



**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, February 20, 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: January 16, 2024 Meeting Summary\*
3. VOTE: 2024 Special Amendment #1 to the 2024-28 Transportation Improvement Program\*
4. VOTE: 2024 Unified Planning Work Program – Amendment #2\*
5. VOTE: Authorize 2024 Call for Projects & Funding Allocations\*
6. VOTE: MARC Complete Streets Policy Update\*
7. REPORT: KCI Airport Public Transit Action Plan
8. REPORT: 2026 World Cup Transportation Update
9. REPORT: MARC Priority Climate Action Plan and EPA Climate Pollution Reduction Implementation Grant
10. REPORT: EPA Revision to the Primary Annual PM2.5 National Ambient Air Quality Standard
11. REPORT: Regional Freight Study Update
12. Other Business
13. Adjourn

*\*Action Items*

***The meeting will be open to the public in person or via teleconference.*** Members of the public who wish to participate in the teleconference please email [transportation@marc.org](mailto:transportation@marc.org) by Noon on Friday, February 16, 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**  
**January 16, 2024**  
**Meeting Summary**

**Members and Alternates Present**

Co-Chair Commissioner Janeé Hanzlick, Johnson County, KS  
Co-Chair Mayor Leonard Jones, Jackson County, MO Municipalities  
Tom Burroughs, Unified Government of Wyandotte County and Kansas City, KS  
Cecelie Cochran, FHWA-MO  
Thomas Cole, Leavenworth County, KS  
Matt Davis, Jackson County, MO  
Mayor Bryant DeLong, Clay County, MO Municipalities  
Councilmember Fred DeMoro, Lee's Summit, MO  
AJ Farris, KCATA  
Councilmember Lindsay French, Kansas City, MO (Northland)  
Tom Gerend, Kansas City Streetcar Authority  
Jeff Hardy, MoDOT  
Leslie Herring, Johnson County, KS Municipalities  
A.J. Herrmann, Kansas City, MO  
Joe Johnson, Johnson County, KS Municipalities  
Jenny Johnston, Northland Regional Chamber of Commerce  
Lee Kellenberger, Johnson County, KS  
Michael Kelley, BikeWalkKC  
Matt Kleinmann, HETF Wyandotte County  
Paul Kramer, Leavenworth County, KS Municipalities  
Jill Lawlor, Kansas City, MO (Northland)  
Mayor Mike McDonough, Jackson County, MO Municipalities  
Janet McRae, Miami County, KS  
Jack Messer, Overland Park, KS  
Wes Minder, Platte County, MO  
Mike Moriarty, KDOT  
Daniel Nguyen, FTA  
Matt Nolker, Ray County, MO  
Bill Noll, Leavenworth County, KS  
Commissioner Jerry Nolte, Clay County, MO  
Brian Nowotny, Jackson County, MO  
Tawn Nugent, WTS  
Josh Powers, Johnson County, KS  
Eric Rogers, BikeWalkKC  
Eric Sandberg, Miami County, KS  
Michael Spickelmier, Leavenworth County, KS Municipalities  
Chad Thompson, Kansas City, MO  
Mario Vasquez, Kansas City, MO  
Geoffrey Vohs, Johnson County, KS  
Karl Walters, Clay County, MO  
Dough Whitacre, Johnson County, KS Municipalities  
Tonya Willim, Ray County, MO Municipalities  
Sabin Yanez, Northland Regional Chamber of Commerce

**Others Present**

Santos Arellano, Platte County EDC  
Mickey Ary, Peculiar, MO  
Iain Blair, HDR  
Marcus Bray, Parrish and Sons Construction  
Randy Gorton, BHC  
Art Gough  
Mark Green, Independence, MO  
Richard Grenville, Port KC  
Adam Hahs, Vance Brothers  
Gunnar Hand, Unified Government of Wyandotte County and Kansas City, KS  
Bob Heim, Platte County, MO  
Matt Henderson, Benesch  
Mark Hoppe, Affinis  
Mark Huffhines  
Katie Jardieu, MoDOT  
Krystal Jolly, MoDOT  
Sarah Long, MoDOT  
Ben McCabe, MoDOT  
Ron McLinden  
Justin Meyer, Kansas City, MO  
Davonna Moore-Edeh, CDM Smith  
Andrew Ngui, Kansas City, MO  
Fahteema Parrish, Parrish and Sons Construction  
Joe Reardon, Greater Kansas City Chamber of Commerce  
Melissa Schmitz, MoDOT  
Bryce Shields, KCATA  
Allison Smith, KDOT  
Griffin Smith, Garver  
Krystal Voth, Basehor, KS  
Dan Weitkamp, FHWA-MO  
Brett Wood, GBA  
Juan Yin, MoDOT

**MARC Staff Present**

Ron Achelpohl, Director of Transportation & Environment  
Megan Broll, Transportation Program Assistant  
Karen Clawson, Principal Planner and Air Quality Program Manager  
Taylor Cunningham, Transportation Planner III  
Raymart Dinglas, Public Affairs Coordinator II  
Jonathan Feverston, Transportation Planner I  
Darryl Fields, Principal Planner  
Marc Hansen, Principal Planner  
Alicia Hunter, Transportation Planner III  
Tom Jacobs, Environmental Programs Director  
Rachel Krause, Way To Go Program Outreach Coordinator  
Emily Miller, Senior Environmental Planner  
Martin Rivarola, Asst. Director of Transportation & Land Use  
Patrick Trouba, Transportation Planner II  
Ryan Umberger, Transportation Planner II  
Natalie Unruh, Water Quality Planner II  
Ray Webb, Manager of Traffic Operations, Operation Green Light  
Selina Zapata Bur, Principal Planner

**1) *Welcome/Introductions***

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

**2) *Approval of December 19, 2023, Meeting Summary***

Co-Chair Jones called for a motion to approve the December 19, 2023 Total Transportation Policy Committee (TTPC) meeting summary. Guest Ron McLinden expressed that he was dissatisfied with how his comments at the December meeting were portrayed in the summary.

**Committee Action:**

Janet McRae moved to approve the meeting summary. Chad Thompson seconded the motion and the motion passed.

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

Principal Planner Marc Hansen reported on the proposed 2024 1st Quarter Amendment to the 2024-2028 Transportation Improvement Program, which includes six new projects to be added and nine projects with modifications to scope, schedule, and/or budget. Details of these projects are available for review on the Internet at: [www.marc.org/TIP](http://www.marc.org/TIP). This amendment was released for public comment, and one comment was received; the comment and proposed response was included in the meeting packet.

Kansas Co-Chair Commissioner Janeé Hanzlick confirmed that inclusion in the TIP is a requirement for federally-funded projects to continue moving forward on their development path to implementation. Ron McLinden addressed the committee, noting the public comment provided was his and he was dissatisfied and disagreed with the response. Mr. McLinden reiterated his comment, saying he did not feel the inclusion of Project 611200 (I-670 South Loop Project) was appropriate. The proposed amendment included multiple late additions that were received after the meeting packet for the December 19, 2023 TTPC meeting was drafted in advance of the meeting, but the process to include this and other projects in the amendment was in accordance with the MARC Public Participation Plan, and the TTPC was specifically informed of the inclusion of this project in the draft amendment prior to their approval to release the amendment for public review and comment. There was no additional discussion on the proposed amendment by the committee at the December 19, 2023 meeting. Assistant City Manager of Kansas City, MO Mario Vasquez commented that he submitted the project update and it was submitted before the deadline; additionally, information about this project was in the media and opportunities for public participation were made available.

**Committee Action:**

Mayor Mike McDonough moved to approve the 2024 1st Quarter Amendment to the 2024-2028 Transportation Improvement Program. Co-Chair Janeé Hanzlick seconded the motion and the motion passed.

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

Marc Hansen reported on the proposed 2024 Unified Planning Work Program (UPWP) Amendment #1, which includes adding two new projects and updating the UPWP project listing accordingly. The first project is in Johnson County and utilizes funding through the FTA 5307 program to do strategic planning for Johnson County transit, and the second project is in Grandview, funded through MoDOT's Traffic Engineering Assistance Program (TEAP).

Revisions were released for public review and comment, and none were received. The revisions were also included in the meeting packet for this agenda item. Co-Chair Commissioner Janeé Hanzlick commented this was a momentous occasion for Johnson County, as it is the first time the county will be doing strategic planning for transit with support from professional consultants.

**Committee Action:**

Co-Chair Hanzlick moved to approve the 2024 Unified Planning Work Program - Amendment #1. Mayor Mike McDonough seconded the motion and the motion passed.

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

Marc Hansen shared the special amendment to the 2024-2028 Transportation Improvement Program (TIP), which includes modifying the scope and budget for KDOT projects #280196 and #280203, respectively. Details of these projects are available for review at: [www.marc.org/TIP](http://www.marc.org/TIP). MARC staff recommended the committee approve the release of the 2024 Special Amendment #1 to the 2024-2028 TIP for public review and comment.

