Tom Cole, Leavenworth County, KS
John Findlay, Liberty, MO
Randy Gorton, BHC
Mark Green, Independence, MO
Mark Hoppe, Affinis
Katie Jardieu, MoDOT
Hunter Kelly, Office of US Senator Josh
Hawley
Haden Mattke, Belton, MO
Ron McLinden
Jackie Messer, Spring Hill, KS
Davonna Moore, CDM Smith
Andrew Ngui, Kansas City, MO
Britni O'Connor, MoDOT
Austin O'Regan, Parkonect
Greg Rokos, Belton, MO
Melissa Schmitz, MoDOT
David Slater, Pleasant Valley, MO
Allison Smith, KDOT
Griffin Smith, Garver
Kip Strauss, HNTB
Marisela Ward, MoDOT
Daniel Weitkamp, FHWA - MO
Brett Wood, GBA
Juan Yin, MoDOT

MARC Staff Present

Ron Achelpohl, Director of Transportation &
Environment
Megan Broll, Transportation Program
Assistant
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Kate Ludwig, Environmental Program
Assistant
Martin Rivarola, Asst. Director of
Transportation & Land Use
Patrick Trouba, Transportation Planner II
Ryan Umberger, Transportation Planner II
Eileen Yang, Transportation Modeling
Manager
Selina Zapata Bur, Principal Planner

1) Welcome/Introductions

Missouri Co-Chair Mayor Leonard Jones called the meeting to order. Self-introductions for in-person attendees followed.

2) Approval of April 18, 2023 Meeting Summary

Mayor Jones called for a motion to approve the April 18, 2023 minutes.

Committee Action:

Janet McRae moved to approve the minutes, Jack Messer seconded the motion. There were no objections and the motion passed.

3) Missouri Unfunded Needs

Mayor Jones introduced Martin Rivarola, Assistant Director of Transportation and Land Use Planning, to present. Mayor Jones clarified that this was no longer a voting item but a report instead. Mr. Rivarola noted that recent action in the Missouri state legislature and updated guidance from MoDOT staff affected the unfunded needs list, so the Missouri STP committee plans to meet again in order to bring an updated recommendation to the TTPC to vote on in June. The updated deadline for producing an updated unfunded transportation needs list is now June 30, 2023.

Projects are categorized as road and bridge projects (divided into tiers by priority), or multimodal. The timeline for this process was shifted and shortened to accommodate MoDOT. Multiple MARC committees reviewed and discussed/reassigned priorities of projects, and one project was funded by the Missouri legislative process, resulting in a need to update the unfunded needs list. Project costs also need to be updated. Mr. Rivarola walked through the lists and projects with recent changes, totaling about \$1.27b.

TTPC members discussed the Highway 92 project, with members from Platte and Clay County voicing support of it being promoted to Tier 2 (as well as a general support of projects that increase capacity). Matt Nolker commented that this project was originally assigned to Tier 2, but was assigned to Tier 3 by MoDOT without STP committee approval. The committee is now recommending that it be reassigned back from Tier 3 to Tier 2.

Member of the public Ron McLinden addressed the committee, asking them to consider assigning projects based on responsiveness to climate change, compatibility with a shared regional vision, and impact on reducing greenhouse gases. Mayor Jones thanked Mr. McLinden for his remarks and confirmed that the committee would be deferring voting on this to a future meeting.

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

Mayor Jones introduced Selina Zapata Bur, Principal Planner, who presented on federally-required transit performance measures. These measures are categorized under Transit Asset Management (TAM) or Public Transportation Agency Safety Plan (PTASP), and are reviewed annually. Ms. Zapata Bur explained how the FTA measures performance within each category. Transit agencies and state DOTs set their targets first, and MARC sets its own targets to harmonize the different targets across various transit providers in the region (for modes where only one transit agency operates in the region, such as the streetcar, MARC recommends adopting the agency's targets). TAM targets are generally similar to those adopted in recent years; notable differences include increasing the target for equipment over

\$50,000 to 25% (from 0%), and reducing the target for facilities from 50% to 25%. PTASP targets have generally improved from previous years, with a target of 0 fatalities across all modes, and a lower number of injuries than previous years' targets.

Committee Action:

Commissioner Janeé Hanzlick moved to approve the recommended targets as presented in Item 4. Janet McRae seconded the motion. There were no objections and the motion passed.

5) *I-29/I-35 Planning Environmental Linkages Study*

Director of Transportation & Environment Ron Achelpohl introduced Juan Yin, District Planning Manager of MoDOT, and Kip Strauss of HNTB to present. Ms. Yin shared that aging infrastructure, truck congestion, and safety concerns have been identified as regional needs for years but lacked funding; a partnership with Kansas City, MO in applying for a grant and providing a local match helped make the study possible. The study schedule is aggressive but on track, and is planned to finish in June. Results of the study will serve as a roadmap for future development in the corridor; MoDOT anticipates incorporating recommendations made as part of the PEL study into future National Environmental Policy Act (NEPA) studies.

