



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, April 16, 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: March 19, 2024 Meeting Summary*
3. VOTE: 2024 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program*
4. VOTE: 2024 Unified Planning Work Program – Amendment #3*
5. VOTE: Changes to FHWA-Adjusted Urban Area within MARC MPO
6. REPORT: Rock Island Bridge Project Update
7. REPORT: Planning Sustainable Places 2025 Call for Projects
8. REPORT: 2023 Congestion Management Report
9. REPORT: Updating 2050 KC Region Total Population and Employment Projections
10. REPORT: Connected KC 2050 Update on Completed/Upcoming Milestones
11. REPORT: Update on Bike Month and the 2024 Greater Kansas City Regional Trails & Bikeways Map
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 by Noon on Monday, April 15, 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
March 19, 2024
Meeting Summary

Members and Alternates Present

Co-Chair Mayor Leonard Jones, Jackson County, MO Municipalities
Lorraine Basalo, Overland Park, KS
Cecelie Cochran, FHWA-MO
Tom Cole, Leavenworth County, KS
Matt Davis, Jackson County, MO
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
A.J. Herrmann, Kansas City, MO
Dick Jarrold, KCATA
Matt Kleinmann, HETF Wyandotte County
Norman Larkey, Cass County, MO Municipalities
Mayor Mike Larson, Jackson County, MO Municipalities
Jill Lawlor, Kansas City, MO (Northland)
Mayor Mike McDonough, Jackson County, MO Municipalities
Janet McRae, Miami County, KS
Mike Moriarty, KDOT
Commissioner Jerry Nolte, Clay County, MO
Adam Norris, Johnson County, KS
Tawn Nugent, WTS
Luz Ortiz, HETF Wyandotte County
Michael Park, Lee's Summit, MO
J.D. Rios, Unified Government of Wyandotte County and Kansas City, KS
Brian Shields, Overland Park, KS
Mayor John Smedley, Platte County, MO Municipalities
Chuck Soules, Clay County, MO Municipalities
Chad Thompson, Kansas City, MO
Councilmember Dean Vakas, Olathe, KS
Karl Walters, Clay County, MO
Mayor Dana Webb, Jackson County, MO Municipalities
Doug Wesselschmidt, Jackson County, MO
Beth Wright, Olathe, KS
Sabin Yanez, Northland Regional Chamber of Commerce

Others Present

Doug Allmon, Shawnee, KS
Sara Copeland, Burns & McDonnell
Edgar Galicia, Central Avenue Betterment Association
Art Gough
Zeke Hall, MoDOT
Bob Heim, Platte County, MO
Matt Henderson, Benesch
Bradley Hocevar, Edwardsville, KS
Mark Hoppe, Affinis
Katie Jardieu, MoDOT
Krystal Jolly, MoDOT
Shashi Kambhampati, Jacobs
Sarah Long, MoDOT
Rayan Makarem, Clean Air Now
Kevin Manning, Shawnee, KS
Haden Mattke, Belton, MO
Kent Monter, OWN
Davonna Moore-Edeh, CDM Smith
Andrew Ngui, Kansas City, MO
Fernando Oliveira, Affinis
Mitchell Quigley, SE3
Greg Rokos, Belton, MO
Melissa Schmitz, MoDOT
Don Schoenborn, MoDOT
Allison Smith, KDOT
Griffin Smith, Garver
Mauricio Vasconsellos Pena, Guest of KCATA
Krystal Voth, Basehor, KS
Mike Wilson, Black & Veatch
Brett Wood, GBA
Juan Yin, MoDOT
Greg Youell

MARC Staff Present

Ron Achelpohl, Director of Transportation & Environment
Megan Broll, Transportation Program Assistant
Karen Clawson, Air and Climate Programs Manager
Taylor Cunningham, Transportation Planner III
Beth Dawson, Principal Planner
Raymart Dinglas, Public Affairs Coordinator II
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Rachel Krause, WAY TO GO Program Outreach Coordinator
Kate Ludwig, Environmental Program Assistant
Emily Miller, Senior Environmental Planner
Patrick Trouba, Transportation Planner II
Ryan Umberger, Transportation Planner II

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 February 20, 2024, Meeting Summary*

Co-Chair Jones called for a motion to approve the February 20, 2024 Total Transportation Policy Committee (TTPC) meeting summary.

Committee Action:

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

3) *VOTE: 2024 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program*

Principal Planner Marc Hansen reported on the second quarter amendment to the 2024-28 Transportation Improvement Program (TIP), which contained 14 new projects and modifications to 28 projects. Mr. Hansen called attention to a \$30m project in Excelsior Springs (US Safe Streets & Sidewalks) funded through the RAISE grant and congressionally directed spending, as well as the John Brown and South Levee Loops trails project in Osawatomie, funded through the statewide transportation alternatives program through KDOT.