**Committee Action:**

Joe Johnson moved to release the 2024 Special Amendment #1 to the 2024-2028 TIP for public review and comment. Co-Chair Hanzlick seconded the motion and the motion passed.

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

Marc Hansen shared Amendment #2 to the UPWP, which includes adding a new project in Kansas City, MO funded through the FHWA-RAISE program, and updating the UPWP project listing accordingly. Details of the project (US-71 Reconnecting Neighborhoods PEL Study) were included in the meeting packet. MARC staff recommended the committee approve the release of the 2024 Unified Planning Work Program - Amendment #2 for public review and comment.

**Committee Action:**

Mayor Mike McDonough moved to release the Unified Planning Work Program - Amendment #2 for public review and comment. Jill Lawlor seconded the motion and the motion passed.

**7) *REPORT: Regional Electric Vehicle Readiness Plan***

Due to technical difficulties, this report was deferred to after agenda item 9.

**8) *REPORT: Transportation Planning Committee Work Plans***

Assistant Director of Transportation and Land Use Martin Rivarola reviewed the purpose and structure of MARC's transportation committees, including modal committees, the Destination Safe Coalition, Regional Transit Coordination Council (RTCC) Technical Team, and the Mobility Advisory Committee. All committees review proposed Connected KC 2050 amendments relevant to their respective focus areas, support 2024 programming activities including Metropolitan Transportation Plan (MTP) alignment, provide support to the update of Connected KC 2050, and review and recommend state and federal legislative platforms. Mr. Rivarola then introduced the staff liaisons of each committee, who reviewed their committee's leadership and work plans.

Principal Planner Selina Zapata Bur supports the Highway Committee, which reviews the Complete Street Network Assessment & Complete Street Policy as necessary, reviews Functional Classification Changes bi-annually, and updates performance management/target setting according to USDOT standards and voluntary measures. Transportation Planner II Patrick Trouba supports the Bicycle Pedestrian Advisory Committee (BPAC), which helps prioritize bike/ped projects in the Missouri Unfunded Needs process, supports activities such as the Regional Bikeway Plan update and Vulnerable Road User Assessment, and reviews MARC Active Transportation Program activities such as the Regional Trails & Bikeways Map. Principal Planner Darryl Fields supports the Goods Movement Committee, which supports the regional freight planning study to identify needs and system goals and prioritize multimodal freight projects, and participates in Kansas and Missouri's freight advisory councils. Darryl Fields also supports the Aviation Committee, which facilitates coordination between surface and air transportation programs, establishes project priorities and addresses regional aviation issues, and focuses planning activities on general aviation and the airports designated as part of the MARC system in the Regional Airports System Plan. Transportation Planner III Alicia Hunter supports the Destination Safe Coalition, which launches a call for projects for education, emergency response and/or enforcement safety programs, develops the Comprehensive Safety Action Plan (CSAP), shares and analyzes crash data and trends, will conduct a Vulnerable Road User Assessment, and executes education programs for high-risk demographics and focus areas. Transportation Planner I Jonathan Feverston supports the RTCC Technical Team, which supports various transit corridor planning activities, updates and reviews transit performance measures, develops the scope of work and implementation report for the SmartMoves Public Transit Plan, and reviews MARC and transit agency performance. Jonathan Feverston also supports the Mobility Advisory Committee, which conducts the 2024 FTA Section 5310 funds programming, and has begun scoping and data updates of the Coordinated Public Transit Human Service Transportation Plan. Mr. Rivarola invited meeting attendees to reach out to join any committees of interest.

BPAC Co-Chair Leslie Herring expressed excitement that Destination Safe and BPAC were both working on the Vulnerable Road User Assessment, and looked forward to the development of policy recommendations through coordination between those two committees. Co-Chair Hanzlick asked which committee would be appropriate for discussing interest in passenger rail, and Mr. Rivarola noted that be the RTCC Technical Team, which will be updating its membership and priorities this year. MARC staff shared that committee structures and work teams will be evaluated as part of funding programming work later this year, and a variety of upcoming work items on the environmental program side will intersect with transportation planning. Ron McLinden expressed concerns about the Goods Movement Committee and its attention to freight sprawl; MARC staff noted the freight study to be conducted this year will address land use. TTPC members thanked MARC staff for informing them of these committees.

#### **9) *REPORT: Connected KC 2050 Regional Survey***

Martin Rivarola shared an update on the Connected KC 2050 Regional Survey. ETC Institute, a local research company, will be conducting the random sample survey, with surveys to be distributed by mail starting in February. MARC has not undertaken a random sample survey in support of our transportation work in at least 15 years. With the recent addition of Ray County to the metropolitan planning area, the survey will improve our understanding of the region's priorities and needs, informing not only Connected KC 2050 but ongoing programs and future planning. This random sample survey will be compared to the self-select survey

released to the public that recently closed. Committee members supported this approach and requested a brief progress update at the next meeting.

**7) REPORT: Regional Electric Vehicle Readiness Plan**

This item was resumed after technical issues were resolved. Karen Clawson, Principal Planner and Air Quality Program Manager, discussed the new planning effort that will guide the strategic implementation of electric vehicle charging infrastructure across the region. The planning effort will help prepare local leaders for the growing number of electric vehicles on our region's roadways by providing a vision for EV charging network expansion and actionable strategies, along with policy guidance and helpful resources. This plan will consider the equitable distribution of charging infrastructure and strategies for overcoming barriers in providing charging for underserved communities. Ms. Clawson shared the objectives and development process of the plan, noting electrification of vehicles is one strategy of a broader approach to climate pollution mitigation.

A significant amount of federal funding is available for electric charging stations projects. The EV Readiness Plan will provide helpful resources that municipalities and other organizations can use when prioritizing charging station locations in preparation for submitting applications for federal funding. Public and stakeholder engagement for this plan will include a survey, virtual public meetings, pop-up engagements and one-on-one meetings with stakeholders.

Commissioner Jerry Nolte shared his appreciation for the acknowledgment of the potential financial burden on smaller municipalities for developing EV infrastructure. Co-Chair Hanzlick asked about overlap between the plan and Missouri and Kansas NEVI projects; Ms. Clawson noted the map in the presentation included 2022 data, and that MARC would be coordinating with both states. Committee members expressed interest in the steering committee and making sure underserved populations in Wyandotte County and those with disabilities were included in the conversation. Ron McLinden shared his opinions on production of EVs and international human rights and environmental impacts, and concerns for local strategies in promotion and purchasing.

**10) REPORT: Spring 2024 Functional Classification System Call for Changes**

Principal Planner Selina Zapata Bur reported on the call for changes for Functional Classification, which will open from January 31, 2024 until March 1, 2024 on the MARC website at: <https://www.marc.org/transportation/metropolitan-planning/roadway-functional-classification-system>. The primary purpose of functional classification is the classification or categorization of roadways, and MARC is responsible for developing and maintaining the Functional Classification system within its planning boundaries through collecting, reviewing, and updating classification changes twice a year. Ms. Zapata Bur provided additional details on the Functional Classification system, general guidelines, and the timeline for changes.

**11) REPORT: Annual Attendance Report**

Director of Transportation and Environment Ron Achelpohl shared the annual attendance report as required by committee bylaws; the annual attendance record was included in the meeting packet and is available at: <https://www.marc.org/committees/total-transportation-policy-committee-ttpe>.

**12) *REPORT: Annual Policy Review***

Mr. Achelpohl shared MARC's Conflict of Interest and Whistleblower policies, which were include in the meeting packet. These policies are shared with committee members annually. Mr. Achelpohl noted that committee members should excuse themselves from a vote if they have a financial interest in a procurement item brought before the committee.

**13) *Other Business***

Co-Chair Jones called for other business. Committee members discussed EVs, and Mr. McLinden shared his opinion on decreasing the need of drivers and vehicles.

**14) *Adjournment***

Co-Chair Hanzlick moved to adjourn the meeting, and Commissioner Jerry Nolte seconded the motion. The motion passed, and Co-Chair Jones adjourned the meeting.

## TTPC AGENDA REPORT

February 2024  
Item No. 3

### ISSUE:

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

### BACKGROUND:

The *Transportation Improvement Program (TIP)* is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the *TIP* on a quarterly cycle to accommodate changes to projects in the *TIP*.

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

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

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

MARC's Public Involvement Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption. No comments were received from the public during the comment period.

### BUDGET CONSIDERATIONS

None.

### COMMITTEE ACTION

None.

### RELATED JURISDICTIONS

This item impacts Wyandotte County, Kansas.