Juan Yin introduced the study area, and Kip Strauss briefly summarized various study topics: congestion, safety, multimodal considerations, road and bridge conditions, interchanges, and environmental factors. Baseline conditions were assessed to determine needs, and input from community advisory committee and the public helped prioritize areas of focus. Study goals and guiding principles were identified to help develop and evaluate potential alternatives to address needs, and seven different scenarios (with complementary alternatives) were created. Mr. Strauss briefly reviewed each scenario, as well as their alignment with traffic, multimodal, safety, and environment goals. Mr. Strauss acknowledged the PEL study did not include engineering options that could mitigate environmental impacts, which could be addressed during the NEPA phase of study.

Juan Yin noted extensive public involvement for the study, and described the types and populations of people engaged. The majority of feedback was positive, with most favoring Scenarios 5-7. Ms. Yin explained next steps, and asked committee members to follow up with her if any groups would like a presentation on the study. The project website is www.modot.org/i-29i-35us-169-corridor-study.

6) *Regional Travel Modeling Program*

Mayor Jones introduced Eileen Yang, Transportation Modeling Manager, to present traffic forecasting as required for the LRTP. This model covered 8 counties, and Ms. Yang described the roadway network and transit network included in the model. In recent years, MARC has made significant improvements to the model, allowing for calibration with other data sets such as income and household size, and time-of-day travel. In addition to updates to the model itself, MARC has enhanced its Model Data Request Program, providing ongoing regional and corridor-level traffic forecast assistance to its partners for multiple regional transportation grant applications, studies, and projects. Ms. Yang shared samples of requests and data provided. The number of requests increases each year, and in the past two years, MARC has received over 33 modeling data requests from DOTs, cities, and consultants.

Jack Messer asked about the data inputs for the model, and Ms. Yang reviewed the sources in detail. Ron McLinden made comments in favor of higher density development to support

climate goals, and Ms. Yang replied that the travel model is a tool that can be used to test different scenarios, including those suggested by Mr. McLinden.

7) *Bike Month 2023*

Patrick Trouba, Transportation Planner II with MARC, reviewed MARC's celebration of Bike Month. Mr. Trouba reviewed the history of Bike Month and the resources, stories, and events available on the MARC website (www.marc.org/bikemonth). Local artist Nicholette Haigler created the illustrations used for the website and other signage. Mr. Trouba also reminded committee members of MARC's Regional Trails & Bikeways Map, which was updated this spring and is available at <http://www.marc.org/regional-trails-bikeways-map>.

8) *Ray County Request to Join MARC MPO*

Ron Achelpohl reported that Ray County and Ray County jurisdictions requested to join the metropolitan planning boundary for MARC. Mr. Achelpohl reviewed the historical boundaries and process for expansion, with the most recent change occurring in 2015 to include Miami County. Mr. Achelpohl described Ray County's current involvement in MARC programs and committees, and the potential impacts of changing the boundaries (including planning and programming projects that would need to be adjusted to incorporate Ray County, committee/voting changes, and little to no impact on state/federal DOT funding). Mr. Achelpohl shared MARC's plan to establish a work group to further review potential changes and impacts, and summarized the process of reviewing, voting upon, and finalizing the potential boundary adjustment.

9) *Community Membership Update*

Ron Achelpohl updated the committee on community membership seats on TTPC, noting that MARC will be seeking for nominations for the four community seats soon. Current community members have been notified and encouraged to reapply if they wish to maintain their seats. The deadline has been extended to late June. Mr. Achelpohl asked committee members to encourage their community organizations with regional travel interests to apply.

10) *Other Business*

Ron Achelpohl reminded committee members of the upcoming MARC Regional Assembly, and encouraged all to register to attend the event on June 9.

11) *Adjournment*

Co-Chair Mayor Leonard called for final questions and comments; seeing none he adjourned the meeting at 10:43am.

TTPC AGENDA REPORT

June 2023
Item No. 3

ISSUE:

VOTE: 2023 Missouri Unfunded Needs

BACKGROUND:

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

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

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

A number of MARC committees reviewed the previously approved unfunded needs list:

MARC Committee	Dates of Review
Highway Committee	March 22
Goods Movement	April 4 & 26
MO STP Priorities Committee	April 11, May 9 & June 13
RTCC Technical Team	April 14
TTPC	April 18
ATPC & BPAC	May 10
MARC Aviation Committee	May 11

The TTPC previously reviewed (May 2023) an unfunded needs list recommended by various committees. However, updated guidance from MoDOT as well as the recently approved Missouri budget, which includes funding for major improvements to I-70, left the MARC region list in an unbalanced state.