### RECOMMENDATION

Approve the 2024 Special Amendment #1 to the 2024-2028 *TIP*.

### STAFF CONTACT

Marc Hansen

## TTPC AGENDA REPORT

February 2024  
Item No. 4

### ISSUE:

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

### BACKGROUND:

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

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

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

The revisions are attached for review.

### POLICY CONSIDERATIONS

These revisions add federally funded activities to the UPWP and should be released for public review and comment. Two comments were received from the public during the comment period. The comments received and proposed response from MARC are included for your review.

### BUDGET CONSIDERATIONS

None.

### COMMITTEE ACTION

None.

### RELATED JURISDICTIONS

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

### RECOMMENDATION

Approve Amendment #2 to the 2024 Unified Planning Work Program.

### STAFF CONTACT

Marc Hansen

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

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

#### Objectives

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

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

#### Background/Previous Work

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

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

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

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

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

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

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

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

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

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

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

## **Amendment #2 to 2024 Unified Planning Work Program Public Comment and Proposed Response**

### **Comment #1**

“I think it is important to make 71 highway safer between MLK Blvd and Gregory Blvd. There are walkers who try to cross the highway as if it were any other street. It probably needs more bridges like there are on 39th. When built I know it was important to not disturb the neighborhood with a highway thru it but, that's what it is.”

### **Response to Comment #1**

Thank you for your recent comment regarding the proposed Amendment #2 to the 2024 Unified Planning Work Program. We shared your comments with the City of Kansas City, Missouri, the Missouri Department of Transportation, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Improving safety is one of the primary motivations for the US-71 Reconnecting Neighborhoods study and we appreciate your concerns regarding the safety of pedestrian crossings in the US-71 corridor. Led by the City of Kansas City, Missouri, this project is designed to look at the critical safety issues in the corridor, including pedestrian crossings, and will seek to identify solutions that can improve safety and enhance multimodal connectivity. The study will result in a clear vision and plan to implement these solutions in the coming years.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP  
Principal Planner  
Mid-America Regional Council

**Comment #2**

"I feel that this section of street that really should be part of I49 needs to be addressed as well as connecting the neighborhoods without all of the traffic lights."

**Proposed Response to Comment #2**

Thank you for your recent comment regarding the proposed Amendment #2 to the 2024 Unified Planning Work Program. We shared your comments with the City of Kansas City, Missouri, the Missouri Department of Transportation, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

We appreciate your concerns regarding the conditions in the US-71 corridor. Led by the City of Kansas City, Missouri, the US-71 Reconnecting Neighborhoods Project will examine existing conditions and develop solutions that will address critical traffic safety issues, enhance multi-modal connectivity, and mitigate the environmental, economic, and health impacts of the highway corridor on the abutting community. The study will result in a clear vision and plan to implement these solutions in the coming years.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP  
Principal Planner  
Mid-America Regional Council

# TTPC AGENDA REPORT

February 2024  
Item No. 5

**ISSUE:**

VOTE: Authorize 2024 Call for Projects & Funding Allocations

**BACKGROUND:**

One of MARC’s fundamental roles as 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.

In anticipation of a call for projects for the Carbon Reduction Program (CRP), Congestion Mitigation Air Quality (CMAQ) program, Surface Transportation Block Grant Program (STBG) and Surface Transportation Block Grant Program - Set Aside Program (TAP) program in 2024, staff has worked with the programming committees and other interested parties to review and update project evaluation criteria and processes.

Staff has also worked with appropriate committees and stakeholders to update the online GIS resources relevant to the project evaluation process to reflect changing demographics, land use, and local planning efforts. These resources are provided to project sponsors as part of the application process.

Given the completion of these activities, staff requests authorization to proceed with a call for projects for CRP, CMAQ, STBG, and TAP funds in early 2024. MARC plans to conduct the 2024 call for projects in two phases. The first phase will assess project applications for consistency with regional plans and policies. The second phase will evaluate project applications using the scoring methodologies established by the various programming committees as in previous funding rounds.

Staff recommends that this call for projects fully fund FFY 2025-FFY 2028 for CRP, and FFY 2027-2028 for CMAQ, STP and TAP as noted in the following table:

<b>Program</b>	<b>Kansas</b>	<b>Missouri</b>
CRP	\$ 8,000,000	\$ 14,600,000
CMAQ	\$ 5,600,000	\$ 6,200,000
STBG	\$ 30,000,000	\$ 67,200,000
TAP	\$ 4,500,000	\$ 14,200,000
Total	\$ 48,100,000	\$ 102,200,000

In recent years, MARC has received approval to fund several projects outside of the project selection process. This allows the following regionally significant projects to proceed with an appropriate level of financial stability.

<b>CMAQ 2027-2028</b>	<b>Kansas</b>	<b>Missouri</b>
Active Transportation Program	\$ 76,000	\$ 76,000
Air Quality Public Education	\$ 595,000	\$ 595,000
WAY TO GO	\$ 470,000	\$ 470,000
Total	\$ 1,141,000	\$ 1,141,000

<b>STBG 2027-2028</b>	<b>Kansas</b>	<b>Missouri</b>
Operation Greenlight	\$ 780,000	\$ 1,810,000
Total	\$ 780,000	\$ 1,810,000

**BUDGET CONSIDERATIONS**

MARC will collect fees in 2025 from applicants awarded funds in this programming cycle as detailed in the *Transportation Program Local Match Policy and Strategy*.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

Authorize a call for projects in 2024 for FFY 2025-2028 CRP, and for FFY 2027-2028 CMAQ, STBG, and TAP funds and approve funding for the projects noted.

**STAFF CONTACT**

Marc Hansen  
Ron Achelpohl

## TTPC AGENDA REPORT

February 2024  
Item No. 6

### **ISSUE:**

VOTE: MARC Complete Streets Policy Update

### **BACKGROUND:**

MARC's current Complete Streets Policy was adopted by the MARC Board of Directors in December 2015. The Complete Streets Policy applies to MARC's transportation planning and programming processes. It is intended to facilitate the implementation of streets, highways, bridges and facilities that are planned, designed, operated and maintained for the needs and safety of all users along and across the entire public right of way. This includes people of all ages and abilities who are walking; using powered, street-legal vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit or mobility aids; and freight carriers. Complete Streets also integrate contextually-appropriate green infrastructure techniques. The Complete Streets Policy calls for a review and update of itself before each new or updated metropolitan transportation plan.

MARC staff have engaged committees and stakeholders in various ways since July 2023. Engagement has included presentations to committees, three meetings of a special volunteer workgroup, a three-week open comment period, and a special feedback-focused meeting of the Highway Committee. Notable changes in the draft policy update include:

- A reorganization of the policy text for easier navigation.
- An expanded Definitions section.
- A clause in the Policy Statement section requiring green infrastructure to the extent possible.
- An expanded Implementation section articulating the needs of different transportation modes and green infrastructure as a guide for compliance with the policy, while considering project context and stage of design.
- An updated Exceptions section.
- The introduction of the Complete Streets Network Assessment, particularly as a performance measure.
- An Encouragement section addressing several matters relevant to Complete Streets that are outside the effective scope of the policy.
- An Appendix of Complete Streets resources and design guides that public agencies can consult to better implement Complete Streets, and an Appendix suggesting certain forms of bicycle facilities relative to motor vehicle speeds.

### **POLICY CONSIDERATIONS:**

This is a proposed update to the current MARC Complete Streets Policy. If adopted, it will be incorporated in MARC's transportation planning and programming work starting in 2024.

### **BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

The proposed update was developed by a special work group and has been reviewed by multiple MARC committees. Most recently, the Bicycle-Pedestrian Advisory Committee voted to approve the draft in the January meeting. The Highway Committee did not have a quorum in its January meeting to conduct a vote of approval but discussed several clarifying changes which have been incorporated to the draft.

**RECOMMENDATION:**

Staff recommends approval of the Complete Streets Policy Update.

**STAFF CONTACT:**

Patrick Trouba

# MARC Complete Streets Policy

## I. Preamble

The Mid-America Regional Council (MARC) serves as the federally designated Metropolitan Planning Organization (MPO) for the nine counties and 119 cities in the Kansas City region. As the region's MPO, MARC is responsible for transportation planning, and the Total Transportation Policy Committee coordinates the allocation of millions of dollars in federal transportation funds each year. Complete Streets are advanced in this policy so that transportation investments may result in a rising quality of mobility for everyone. An exemption review process exists for unique projects which may require special consideration, however, this policy intends to enable Complete Street treatments to the maximum extent possible.

## II. Definitions

**Bridges** are public structures designed to carry traffic across natural and constructed barriers with spans that are greater than twenty feet.

**Complete Streets** are streets, highways, bridges and facilities that are planned, designed, operated and maintained for the needs and safety of all users along and across the entire public right of way. This includes people of all ages and abilities who are walking; using powered, street-legal vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit or mobility aids; and freight carriers. Complete Streets integrate contextually appropriate green infrastructure techniques.

**Curbside management** is the practice of analyzing and adjusting the uses and regulations of space around the structure of the curb so that it can more efficiently and safely serve different kinds of users.

**Cyclists** refer to users of the street who are using small mobility devices intended to travel faster than common pedestrian speed, but slower than common automobile speed. These devices include, but are not limited to, bicycles, Class I and Class II e-bikes, other types of "cycles" (tricycles, handcycles) and e-scooters. The term "cyclists" shall not refer to any user with a mobility device that can obtain speeds above 20 miles per hour by throttle function alone.

**Freight carriers** refer to users of the street who operate a variety of vehicles to transport goods. Vehicles used may fall into one or more of the above categories.

**Green infrastructure** refers to stormwater control facilities that use nature-based solutions to expand the urban tree canopy and/or use native vegetation designed to sustain plants and mimic natural hydrology by storing, filtering, infiltrating, evaporating, or reusing stormwater. Green infrastructure will increase the resiliency of urban stormwater infrastructure by reducing the amount of wet-weather drainage and collection systems and prioritizing safety, comfort and well-being for pedestrian and transit users through reduction of extreme temperature variation and airborne pollutants.

**Maintenance** refers to activities including mowing, cleaning, sweeping, pothole repair, chip-seal and slurry-seal operations, pavement mill and overlay operations, and other regular upkeep activities.

**Major river bridges** are public structures designed to carry traffic across the Kansas or Missouri rivers.

**Motorists** refer to users of the street who operate motorized vehicles capable of high speeds. These include automobiles, buses, trucks, motorcycles, mopeds, Class III e-bikes and any other mobility device that can obtain speeds above 20 mph by throttle function alone.

**Pedestrians** refer to users of the street who are walking and/or using assisted mobility devices at commonly accepted walking speed, such as, but not limited to, wheelchairs, motorized wheelchairs, strollers, walkers and canes.

**Transit users** refer to people who use the public right-of-way to access public transportation vehicles.

### III. Background and Regional Vision

In 2010, the U.S. Department of Transportation (USDOT) issued an updated Policy Statement on Bicycle and Pedestrian Accommodation that calls for all transportation agencies “to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems.” The USDOT encourages transportation agencies “to go beyond minimum standards to provide safe and convenient facilities for these modes.” The Policy Statement considers walking and bicycling equal to other transportation modes.

In June 2020, the MARC Board of Directors adopted *Connected KC 2050* as the Kansas City region’s metropolitan transportation plan. The vision of this plan is as follows:

*Greater Kansas City is a region of opportunity. Its robust economy, healthy environment and social capacity support the creativity, diversity and resilience of its people, places and communities.*

*Formed at the confluence of rivers, trails and trains on the border of two states, Greater Kansas City is a place of interconnection, where people of all backgrounds are welcome and where commerce and ideas flow as freely as the rivers and streams that run through and define it. Our people thrive here, in safe, walkable and well-maintained neighborhoods.*

*We have abundant opportunities for education, and work in fulfilling jobs at businesses that can compete with any in the world. We enjoy, protect and preserve our region’s natural beauty. We care for our neighbors and our communities. We lead by example. Our region has the strength to not only bounce back from adversity, but bounce forward, confidently, into the future.*

Complete Streets benefit communities and help the Kansas City region achieve progress toward *Connected KC 2050*’s five transportation system goals in the following ways:

- **Public Health and Safety** – Complete Streets are designed for the safety of all users of the street, aiming for zero transportation-related injuries and deaths consistent with other MARC plans. Complete streets consider conflicts between modes of transportation, exposure to environmental pollutants, and access to physically active transportation modes.
- **Access to Opportunity** – Complete Streets ensure that destinations are accessible by multiple modes of transportation, providing residents with ways to access employment and education even if automobile ownership is out of reach.
- **Economic Vitality** – People seeking goods and services can access businesses through multiple modes of transportation and may have more money to spend through decreased vehicle and fuel costs. Since non-automobile modes require less parking space, making those modes more viable enables more people to patronize a business at the same time.

- **Healthy Environment** – By making more modes of transportation viable, Complete Streets reduce pollutant load from motor vehicle traffic. Green infrastructure treatments on Complete Streets create community amenities while protecting people from the effects of urban heat, flooding, and air and water pollution.
- **Transportation Choices** – Complete Streets consider more than what modes are simply legal on a roadway and make mode choices such as walking and bicycling appealing through facilities that both feel safe to users and result in fewer injuries and deaths.

*Connected KC 2050* further indicates that “transportation investments should protect air and water quality, reduce urban heat islands and energy consumption, promote climate resilience and preserve cultural and historic resources.” Plans adopted by the MARC Board that support the implementation of integrated Complete Streets and “green street” concepts include the MetroGreen Plan (2001), the Best Management Practices Manual to Protect Water Quality (2003), the Clean Air Action Plan (2004 and 2011), the Eco-Logical Action Plan (2008), and the Greater Kansas City Regional Bikeway Plan (2015), the Regional Green Infrastructure Framework (2017) and the Regional Climate Action Plan (2021). Additionally, MARC’s Regional Forestry Framework (2011) calls for increased canopy coverage through streetscaping, forest protection and other mechanisms.

Ultimately, this policy seeks to effect a safe multimodal transportation network throughout the Kansas City region through MARC’s transportation planning processes.

#### **IV. Policy Statement**

MARC seeks to achieve the Kansas City region’s vision of a safe, balanced, resilient regional multimodal transportation system that is coordinated with land use planning, supports equitable access to opportunities and protects the environment. This vision can be furthered by implementing Complete Streets and context-sensitive solutions.

1. *Application* – This Complete Streets Policy applies to the following:
  - a. All MARC planning activities that involve public rights-of-way, including the metropolitan transportation plan.
  - b. Any non-exempt projects included in the Transportation Improvement Program that use federal funds.
  - c. This policy does not supersede any federal, state or local law or regulation.
  
2. *Requirements*
  - a. Planned and programmed projects shall provide safe accommodations along and across the public right-of-way for all users who have legal access to use the facilities.
  - b. To the extent practical, planned and programmed projects shall utilize green infrastructure techniques.
  - c. Safe accommodations for cyclists and pedestrians must be provided for major river bridges, except where provision of such facilities would exceed 15% of total project costs, and when it is deemed that sufficient existing or planned future bicycle or pedestrian trip generators are not located within one mile of the project. (Please see MARC Major River Crossing Policy for more information).

## V. Implementation

To implement this Complete Streets Policy into planning and programming processes at the metropolitan level, MARC will take the following steps:

1. Ensure this policy is reflected in ongoing planning and programming work and current policies. MARC's transportation modal committees will advise MARC staff on conformity to the policy by planned and programmed projects seeking federal funding.
2. Review all project applications seeking federal transportation funding for compliance with the policy statement. **MARC may assess compliance using any of the below principles, subject to the exceptions in Section VI. and considering the context of the project and stage of design:**
  - i. **Pedestrians**
    - That pedestrians are accommodated *along* the right-of-way by paved, unobstructed facilities separated from motor vehicle traffic traveling above 15 miles per hour.
    - That pedestrians are accommodated *across* the right-of-way using dedicated crossings that are highly visible to motorists, which encourage motorists to yield to pedestrians, which are as narrow as practical to reduce crossing distances (or supported with crossing islands), and which are implemented between intersections as necessary to connect to goods, services and other destinations.
  - ii. **Cyclists**
    - That cyclists are accommodated *along* the right-of-way using either low motor vehicle speeds or facilities that provide separation from motor vehicles. See Appendix B for a table of suggested cycling facility treatments relative to motor vehicle speeds.
    - That cyclists are accommodated *across* the right-of-way using intersection treatments, approaches, and extensions which enable through and/or turning movements where dedicated bikeway facilities (including striped bike/mobility lanes, separated bike/mobility lanes, and shared use paths) are present, and which increase cyclist visibility to motorists.
  - iii. **Transit users**
    - That transit users are accommodated *along* the right-of-way using facilities at bus or rail stops that provide some shelter, seating, or both. Regarding travel to stops, see pedestrian principles in section IV.2.i.
    - That transit users are accommodated *across* the right-of-way with intersection crossings using the pedestrian principles in section IV.2.i.
  - iv. **Motorists**
    - That motorists are provided street configurations which reduce conflicts with other users, encourage predictable movement, and are designed with target speeds to match the surrounding land use.
  - v. **Freight**
    - That freight carriers are allowed loading/unloading space that minimally exposes workers to vehicle traffic. Solutions for this mode may occur outside of the public right-of-way, or through a curbside management effort. See Exceptions item 4 and Encouragement item d.