A survey of MO STP Priorities Committee members was conducted to rank projects in the road/bridge Tiers 2 and 3 lists. (Additional Detail included in Attachment #B). The MO STP Priorities Committee reviewed the list and these survey results on June 13th and forwards an updated recommendation for TTPC review and approval.

RELATED JURISDICTIONS:

All Missouri counties in the MARC region.

RECOMMENDATION

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

STAFF CONTACT

Martin Rivarola

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

Missouri Unfunded Needs Tier 2 Regional Priorities						
Project Name	Cost	Score	Prioritization	MoDOT Priority	Note	
I-29 and I-35 Corridor Improvements	\$174,240,000	104	High	1	Stay in current Tier from 2022. Revise costs from \$158.4M	
Safety Improvements Across Bruce R. Watkins (Partial 1 of 2)	\$30,250,000	120	High	2	Cost adjustment of 10% from prior year. Partially included in Tiers 2 and 3.	
MO 291 (I-435 to Ash) Corridor Improvements	\$44,000,000	77	High	4	HW Cmte recommends moving this project to Tier 2 listing from prior Tier 3.	
I-49 - Pavement Reconstruction from Blue Ridge Blvd to 163rd St.	\$91,355,000	N/A	Rehabilitation	4	Stay in current Tier. Cost adjustment of 10% from prior year.	
Rte. D - Pavement Reconstruction from Ambassador Dr. to east of I-435	\$9,680,000	N/A	Rehabilitation	3	Stay in current Tier. Cost adjustment of 10% from prior year.	
MO 92 Hwy Improvements - Phase 2	\$22,000,000	20	Low		Mo STP Cmte recommends moving this project to Tier listing from Prior Tier 3.	
Tier 2 Total	\$371,525,000					

Missouri Unfunded Needs Tier 3 Regional Priorities						
Project Name	Cost	MTP Score	MTP Prioritization	MoDOT Priority	Note	
Safety Improvements Across Bruce R. Watkins (Partial 2 of 2)	\$90,750,000	120	High	2	Cost adjustment of 10% from prior year. Partially included in Tiers 2 and 3.	
I-70 and I-470 Interchange Improvement	\$81,191,000	100	Rehabilitation	1	Stay in current Tier. Cost adjustment of 10% from prior year.	
I-35 (I-435 to US 69) Corridor Improvements	\$73,810,000	87	High	2	Stay in current Tier. Cost adjustment of 10% from prior year.	
I-435 at Parvin Rd	\$22,143,000	N/A	N/A	7	Stay in current Tier. Cost adjustment of 10% from prior year.	
Interstate 49/ Route 58 Interchange Enhancement Project	\$22,000,000	93	High	5	Stay in current Tier. Cost adjustment of 10% from prior year.	
Route AA/Waukomis Drive Complete Streets Reconstruction	\$8,800,000	149	Rehabilitation		Stay in current Tier. Cost adjustment of 10% from prior year.	
US 50 - Pavement Reconstruction from I-470 to Rte. RA	\$50,820,000	N/A	Rehabilitation	6	Stay in current Tier. Cost adjustment of 10% from prior year.	
I-70 Capacity Project (MO 7 to Rt. F)	\$100,000,000	77	High	3	Remove. Project funded by legislature	
Tier 3 Total	\$349,514,000					

Missouri Unfunded Needs - Multimodal (Transit)	
Project/service route or program	Project / Program Cost
Interjurisdictional Transit Service Operations	\$36,000,000
Interjurisdictional Transit Capital Projects	\$36,000,000
Independence Avenue Bus Rapid Transit (Fast and Frequent Service)	
Burlington/North Oak Enhanced Transit (Fast and Frequent Service)	
31st/Rock Island Corridor (to stadiums) (Fast and Frequent Service)	
Other routes and services	
Total	\$72,000,000

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

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

Note: Protected bicycle facilities preferred for bicycle network improvements.

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

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

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

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

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

Attachment #A
2023 Unfunded Needs Prioritization Guidelines

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

Road and Bridge: The \$4.5 billion of needs for road and bridges will be categorized as follows:

1. Tier 1 - \$500 million urgent needs
 - a. Projects to address the need must be deliverable (awarded) within the timeline of the current STIP if funds become available.
2. Tier 2 - \$2 billion of remaining needs
 - a. Projects to address the need should be deliverable in any of the next 10 years, (2024-2033) if funds would come available.
3. Tier 3 - \$2 billion of remaining needs
 - a. Remaining needs deliverable in future years if funds become available.

Multimodal: The \$1 billion future funding for Multimodal will be categorized as follows:

1. Needs may include all modes of Multimodal transportation.
2. The identified needs can address infrastructure improvements, operation assistance and capital maintenance.

General Guidance:

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

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

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

¹ Capacity apportioned based upon the MHTC’s FY24 system improvements funding formula.

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

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

May 31st.

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

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

Attachment #B
Missouri Unfunded Needs - Missouri STP Committee prioritization

Background

Previously, the Missouri STP Priorities committee forwarded its Missouri Unfunded Needs recommendation to the Total Transportation Policy Committee (TTPC). In this list, projects included in the road/bridge unfunded needs list fall within overall established cost targets. However, the priority project list was unbalanced given the project listing in the Tier 2 category exceeds its target cost amount and the Tier 3 listing was under its target cost amount.

As a result of this imbalance, MoDOT asked TTPC to review and update the recommendation. [View the slide deck](#) from a prior TTPC for more information (slides 4-14).

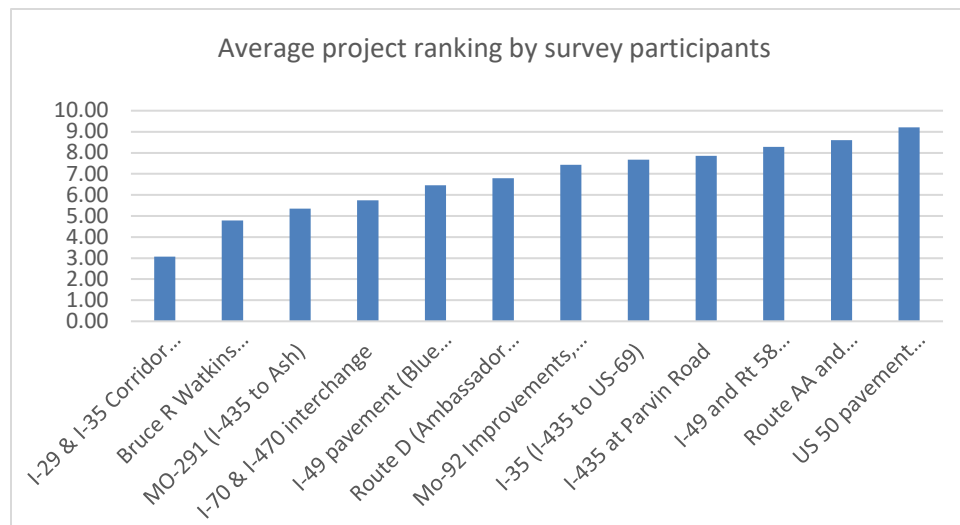
We have conducted a **survey** to poll committee members and alternates on the relative priority ranking of all road/bridge projects in the Tiers 2 and 3 buckets. This survey is not a binding vote by the committee. It was just intended to help inform committee prioritization work. Overall, 28 responses to this survey were collected as shown below:

Agency	Name		Agency	Name
Blue Springs	Adam Hilgedick		Kearney	David Pavlich
Blue Springs	Kati Horner		Lawson	Matt Nolker
Excelsior Springs	Molly McGovern		Liberty	Sherry McIntyre
Gladstone	Tim Nebergall		Lee's Summit	Michael Park
Grain Valley	Richard Tuttle		Lee's Summit	George Binger
Grain Valley	Mark Trosen		North Kansas City	Xue Wood
Harrisonville	Brad Ratliff		Parkville	Stephen Lachky
Harrisonville	Carl Brooks		Peculiar	Mickey Ary
Independence	Alex Lopez		Platte City	Brad Wallace
Independence	Rodney Honeycutt		Platte County	Scott Fricker
Jackson County	Matt Davis		Richmond	James Gorham
Kansas City, MO	Chad Thompson		Riverside	Mike Duffy
Kansas City, MO	Patty Hilderbrand		Smithville	Mayra Toothman
KCATA	AJ Farris		Smithville	Chuck Soules

We are planning to **discuss this item at the next regular Missouri STP Priorities committee on June 13.**

Project	County	Cost	Adjusted Cost	Average Ranking	Relative Ranking	Previous Tier Listing
I-29 & I-35 Corridor Improvements	Platte/Clay	\$ 174,240,000	\$ 174,240,000	3.07	1	2
Bruce R Watkins safety improvements	Jackson	\$ 110,000,000	\$ 121,000,000 *	4.79	2	2
MO-291 (I-435 to Ash)	Clay	\$ 40,000,000	\$ 44,000,000 *	5.36	3	2
I-70 & I-470 interchange	Jackson	\$ 73,810,000	\$ 81,191,000 *	5.75	4	3
I-49 pavement (Blue Rd Blvd to 163rd St)	Jackson/Cass	\$ 83,050,000	\$ 91,355,000 *	6.46	5	2
Route D (Ambassador Dr to I-435)	Platte	\$ 8,800,000	\$ 9,680,000 *	6.79	6	2
Mo-92 Improvements, Phase 2	Platte	\$ 20,000,000	\$ 22,000,000 *	7.43	7	2
I-35 (I-435 to US-69)	Clay	\$ 67,100,000	\$ 73,810,000 *	7.68	8	3
I-435 at Parvin Road	Clay	\$ 20,130,000	\$ 22,143,000 *	7.86	9	3
I-49 and Rt 58 interchange	Cass	\$ 20,000,000	\$ 22,000,000 *	8.29	10	3
Route AA and Waukomis Dr complete streets reconstruction	Platte	\$ 8,000,000	\$ 8,800,000 *	8.61	11	3
US 50 pavement reconstruction (I-470 to Route Rt RA SE Ranson Rd)	Jackson	\$ 46,200,000	\$ 50,820,000 *	9.21	12	3
I-70 capacity (MO 7 to Rt F)	Jackson	\$ 100,000,000	\$ 110,000,000	9.63	13	3

* Project costs adjusted and increased 10% to account for inflation.