#### **vi. Green infrastructure**

- That canopy coverage is provided along a project corridor by installing native and/or drought tolerant vegetation and tree landscape treatments in existing right-of-way or as made available through reductions in setback, parking requirement, and street width.
  - That stormwater runoff is captured and controlled to sustain plants and mimic natural hydrology using green infrastructure.
3. Monitor all projects receiving federal transportation funding for compliance with this policy.
  4. Engage project sponsors in evaluating projects for the Transportation Improvement Program that receive federal funding outside of MARC's programming processes.
  5. Using the Complete Streets Network Assessment, MARC staff shall consider ways to elevate in planning and programming priority corridors that score poorly relative to corridors in similar contexts, or segments of corridors that the Complete Streets Network Assessment rates poorly compared to adjacent segments.
  6. Re-evaluate this policy regularly — at least before adopting each new or updated metropolitan transportation plan.

#### **VI. Exceptions**

Maintenance, projects that are not “streets”, such as transit capital equipment, bike share capital equipment, diesel engine retrofits, clean vehicle conversions, alternative fuel vehicle purchases/fleet replacements, compressed natural gas fueling stations, other Congestion Mitigation and Air Quality (CMAQ) Improvement Program eligible projects, off-street bicycle/pedestrian trails, Intelligent Transportation System (ITS) programs and initiatives and others, are exempt from the Complete Streets Policy.

The Total Transportation Policy Committee may grant exceptions to this policy. Staff and the modal and programming committees will review requests for exceptions and make recommendations to the Total Transportation Policy Committee. Exceptions may be granted in the following cases:

1. Where using specific modes of travel is prohibited by law, such as bicyclists and pedestrians on some sections of Interstate highways or trucks on boulevards.
2. Where accommodations for non-motorized travel conflict with the purpose of high-speed motor vehicle facilities, particularly limited-access highways. In these cases, MARC staff may inquire about the provision of separate facilities, especially if the corridor's general alignment appears on a local or regional planning product.
3. In cases where the provision of facilities for pedestrians and cyclists of higher comfort and/or greater separation from motorized traffic would be inappropriate due to factors such as rural character or high cost (exceeding 20% of total project costs per federal guidance), sponsors of planned and programmed projects may provide facilities of lower comfort and/or lesser separation from motorists and freight shippers.
4. Where accommodations for a mode are best provided using solutions outside of the project right-of-way. Such instances shall be clearly explained.
5. Where emergency service providers have indicated that providing for all modes will conflict with operations. Such instances shall be clearly explained.
6. Where a transit route does not exist or is not planned, a project does not need to accommodate transit users with corresponding facilities (boarding pads, shelters, etc.).

## **VII. Performance Measures**

MARC has developed the *Complete Streets Network Assessment*, which scores roadway segments according to infrastructure-based criteria. The Complete Streets Network Assessment may be used in the following ways:

- To identify multimodal infrastructure gaps in corridors, or lengths of corridors that lack safe and comfortable multimodal facilities.
- To show the improvement in multimodal facilities as streets are rebuilt or resurfaced.

MARC staff will work to improve the Complete Streets Network Assessment in coverage, data quality, and fidelity to the Complete Streets paradigm.

Stakeholders may also look to MARC's performance measures reports to view the Kansas City region's progress in roadway safety, use of alternative modes, and other important categories.

## **VIII. Encouragement**

Many matters related to the successful implementation of Complete Streets are outside of the effective scope of this policy. MARC encourages local communities to adopt the Complete Streets paradigm in all aspects of their transportation and land use planning work.

- a. Local communities are encouraged to adopt Complete Streets policies. In drafting these policies they are encouraged to consider third party scoring and criteria such as those from the National Complete Streets Coalition.
- b. Local communities are encouraged to consider development that features a greater variety of housing types and mixed uses so that development is more feasibly served by public transit, walking, and cycling.
- c. Local communities are encouraged to consider zoning and development codes that make goods, services, and civic uses more readily accessible to pedestrians from the public right-of-way.
- d. To reduce conflicts and make streets more complete for freight, off-street loading and curbside management solutions are encouraged.
- e. Complete Streets policies for cities may reference third-party design guides that provide best practices. Adoption of these design guides may make it easier to provide for the comfort and safety of all modes of transportation, and to comply with MARC's Complete Streets Policy. Design guides are listed in Appendix A.
- f. Due to the long service lives of bridges, project sponsors are encouraged to follow Complete Streets principles for all bridges, not just those crossing the Kansas or Missouri rivers.
- g. Emergency services are not listed as a modal user by the definition of Complete Streets, but input and cooperation from emergency services should always be sought during the planning of Complete Streets projects.
- h. Project sponsors are encouraged to assess nearby watershed management opportunities to manage transportation runoff offsite while creating additional community amenities. They are further encouraged to review green infrastructure plans with public works, planning and parks departments for feasibility and alignment with neighborhood, land use and watershed plans.
- i. Complete Streets and Complete Streets policies are encouraged as a means of congestion management. Improvement to the viability of other modes of transportation is encouraged in MARC's Congestion Management Toolbox.

## Appendix A: Complete Streets Resources

### Complete Streets Support

- 10 Elements of a Complete Streets Policy (National Complete Streets Coalition/Smart Growth America)
- Complete Streets Handbook (MARC)

### Transportation Design Guides

- A Guide for Achieving Flexibility in Highway Design (AASHTO)
- A Policy on Geometric Design of Highways and Streets, 7<sup>th</sup> Edition (Green Book) (AASHTO)
- Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts (FHWA)
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice (ITE)
- Guide for the Development of Bicycle Facilities (AASHTO)
- Guide for the Planning, Design, and Operation of Pedestrian Facilities (AASHTO)
- Manual on Uniform Traffic Control Devices (FHWA)
- Public Rights-of-Way Accessibility Guidelines (PROWAG) (United States Access Board)
- Separated Bike Lane Planning and Design Guide (FHWA)
- Small Town and Rural Multimodal Networks (FHWA)
- Transit Street Design Guide (NACTO)
- Urban Bikeway Design Guide (NACTO)
- Urban Street Design Guide (NACTO)
  - Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities
  - Don't Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings

### Green Infrastructure

- APWA Section 5600: Storm Drainage Systems and Facilities (Kansas City Metropolitan Chapter of the American Public Works Association) **(update anticipated May 2025)**
- Kansas City, Missouri Green Stormwater Infrastructure Manual (GSI Manual)
- Manual of Best Management Practices for Stormwater Quality
- Urban Street Stormwater Design Guide (NACTO)

## Appendix B: Suggested Cycling Facility Treatments Relative to Motor Vehicle Speed

Motor vehicle posted speed limit	Facility type
≤25 miles per hour	Shared streets (urban/suburban settings)
≤30 miles per hour	Striped bike/mobility lanes (including buffered)
≥30 miles per hour	Separated bike/mobility lanes
Any	Shared use path

## TTPC AGENDA REPORT

February 2024  
Item No. 7

### ISSUE:

REPORT: KCI Airport Public Transit Action Plan

### BACKGROUND:

The Mid-America Regional Council (MARC) collaborated with the Kansas City Area Transportation Authority (KCATA), the City of Kansas City, Missouri, KC Aviation Dept and a number of other regional partners on the **Kansas City International (KCI) Airport Public Transit Services Action Plan**. This effort evaluated public transit options to serve transportation needs to/from the airport. The goal of this planning process was to identify flexible and scalable enhanced services for a variety of potential users including workforce, residents and travelers for business, recreation, and large public events.

During this month's TTPC meeting, staff leading this work will provide a final report on this initiative, including the following:

- Service alternatives and recommendations.
- Implementation strategies (future services and costs/funding)
- Next steps

An executive summary is attached. In addition, a full report documenting this effort can be found here: <https://www.marc.org/document/kci-airport-transit-services-action-plan-final-report>.

### POLICY CONSIDERATIONS:

This action plan developed an implementation strategy for key services as outlined in the KC Smart Moves plan.

### COMMITTEE ACTION:

This work was included in the MARC Board approved Transportation Unified Planning Work Program (UPWP). The UPWP was approved on November 22, 2022.

### RELATED JURISDICTIONS:

7-county service area for transit agencies in region, including Jackson, Platte, Clay and Cass counties in Missouri and Wyandotte, Johnson and Leavenworth Counties in Kansas.

### RECOMMENDATION:

None. Information Only.