TTPC AGENDA REPORT

June 2023
Item No. 4

ISSUE:

VOTE: Proposed Amendment #7 to *Connected KC 2050*

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 requests from MoDOT and KDOT to amend Connected KC 2050. Details of proposed Amendment #7 appear below.

Missouri:

- Amend project [#1389](#) - MO-291 Bridge Replacement and transfer project from high priority illustrative to constrained project listing. Amend project cost to \$78 million. (MoDOT)

Kansas:

- [Project 1591](#) - I-35 (south of Old US 56/I/35 jct to north of 119th St. interchange). (Adjust project limits to 0.65 miles north of interchange instead of 0.28 miles north of interchange).
- [Project 1535](#) - Santa Fe and Ridgeview Road - Remove already constructed project from MTP.
- Combine local projects below into one single NEW Olathe Project in partnership with KDOT - "*I-35 and Santa Fe Corridor Improvement project*".
 - [Project #1065](#) - 135th Street and I-35 Interchange
 - [Project #1064](#) - 135th Street from Ridgeview to Clairborne -
 - [Project #1062](#) - 135th from Clairborne to Mur-Len
 - [Project #1225](#) - 133rd from Rawhide to Mur-Len
 - [Project #1440](#) - 133rd Street from Mur-Len to Brougham

PROJECT SPECIFIC INFORMATION (MODOT):

- a. Amend project 1389, Mo-291 Bridge Replacement and transfer project from high priority illustrative to constrained project listing.
 - Sponsor: Missouri Department of Transportation.
 - Cost: \$78 million (2026)
 - Construction Decade: 2021-2030
 - Action: Transfer project from "high priority illustrative" to "Constrained" financially constrained project listing in Connected KC 2050.
 - Financial Constraint: The financial analysis in Connected KC 2050 includes local and federal revenues to support the additional cost.

This project is categorized as an operations/rehabilitation project of existing infrastructure. Projects that maintain, operate or rehabilitate our current system have been prioritized first from financial resources identified for asset management, operations and maintenance. Since

plan approval, this project has been programmed from Major Bridge Funds and is currently slated for FY 2024 construction. The financial analysis in Connected KC 2050 includes state and federal revenues to support the additional cost.

PROJECT SPECIFIC INFORMATION (KDOT):

- b. Amend project 1591, I-35 (south of Old US 56/I/35 Jct to north of 119th St. interchange) and adjust project limits to 0.65 miles instead of 0.28 miles north of interchange).
 - Sponsor: Kansas Department of Transportation.
 - Cost: \$105,039,956
 - Construction Decade: 2021-2030
 - Action: Modify project limits
 - Financial Constraint: The financial analysis in Connected KC 2050 includes state and federal revenues to support the additional cost.

- c. Remove already constructed [Project 1535](#) from MTP - Santa Fe and Ridgeview Road -
 - Sponsor: City of Olathe
 - Cost: \$6,426,000
 - Period: 2021-2030
 - Action: Remove project from MTP. Already constructed.
 - Financial Constraint: Not applicable.

- d. Combine all projects below into one single NEW CITY OF OLATHE project “I-35 and Santa Fe Corridor Improvement project”, in partnership with KDOT.
 - [Project #1065](#) - 135th Street and I-35 Interchange
 - [Project #1064](#) - 135th Street from Ridgeview to Clairborne -
 - [Project #1062](#)- 135th from Clairborne to Mur-Len
 - [Project #1225](#) - 133rd from Rawhide to Mur-Len
 - [Project #1440](#) - 133rd Street from Mur-Len to Brougham
 - Sponsor: City of Olathe, Kansas and Kansas Department of Transportation
 - Cost: \$187,500,000
 - Construction Decade: 2021-2030
 - Action: Combine 5 projects into one new project.
 - Financial Constraint: The financial analysis in Connected KC 2050 includes state, local and federal revenues to support the additional cost.

Projects are supported by a combination of local and state/federal funds. #1535 is removed, and #1065, #1064, #1062, #1225 and #1440 are combined into one project costing \$187,500,000. This project would be supported by \$40M in local funds and the balance (\$147.5M) federal/state funds. Balance of project funding is supported by new MTP revenue as sponsoring agencies are currently pursuing a discretionary grant award. It can be reasonably anticipated that *Connected KC 2050* includes sufficient state, local and federal revenues to support the additional cost.