### STAFF CONTACT:

Martin Rivarola  
Tyler Means & AJ Farris (KCATA)



# KANSAS CITY INTERNATIONAL (KCI) AIRPORT Public Transit Services Action Plan

JANUARY 2024

KCATA

MARC  
MID-AMERICA REGIONAL COUNCIL

Kimley»Horn



# Executive Summary

The Kansas City Area Transportation Authority (KCATA) and the Mid-America Regional Council (MARC) collaborated on this Kansas City International (KCI) Airport Public Transit Services Action Plan to evaluate public transit options to serve growing transportation demands to and from the airport in light of the opening of the new KCI single terminal in 2023. This Plan evaluates demand for transit access to KCI across the entire Kansas City region, including both KCI employees and travelers. This Plan is specifically focused on transit service that could be implemented in a short timeframe, although it is envisioned that service options could ultimately be replaced by more premium service such as rail.

## DEMAND FOR PUBLIC TRANSIT TO KCI

Currently, the only fixed-route public transit service to KCI is a RideKC bus route that operates once per hour and takes an hour to travel between the airport and downtown Kansas City, Missouri (KCMO). This service is supplemented by a recently launched app-based, on-demand microtransit service, IRIS, that operates the entire limits of KCMO as well as within the Cities of North Kansas City, Gladstone, Riverside, and Liberty in the Northland.

A robust Needs Assessment was conducted including a data-driven analysis of travel demand, extensive conversations with targeted stakeholder focus groups, outreach to the general public, and a review of airport transit service for peer cities. The table to the right summarizes these needs across (1) KCI employees and (2) KCI travelers.

User Group	Identified Transit Service Needs	Potential Targeted Geographic Locations
<b>KCI Employees</b>	<ul style="list-style-type: none"> <li>Improved service frequency (i.e., 30- or 15-minute headways).</li> <li>Better alignment with employee shift times</li> <li>Free or affordable fares (i.e., \$10 one-way IRIS fare does not accommodate a daily commuter) and parking.</li> <li>Wider geographic coverage to access existing employees, especially across the Northland beyond the I-29 corridor.</li> <li>Better access to potential employee pools in other jurisdictions.</li> <li>Improved safety or perception of safety.</li> <li>Competitive travel times with driving + parking.</li> </ul>	<ul style="list-style-type: none"> <li>Existing employee home locations in Northland east of I-29, especially along the Barry Road and Oak Trafficway corridors.</li> <li>Potential employee pools, such as Kansas City, Kansas (KCK), eastern Jackson County, Platte City, Leavenworth, or St. Joseph.</li> </ul>
<b>KCI Travelers (Residents, Business Travelers, Visitors)</b>	<ul style="list-style-type: none"> <li>Express (i.e., point-to-point) service.</li> <li>Frequent service (30-minute headways or better).</li> <li>Consistent/reliable service.</li> <li>Cost-effective (not necessarily free, but more affordable than private for-hire transportation or TNCs)</li> <li>Baggage-accessible buses.</li> <li>Convenient drop-off/pick-up at both ends of trip.</li> <li>Connections to regional high-capacity transit (e.g., streetcar).</li> <li>Clean / safe buses.</li> <li>Well-advertised / branded service.</li> </ul>	<ul style="list-style-type: none"> <li>Downtown KCMO - most notably the Convention Center area and Union Station / Crown Center area.</li> <li>Johnson County – most notably, the Overland Park Convention Center area or the Lenexa City Center area</li> <li>Other potential locations such as Village West in KCK, Independence Center in Independence, Missouri, etc..</li> </ul>



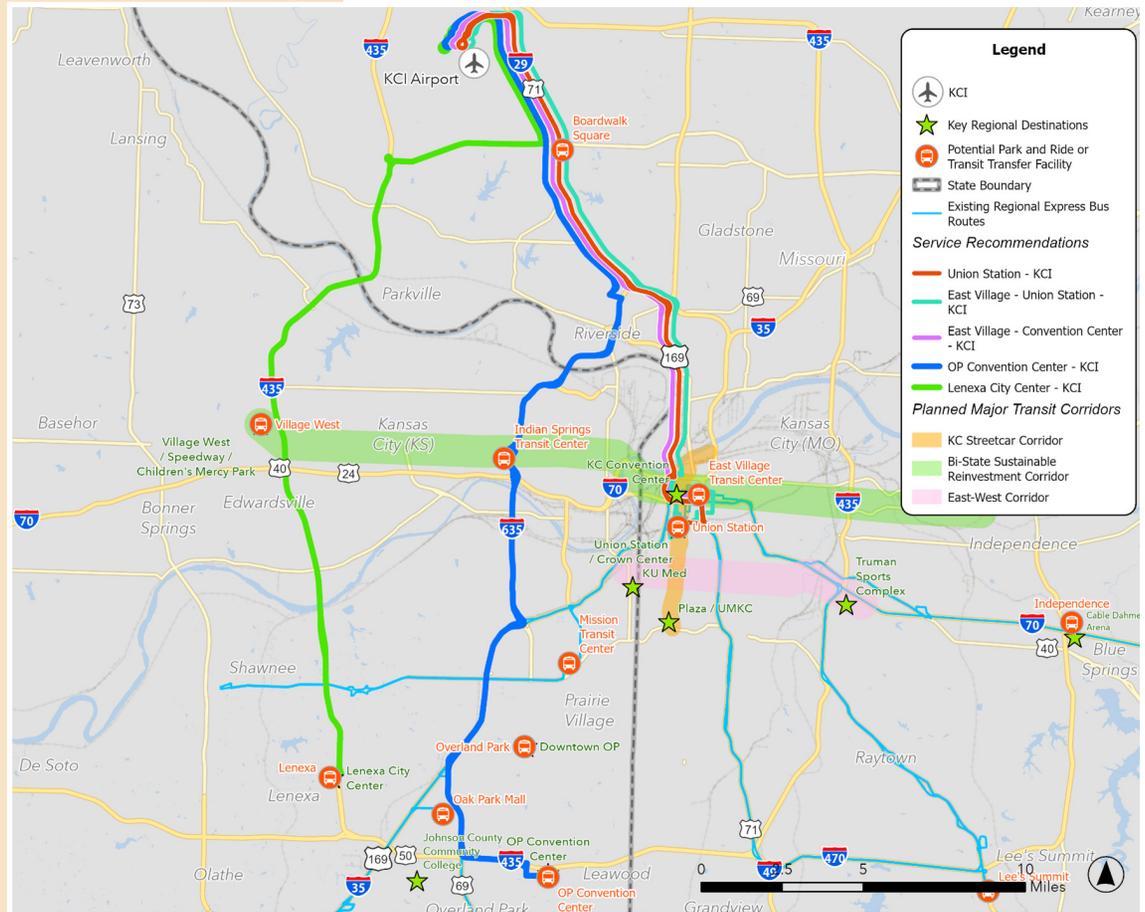
## SERVICE ALTERNATIVES AND CONSIDERATIONS

Based on the identified service needs and stakeholder input, the project team developed and evaluated a series of alternative service options for (1) employee-focused service and (2) traveler-focused service (i.e., residents and visitors), with the consideration given to scaling for special events. The project team considered a variety of transit modes, including local bus service, express bus service, and microtransit. Special consideration was given to providing connections with existing and planned major regional transit investments, including the KC Streetcar and its planned extensions; express bus routes to downtown KCMO from Johnson County and eastern Jackson County; and two planned high-capacity transit corridors focused on east-west travel in the region (the Bi-State Sustainable Reinvestment Corridor between KCK, KCMO, and Independence, and the East-West Corridor between the University of Kansas Health System and Truman Sports Complex).

The project team conducted an evaluation of all local and express bus service alternatives based on the following factors:

- ✔ **Travel time competitiveness** versus driving, using assumptions for travel speeds provided by KCATA staff and assumed dwell times at any interim stops; this would account for terminal times (time to park / pick up a rental car / hail a TNC/cab).
- ✔ **Planning-level costs** for capital (fleet) and operations using KCATA-provided planning worksheets.
- ✔ **Assessment of potential ridership demand**, considering adjacency to metro area population, jobs, hotel rooms, and KCI employee home locations.

Following the evaluation of service alternatives and discussions with the Project Advisory Team (PAT), the project team identified **express bus service to downtown KCMO and Johnson County (with potential interim stops in KCK)** as recommended initial service options for implementation. These alternatives were among the highest-scoring in the evaluation and were supported by the Project Advisory Team.