POLICY CONSIDERATIONS:

The proposed amendments are financially constrained and consistent with policy guidance from *Connected KC 2050* and policies adopted therein.

RELATED JURISDICTIONS:

Johnson County, Kansas and Clay and Jackson counties in Missouri.

RECOMMENDATION:

Release MTP Amendment #7 for public review and comment.

COMMITTEE ACTION:

The Highway Committee has been briefed on proposed MTP Amendment #7 and recommends release for public review and comment.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

June 2023
Item No. 5

ISSUE:

VOTE: 2023 3rd Quarter Amendment to the *2022-26 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 2023 3rd Quarter Amendment to the *2022-26 Transportation Improvement Programs* includes 100 projects:

- 31 new projects to be added, including but not limited to:
 - #165021 - RS 381 Tonganoxie Drive 2025 High Risk Rural Roads (HRRR) Improvements
 - #259217 - S. 55th St. and Metropolitan Avenue Intersection Improvements
 - #350245 - Hemlock and Commercial Entrance Mini-Roundabout
 - #410078 - Second Creek Trail Phase 2
 - #524010 - Stockdale Road Bridge Replacement
 - #880022 - US-169; Bridge Rehabilitation over the Marais Des Cygnes River
- 69 modified projects
 - Scope
 - Schedule
 - Budget

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

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Kansas STP Priorities Committee approved the modification for #353089 at their meeting on May 11, 2023.

The Missouri STP Priorities Committee approved the modifications for #611198, #634076, #735028, #735030, and #995212 at their meeting on June 13, 2023. Details for these projects are shown on the attached tables.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION

Approve the release of the 2023 3rd Quarter Amendment to the *FFY 2022-2026 TIP* for public review and comment.

STAFF CONTACT

Marc Hansen

**Missouri STP Priorities Committee
June 13, 2023, Program Modifications**

The following project funding increases were recommended by the Missouri STP Priorities Committee on June 13, 2023, in order to reduce program balances in anticipation of changes to MoDOT's policy on carryover balances for suballocated federal funds. Each of these projects is expected to obligate their federal funds before FHWA's August Redistribution of obligation authority. If additional funds are not obligated, they will be rescinded.

Administrative Modifications

995221 **KCATA** **Regional Transit Fleet Electrification**
Advance project from 2025 to 2023. Funding amount is \$2,800,000

627006 **Grandview** **Raytown Road Bridge**
Increase 2023 STBG funding by \$300,000 to a total of \$1,700,000

970109 **MARC** **Regional Preventive Maintenance Program**
Add \$1,000,000 of 2023 STBG funding

TIP Amendments

611198 **Kansas City, MO** **Waldo Area Improvements**
Increase STBG funding by \$3,450,000. Total STBG funding of \$5,450,000

634076 **Jackson County** **Greenwood Connector**
Increase STBG funding by \$650,000. Total STBG funding of \$1,125,000

735028 **Belton** **Route 58 & Powell Road**
Increase STBG funding by \$1,735,000. Total STBG funding of \$3,585,000

735030 **Belton** **N. Scott Corridor**
Increase STBG funding by \$1,000,000. Total STBG funding of \$2,900,000

995212 **KCATA** **Regional Transit Corridor Improvements**
Increase STBG funding by \$7,000,000. Total STBG funding amount \$8,600,000

(Continued on next page)

2023 Missouri STBG Program Balance Projection

Balance Forward from 2022	\$	14,824,023.69
2023 STBG Obligation Limitation	\$	23,713,912.60
Miscellaneous Obligation/De-obligation	\$	2,613,233.31
Total Available 2023	\$	41,151,169.60
2023 Obligations	\$	10,589,476.00
<i>OGL ATMS Operations</i>	\$	490,000.00
<i>Waukomis Complete Streets Phase 1</i>	\$	2,321,854.00
<i>US 24 Highway Complete Streets</i>	\$	3,500,000.00
<i>OGL ATMS Software</i>	\$	302,622.00
<i>Colbern Road - Douglas to 350</i>	\$	3,975,000.00
2023 Programmed Obligations	\$	27,160,000.00
<i>Route 58 & Powell Road</i>	\$	3,585,000.00
<i>Truman & Winner Intersection</i>		Deferred
<i>Truman Connect</i>		Deferred
<i>Greenwood Connector</i>	\$	1,125,000.00
<i>Waldo Area Improvements</i>	\$	5,450,000.00
<i>Regional Transit Corridor Improvements</i>	\$	8,600,000.00
<i>Burlington Corridor Complete Streets</i>		Deferred
<i>N. Scott Corridor</i>	\$	2,900,000.00
<i>Raytown Road Bridge</i>	\$	1,700,000.00
<i>Regional Transit Fleet Electrification</i>	\$	2,800,000.00
<i>Regional Preventive Maintenance Program</i>	\$	1,000,000.00
2023 Projected Ending Balance	\$	3,401,693.60

TTPC AGENDA REPORT

June 2023
Item No. 6

ISSUE:

REPORT: Leavenworth County: Priorities for Progress

BACKGROUND:

The Leavenworth County Region, including the cities of Basehor, Lansing, Leavenworth, and Tonganoxie, along with the County of Leavenworth and the Leavenworth County Port Authority (LCPA), in cooperation with MARC and KDOT, is working to prioritize transportation investments in the coming years.

Over the past few decades, there have been numerous studies on transportation infrastructure in and around the Leavenworth County region. These studies have focused on projects that range from modest investments to grand visions of new freeways and river crossings. With these wide ranging studies, however, comes the question: what projects do the leaders, stakeholders and general public in the region want to prioritize to seek regional, state or federal funding? This prioritization plan seeks to best position the communities within Leavenworth County - rural and municipal - to compete for and obtain funding to advance transportation projects.

The plan has been branded as Priorities for Progress: Connecting Community Opportunities (“P4P”). The planning project is nearing completion and representatives of the project team will provide more information about the initiative at the meeting.

POLICY CONSIDERATIONS:

This planning initiative incorporates goals and objectives from *Connected KC 2050* within the local context of Leavenworth County and its municipalities.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

A work group of members of the Kansas and Missouri STP Priorities committees is currently reviewing evaluation criteria for the STBG program.

RELATED JURISDICTIONS:

This item impacts Leavenworth and adjacent counties.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

TTPC AGENDA REPORT

June 2023
Item No. 7

ISSUE:

REPORT: Transportation Programming Process Review

BACKGROUND:

In our role as a metropolitan planning organization for a region over 200,000 population, MARC is responsible for awarding funds to projects through several federal programs with requirements for suballocation by population and other factors. These currently include the new Carbon Reduction program, Congestion Mitigation Air Quality program, Surface Transportation Block Grant program as its Set-aside for transportation alternative projects, and the Federal Transit Administration Section 5310 program for older adults and persons with disabilities. MARC also works cooperatively with our state departments of transportation and area public transportation providers to prioritize and program projects for federal programs under their purview.

All of this work is guided by the goals and objectives of our metropolitan transportation plan (MTP), *Connected KC 2050*, the specific legislative and regulatory requirements for each federal program and, in general, involve competitive selection of projects through processes overseen by the TTPC and its programming subcommittees.

At the conclusion of the most recent programming cycle completed earlier this year, and with some recent amendments to our MTP and transportation improvement program, some members have raised questions or concerns about various aspects of our programming processes. These include:

- Given constrained funding, do these processes properly balance needs in both developed and developing areas?
 - Are they biased against small or rural jurisdictions?
 - Are they biased against rapidly growing jurisdictions?
- Do these processes properly balance transportation, environmental and economic development goals and objectives? For example, supporting both operation and maintenance of existing infrastructure in developed areas and new capacity in rapidly developing areas; growth in active transportation modes and reliable operation of streets and highways; etc.
- Several programs, while fully committed, have significant balances of unobligated funds. Are there process improvements that could expedite implementation of programmed projects while still achieving regional policy goals?
- What other opportunities are there for improvement?

MARC staff intends to work with committee members and other stakeholders to explore these questions, develop common understanding of these issues and identify opportunities for process improvements that may be implemented with upcoming programming cycles and with the pending update to *Connected KC 2050*. Staff will discuss this evaluation process and seek committee input on additional issues to consider at the June meeting.

POLICY CONSIDERATIONS:

All of this work is guided by the goals and objectives of *Connected KC 2050*, as well as the specific legislative and regulatory requirements for each individual federal program.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

A work group of members of the Kansas and Missouri STP Priorities committees is currently reviewing evaluation criteria for the STBG program.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

TTPC AGENDA REPORT

June 2023
Item No. 8

ISSUE:

REPORT: Regional Bikeway Plan Report 2023

BACKGROUND:

The Greater Kansas City Regional Bikeway Plan envisions a cohesive regional network of on-street bikeways, connected across city, county, and state boundaries, that promotes active transportation. It was adopted by the MARC Board of Directors in January 2015 following a year-long planning process. Local governments have built a significant amount of bikeway mileage in the 8 years since adoption, but MARC staff have measured implementation of the Plan's Regional Bikeway Network at only 12%. The [Regional Bikeway Plan Report 2023](#) analyzes Regional Bikeway Network implementation and considers the challenges of full implementation.