Identified Express Bus Routes from Downtown KCMO and Johnson County



<sup>1</sup> <https://www.marc.org/news/transportation/federal-56m-grant-drives-bi-state-sustainable-reinvestment-corridor-planning>

<sup>2</sup> <https://ridekc.org/planning/eastwesttransit>



## IMPLEMENTATION CONSIDERATIONS

### Routes and Stops

- In order to be competitive with other modes, most notably driving, express bus service to KCI should be point-to-point service between a major regional pickup/drop-off point and KCI and follow the regional freeway network. At most, one interim stop should be provided in order for service to remain competitive. Note that any stop, including endpoints, will require several minutes of layover time to accommodate loading and unloading of baggage.
- At the KCI terminal, the preferred location for pick-up and drop-off is within the commercial lanes where RideKC and charter buses currently pick up (Signposts 2A through 2C). Note that if multiple transit routes are providing service to KCI resulting in multiple buses laying over at the same time in the commercial curb space, capacity for passenger pick-up/drop-off may become a constraint.
- Express bus service between downtown KCMO and KCI should pick up and drop off at either Union Station (preferred) or the Convention Center area. An additional connection to the East Village Transit Center, which connects or is planned to connect to major regional transit investments, should also be considered.
- Express bus service from Johnson County to KCI should pick up and drop off at either Overland Park Convention Center, which has nearby hotels, businesses and convention center space, or the Lenexa City Center area with denser mixed-use development. Each route could include an additional connection in KCK directly along the route, which would connect to the existing State Avenue bus service and the planned Bi-State Sustainable Reinvestment corridor.

- Direct connections from other regional destinations to KCI could be opportunities for future service implementation after evaluating the success of starter route service from downtown KCMO or Johnson County. Several regional destinations, such as Independence and Lee's Summit, are currently served by express bus routes that tie into the East Village Transit Center that could allow for transfers to a downtown KCMO-based service to KCI.

### Ridership

- Based on an analysis of KCI employee home locations, jobs and population in close proximity to proposed stops, and hotel rooms in the vicinity of proposed stops, the downtown KCMO alternatives would have the highest ridership potential.

### Service Span and Frequency

- Service to KCI should operate at a 30-minute frequency (essentially peak service all day) and operate 18 hours per day, from 5 a.m. to 11 p.m., seven days of the week. These service hours are focused on KCI travelers and should align better with some employee shift times; service hours could be expanded further to accommodate all employee shift times but would likely need to encompass near 24-hour service.
- Based on these assumptions, most proposed service options would require a 120-minute cycle (round trip including layovers) and 4 vehicles operating at a time; however, a route only between Union Station and KCI could likely operate with a 90-minute cycle and 3 vehicles.



## Fleet

- Currently, nearly all buses operated by KCATA and Johnson County Transit are either diesel or compressed natural gas (CNG), although both have obtained or are in the process of obtaining a limited number of battery electric buses (BEBs). Given the route length and proposed service hours for service to KCI, BEBs would not be able to operate continuously through an entire day and would need to be replaced multiple times throughout the day.
- Stakeholders and the general public emphasized that express bus service to KCI should be a “premium” service that is comfortable, includes luggage storage, and minimizes delay with efficient boarding at pick-up and drop-off (i.e., large center-door boarding; app-based or off-vehicle fare payment).

## Additional Capital Investments

- Additional amenities will be needed at pick-up and drop-off sites, including at the KCI terminal. This should include branded wayfinding signage, covered shelters, benches, lighting, on-site security, digital message signs, crosswalks within any parking areas, bicycle racks, and pedestrian connectivity around the facility including a wide pedestrian space adjacent to the pick-up and drop-off point.
- As new express bus service to KCI will likely require additional vehicles to be acquired; these vehicles will also generate a need for additional space at maintenance facilities to store, fuel/charge, and maintain these vehicles.

## Advertising / Branding

- Stakeholders emphasized that ridership for a new premium transit service to KCI will be driven in part by marketing and awareness of service. Service will need to be well-advertised in order to raise awareness of its existence.
- Recommended branding elements include operating under the RideKC brand (e.g., “RideKC Airport MAX” or “RideKC Airport Express”); advertising within the airport terminal; and targeted outreach to potential riders (including KCI employees) through a variety of media (e.g., online ads, TV, social media).



## Cost Estimate

- The proposed express bus service options are estimated to have an initial capital cost (fleet, signage and amenities at pick-up and drop-off points, and advertising campaign) of approximately \$6 million to \$8 million, with an additional \$3 million to \$6 million in annual operating costs. This assumes the use of diesel or CNG buses.
- For 10 years of service, a total investment estimate ranges from just over \$50 million (for service between Union Station and KCI that requires fewer buses) to more than \$80 million (service originating in Johnson County and including interim stops in KCK). If a more premium service option is desired such as BRT or rail, the capital and operations costs would be significantly more expensive than express bus service. For example, based on a high-level review of comparable systems, the 10-year investment for BRT would be more than \$400 million and for LRT would be more than \$5 billion; further more detailed assessments would be needed to refine these cost estimates

Route	Fleet Costs (\$millions)		Total Capital Cost (\$millions)	Annual O&M Cost (\$millions)	10-Year Program Cost (\$millions)
	Buses Needed (incl/ Spares)	Fleet Cost (Diesel/ CNG)			
<b>Union Station - KCI</b>	4	\$2.6	\$6.6	\$3.7	<b>\$51.0</b>
<b>East Village - Convention Center - KCI</b>	5	\$3.3	\$7.3	\$4.6	<b>\$62.5</b>
<b>East Village - Union Station - KCI</b>	5	\$3.3	\$7.3	\$4.5	<b>\$61.3</b>
<b>OP Convention Center - KCI</b>	5	\$3.3	\$7.3	\$5.9	<b>\$78.1</b>
<b>OP Convention Center - Indian Springs - KCI</b>	5	\$3.3	\$7.3	\$6.0	<b>\$79.3</b>
<b>Lenexa City Center - KCI</b>	5	\$3.3	\$7.3	\$5.6	<b>\$74.5</b>
<b>Lenexa City Center - Village West - KCI</b>	5	\$3.3	\$7.3	\$5.8	<b>\$76.9</b>

\*Total capital cost includes additional capital costs (pick-up/drop-off amenities, promotion of service)  
10-year cost estimates assume a 4% annual inflation/escalation.



**Funding**

- The operator could consider applying for various discretionary federal grant programs; however, these programs are highly competitive, and some programs such as the Capital Investment Grant (CIG) program would likely not be applicable. Alternatively, pursuing MARC sub-allocated federal funding programs is a common mechanism for local transit capital expansions, although these are not typically applicable for operation of services.
- At a local level, KCATA currently lacks a designated regional funding source and relies heavily on two sales taxes through KCMO. Outside of KCMO, no dedicated revenue sources exist.
- Fare revenue should be considered a source of operations funding, as stakeholders emphasized that express bus service to KCI should be considered premium service that warrants collecting fares.
- Additional potential revenue sources include potentially utilizing the Downtown Transit Development District, public-private partnerships, naming rights, parking fees, fees charged to KCI concessionaires or airlines, or fees charged to adjacent hotels at pick-up and drop-off locations.

**Scalability for Special Events**

- Considerations for scalability of service for special events need to account for additional fleet needs, additional operators, storage and maintenance of vehicles, and contractual issues (i.e., collective bargaining considerations for operators and mechanics). Both KCATA and Johnson County Transit staff have expressed current constraints in terms of both fleet and operator availability. Stakeholders expressed anecdotal concerns about more stringent commercial driver’s license (CDL) requirements and low operator pay as barriers to being able to hire more operators quickly.
- Stakeholder feedback strongly indicated that the only special events that would require scaling of service would be major events such as the World Cup or another event drawing tens of thousands of out-of-town guests via air travel (e.g., a major political party convention).

**Title VI Considerations**

- Any service operated by a provider receiving federal funds will be required to meeting Title VI (of the Civil Rights Act of 1964) requirements to ensure that any changes to service to not discriminate or disproportionately impact based on race, color, or national origin. However, if no changes are made to existing service and the new service is open to the general public, this should not result in any Title VI impacts.
- Scaling of service to meet high periods of demand (e.g., special events) could have Title VI implications if this results in reductions to service elsewhere, particularly to identified disadvantaged populations.





### NEXT STEPS

Implementation of improved transit service to KCI will be dependent on several next steps, most notably funding.