POLICY CONSIDERATIONS:

Implementation of the Regional Bikeway Network relates to Connected KC 2050's policy goals of transportation choices and complete streets.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Patrick Trouba

TTPC AGENDA REPORT

June 2023
Item No. 9

ISSUE:

REPORT: System Performance Report - ConnectedKC 2050 Update

BACKGROUND:

Performance-based Planning and Programming (PBPP) is a method to use transportation performance management principles in planning and programming processes to ensure that the funding decisions being made will help the region make progress towards the established targets for each measure. PBPP is a federal requirement of the Infrastructure Investment and Jobs Act (IIJA), and previously the FAST Act and MAP-21. As such, Metropolitan Planning Organizations (MPOs) like MARC and State departments of transportation (DOTs) are required to establish targets for and monitor progress for national performance management measures related to Safety (PM1), Pavement and Bridge Condition (PM2), Performance of the National Highway System (NHS), Freight, and Congestion Mitigation Air Quality (PM3), Transit Safety and Transit Asset Management. For each of the performance measures that are federally required, MARC has established regional targets and is actively monitoring progress towards achieving those targets.

In support of a performance-based planning process, Connected KC 2050 includes these federally-required performance measures as well as a set of voluntary regional performance measures related to the vision and goals defined in the plan's Policy Framework. The *System Performance Report* for the Metropolitan Transportation Plan (MTP) Update examines many of the performance measures identified in Connected KC 2050 as well as new and updated measures:

<https://storymaps.arcgis.com/stories/d3e4215b9fd6464ba2a70f0f3c3b26be/>

POLICY CONSIDERATIONS

With the establishment of targets, MARC is committing to plan and program in a manner that leads to reasonable progress towards their achievement. The performance measures and targets established for the Kansas City metropolitan region are integrated into the MTP, Transportation Improvement Program (TIP) and regional performance management process. In the scoring and prioritizing process, a project's anticipated effects on the established performance measure goals is considered. Each project received is analyzed and awarded points based on the performance measures it could reasonably be expected to positively affect.

MARC will continue to report progress towards achieving performance targets in an Annual Performance Measures Report, which will be publicly available. There is no impact to funding levels or eligibility if MARC does not meet its targets. However, if reasonable progress towards targets is not achieved, it will be necessary to explore and document the reasons why this may be the case.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

This report, either focused on certain elements or in its entirety, has been shared and discussed with various MARC policy and modal planning committees.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Selina Zapata Bur

TTPC AGENDA REPORT

June 2023
Item No. 10

ISSUE:

REPORT: Update to regional stormwater engineering standards (APWA Section 5600) and MARC/APWA BMP Manual.

BACKGROUND:

In September 2022, the MARC Board authorized receipt of approximately \$740,000 in funds from 22 local governments to support the update of APWA 5600 and the MARC/APWA BMP Manual. This action was preceded by approval from the Executive Committee of the APWA - Kansas City Chapter for MARC to facilitate and manage this initiative.

The APWA Executive Committee also accepted the recommendations of the Sustainable Stormwater Task Force, which met from 2020 - 2021. Members included 33 public and private sector leaders in the field. The group's recommendations were based upon a vision that "resilient stormwater management uses a sustainable watershed management approach that manages risk, enhances value for all, and stewards natural ecosystems." All group members concurred that practice of stormwater management has evolved significantly during the intervening 17 years. Changes in technology, data and modeling are coupled with the need to address new issues, from integrated watershed management to climate resilience and environmental justice.

To guide this effort moving forward, MARC convened a technical advisory committee composed of representatives from all of the communities providing support for this effort in September 2022. Since that time, this group refined its project approach, and drafted a request for qualifications/proposals to solicit consulting support for project implementation. A procurement process was just completed, with the recommendation to select a consulting team led by Burns and McDonnell, and including Black and Veatch, Vireo and the Center for Watershed Protection.

The scope of work is currently under development. MARC anticipates that the scope will, at a minimum:

- 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
- increase the level of hydrology and hydraulic evaluation requirements
- provide more natural system design criteria, and
- improve the evaluation of stormwater detention requirements for increased value.

Opportunities for stakeholder engagement for transportation system managers, developers, environmental organizations, planners, public health experts, community-based organizations and more will be created throughout the process to ensure that the final products are responsive to community needs and interests. Given the strong relationship between transportation system design and stormwater management, the new standards would benefit from robust participation from the transportation community in the development process.

POLICY CONSIDERATIONS:

Stormwater management design standards will support implementation of relevant policies from Connected KC 2050 and the Regional Climate Action Plan.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACTS:

Tom Jacobs

TTPC AGENDA REPORT

June 2023
Item No. 11

ISSUE:

REPORT: 2024 Unified Planning Work Program Development

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.

At this month's TTPC meeting, MARC staff will brief the committee on the efforts underway to prepare the 2024 Unified Planning Work Program including development and coordination activities and schedule.

POLICY CONSIDERATIONS

The UPWP identifies and describes the major transportation planning activities MARC and other agencies will undertake during the year.

BUDGET CONSIDERATIONS

The UPWP is based on funding levels resulting from the passage of IIJA and the 2020 Census counts for urbanized area populations in Kansas and Missouri.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Marc Hansen