- ✔ **Identify lead agency(s):** a regional partner or partner(s) must step forward to fund and lead the service. This could be an individual jurisdiction (e.g., KCMO, Johnson County) or combination of jurisdictions.
- ✔ **Identify funding source(s):** this will significantly impact the implementation timeline, as without a funding reserve that can immediately be accessed, any subsequent procurement timelines may be delayed. Several MARC and federal funding sources have once-per-year or less frequent rounds of funding (as opposed to a rolling basis) and require documentation for applying for funding in advance.
- ✔ **Identify service operator(s):** for any new service being operated, an operator must be identified and contracted with.
  - It is recommended that express bus service between downtown KCMO and KCI be operated by KCATA under the RideKC brand (e.g., “RideKC Airport MAX” or “RideKC Airport Express”) given the acceptance of the RideKC brand across the regional service providers.
  - It is recommended that express bus service between Johnson County and KCI be operated by Johnson County Transit, but also under the RideKC brand (e.g., “RideKC Airport Express – Overland Park”).
  - Any enhancements to existing service, such as increasing headways or hours of service for RideKC Route 229, should continue to be operated by the existing provider.
  - This effort should include confirming that the operator has the ability to store, fuel, and maintain buses at its existing facility.
- ✔ **Procure vehicles:** if new vehicles need to be procured (i.e., if the operating agency does not have available spare buses meeting the specified needs for airport traveler service such as center-door loading), it is recommended to assume a minimum of two years for procurement of buses. Diesel buses may be able to be procured more quickly. Modifications to vehicles for enhanced service, such as retrofitting to provide luggage storage or wrapping of vehicles, will also need to be procured.
- ✔ **Secure commitments for terminus locations:** the lead agency should coordinate with jurisdictions where pick-up and drop-off points will be located to identify preferred locations; this may also include coordination with private entities such as Union Station.
- ✔ **Procure necessary capital improvements at KCI and at terminus locations:** procure and provide any amenities not present at pick-up and drop-off points, such as branded wayfinding signage, covered shelters, benches, lighting, on-site security, digital message signs, crosswalks within any parking areas, bicycle racks, and pedestrian connectivity around the facility.
- ✔ **Advertise and promote service:** in advance of service initiation, conduct a targeted advertising campaign using a variety of media platforms.
- ✔ **Begin operations.**



## TTPC AGENDA REPORT

February 2024  
Item No. 8

### **ISSUE:**

REPORT: 2026 World Cup Transportation Update

### **BACKGROUND:**

Kansas City is one of 16 North American cities that will host the men's football FIFA 2026 World Cup. The tournament will take place from June 11 through July 19<sup>th</sup>. Kansas City will host a total of 6 games from June 16 through July 11<sup>th</sup>, 2026. The regional economic impact attributable to hosting this event is expected to be significant.

Activities around this event are anticipated to be located throughout the region. Matches will be held at GEHA Field at Arrowhead Stadium. One or more FIFA fan fest sites will be in place. Other major activity sites will include the KCI airport, practice sites, hotel zones and various other entertainment/recreational areas throughout the region.

A number of transportation issues will be considered anticipating the influx of visitors expected to be in the region. Transportation initiatives and solutions will need to be in place in advance of the tournament for this event to be a success.

MARC and other partners will be involved in several ways to support this event. During the TTPC meeting, staff will provide an overview on the following:

- Tournament overview and anticipated transportation challenges and/solutions.
- Completed and/or ongoing support activities.
- Potential support roles for MARC including partner coordination, planning, funding, program delivery, etc.

### **POLICY CONSIDERATIONS:**

None

### **COMMITTEE ACTION:**

None

### **RELATED JURISDICTIONS:**

All MARC member counties and cities

### **RECOMMENDATION:**

None. Information Only.

### **STAFF CONTACT:**

Ron Achelpohl  
Martin Rivarola

## TTPC AGENDA REPORT

February 2024  
Item No. 9

### ISSUE:

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

### BACKGROUND:

The Environmental Protection Agency announced a variety of major climate protection initiatives through the Inflation Reduction Act. In April 2023, the MARC Board of Directors authorized receipt of a \$1 million formula grant from the [EPA Climate Pollution Reduction Planning Grant](#) program to update the current [Regional Climate Action Plan](#). EPA recently announced [implementation grants](#) due April 1, 2024, with potential funding levels for the Kansas City region ranging from \$50 - \$200 million. The planning grant requires submission of a Priority Climate Action Plan (PCAP) to EPA on March 1, 2024, which will largely mirror the implementation grant. A next generation Comprehensive Climate Action Plan will be due to EPA in the summer of 2025. This presentation will provide an overview of the PCAP and CPRG implementation grant strategies and a summary of next steps.

EPA created funding for the development of Priority Climate Action Plan (PCAP) to support initial work in communities in which no climate planning had been initiated, and to allow communities like ours to refine existing plans, with an eye to action and implementation. The PCAP will articulate regional priorities at a high level, describing opportunities shared by local communities and stakeholders during an extensive set of community engagements held between September - December 2023. All measures included in the CPRG Implementation Grant must also be included in the PCAP.

The CPRG implementation grant creates a highly competitive national program through the Inflation Reduction Act to implement priority elements in the regional plan. The top criteria EPA will employ to evaluate grant applications are:

- 1) the amount and cost-effectiveness of short and long-term GHG emissions reduction,
- 2) benefits to disadvantaged communities, and
- 3) the project's transformative impact.

Additional review criteria include collaboration and partnerships, leverage of federal and other resources, sustainability co-benefits, replicability, scalability, and inclusivity.

MARC's application will advance three main goals to create significant short-term benefits while building civic capacities that catalyze transformational change over the long term.

1. *Leveraging public leadership.* Fourteen local governments representing 83% of the region's population have taken formal actions to embrace the Regional Climate Action Plan since it was adopted in March 2021. Since that time, plan implementation has proceeded through regional and local policies, plans and investments. Local governments proposed a variety of projects, including community facility and fleet improvements, electric vehicle charging stations, electric bicycles and cycling facilities, and more. Grant resource allocation will enable local governments to reduce

greenhouse gas emissions, address environmental justice, and create new opportunities to lead by example.

2. *Neighborhood resilience.* Community and stakeholder input in 2023 focused primarily on neighborhood resilience through investments in resilience hubs (e.g., in community centers, libraries, schools, health centers), and energy efficiency improvements in low-income single and multi-family residential units. Building improvements (which will likely provide the greatest emissions reduction benefits) will be complemented by neighborhood-scale nature-based solutions to ameliorate urban heat islands, improve walkability and conserve air and water quality; alternative transportation and technology investments; urban agriculture and food waste reduction.
3. *Critical infrastructure resilience.* Multiple proposed investments create opportunities to strengthen regional infrastructure systems related to solid waste, transportation, clean energy and water resource management in ways that build resilience and sustainability. These include green on and off-road transportation corridors, restored streamway corridors, district-scale clean power, and regional composting facilities.

In addition to delivering a slate of impactful projects, this grant seeks to facilitate transformational change by building the neighborhood, civic and *institutional capacity* to embed climate action and sustainability in community decision making. Several cross-cutting elements will facilitate transformational, enduring outcomes, including workforce development, communications, cooperative procurement, and professional development.

Next steps

With consulting support, MARC is evaluating the cost effectiveness of greenhouse gas reduction associated with all proposed measures, along with an assessment of other relevant metrics. A subcommittee of the Climate and Environment Council (CEC) is reviewing all grant elements, with recommendations forwarded to the full CEC. Staff will then bring a final draft PCAP to the MARC Board for adoption at its February meeting, along with more detailed information regarding the CPRG Implementation Grant.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RELATED JURISDICTIONS:**

Climate Pollution Reduction Grant programs are expected to benefit all area cities and counties in the MARC region.

**RECOMMENDATION:**

None.

**STAFF CONTACT:**

Tom Jacobs

## TTPC AGENDA REPORT

February 2024  
Item No. 10

### **ISSUE:**

REPORT: EPA Revision to the Primary Annual PM<sub>2.5</sub> National Ambient Air Quality Standard

### **BACKGROUND:**

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

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

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

EPA began review of the annual primary standard for PM<sub>2.5</sub> in 2021 and, on February 7, 2024, the EPA announced its decision to strengthen the primary annual PM<sub>2.5</sub> standard from its current level of 12.0 µg/m<sup>3</sup> to 9.0 µg/m<sup>3</sup>. The Kansas City region is currently in attainment with the 2012 standard (12 µg/m<sup>3</sup>). However, there are two monitors in the Kansas City area (Heritage Park in Olathe and JFK in Kansas City, Kansas) that indicate an increasing trend in annual PM<sub>2.5</sub> levels and that the design value (three-year average of average annual weighted mean values from 2021-2023) of the JFK monitor exceeds the new standard of 9.0 µg/m<sup>3</sup>.

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

### **POLICY CONSIDERATIONS:**

A potential nonattainment status for PM<sub>2.5</sub> would trigger transportation conformity requirements for the Connected KC 2050 plan and the Transportation Improvement Program to ensure they conform with State Implementation Plans.

**BUDGET CONSIDERATIONS:**

None.

**RELATED JURISDICTIONS:**

Regional, with potential near-term impacts for Wyandotte County

**RECOMMENDATION:**

None. Information only

**STAFF CONTACT:**

Karen Clawson

## TTPC AGENDA REPORT

February 2024  
Item No. 11

**ISSUE:**

REPORT: Regional Freight Study Update

**BACKGROUND:**

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

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

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

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

**POLICY CONSIDERATIONS:**

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

**BUDGET CONSIDERATIONS:**

None

**COMMITTEE ACTION:**

None

**RELATED JURISDICTIONS:**

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

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Darryl Fields