Some projects within this amendment have been modified or added to the program in response to a new goal-setting approach to local program management implemented by the Missouri Department of Transportation (MoDOT), which establishes a target obligation percentage to limit the accumulation of unspent funds and maximizing opportunities for the state to secure additional resources. MARC's Active Transportation Programming Committee (ATPC) and Missouri Surface Transportation Program (STP) Priorities Committee discussed project modifications at their February committee meetings to meet these targets.

Mr. Hansen discussed the annual August Redistribution of funding, where states can compete for additional funds not utilized by other states. To increase competitiveness in applying for these funds, MoDOT has implemented a new goal setting approach to obligate 120% of the annual allocation made to local agencies, which applies to MARC's four main funding programs Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction Program (CRP). If the overall regional obligation percentage falls under 110%, funds will be lost. Mr. Hansen reviewed the action taken last year to meet this objective, and how the MO STP Priorities Committee and ATPC planned ahead and reprogrammed STBG and TA funds this year in consideration of this new goal. The goal is not tracked by individual program, and obligations above target in STBG and TA will offset lower obligations in CMAQ and CRP. Expected obligations total \$47.2m, or 125.7% of annual allocation. MoDOT will revisit this target amount every year as balances reduce over time, but Mr. Hansen notes that the programming for 2027-2028 will proceed with the 120% obligation target.

The committee clarified that some projects on the modifications list that were deobligated had their funds reallocated to other projects. Committee discussion further explained that obligating over 100% of allocated funds is possible due to MoDOT's existing balances, and overprogramming will gradually help MoDOT reduce the balances it has maintained for several years.

Committee Action:

Mayor Smedley moved to release the 2024 2nd Quarter Amendment to the 2024-2028 TIP for public review and comment. Janet McRae seconded the motion, and the motion passed.

4) *REPORT: KDOT IKE Program Update*

Kansas Department of Transportation (KDOT) Interim Bureau Chief of Transportation Planning Mike Moriarty reported on the 2023 Local Consult for the Eisenhower Legacy Transportation Program (IKE). Local Consult takes place every two years to get input on potential expansion and modernization projects, which make up \$2.3b of the \$9.9b funding provided by the IKE Program. Local Consult efforts included in-person and virtual meetings across Kansas, and Mr. Moriarty shared notable themes of feedback from the northeast region. Local Consult also hosted multimodal breakout sessions, which included conversations on the Vulnerable Road User Assessment and integrating multimodal considerations within the IKE scoring methodology.

Summarized Local Consult input and scoring led to selected projects, with 17 modernization and expansion projects added to the development pipeline. Mr. Moriarty reviewed the two projects in the MARC region: I-35/U.S. 56 interchange improvements in Johnson County, and reconstruction on new alignment on K-5 from U.S. 73 southeast to I-435 in Wyandotte/Leavenworth Counties. These projects have been approved for preliminary engineering, and are not in the construction pipeline yet.

Committee members asked about status updates and selection/scoring of specific projects, and Mr. Moriarty noted he would pass along information to the KDOT engineers specific to those projects/areas, and invited committee members to follow up with him directly after the meeting. Mr. Moriarty noted that KDOT is taking a different approach to identifying projects than they have in the past and as a result may uncover needs not included in MPOs' long range transportation plans, but that these projects are selected in an effort to supplement those long term plans.

5) *REPORT: Midwest Road Usage Charge Study*

Sara Copeland of Burns & McDonnell presented on the KDOT-led Midwest Road Usage Charge Study, which is studying how mileage based fees or road usage charges (RUC) could be deployed as a means to provide funding for state-wide transportation needs. KDOT projects that by 2045, only 25% of their revenue will come from fuels tax, down from 41% in 2021. Ms. Copeland shared the findings from the first two phases of the study, including feedback from outreach efforts and volunteer-driven research. Focus areas of the study include the agricultural sector and commercial trucking. The study is currently in Phase 3, and is recruiting participants from those focus areas as well as the broader population and all vehicle types to conduct a three month pilot study to test different options for mileage reporting.

Committee members questioned why urban areas were not included as a focus area, and Ms. Copeland noted that RUC systems have been implemented and studied in coastal states, and that KDOT wanted to focus on what may be different about midwestern/rural areas. In response to privacy concerns, Ms. Copeland noted that third party vendors will transfer data to KDOT, personal identifiable data is not collected or stored by KDOT, and users are informed of the types of data collected. The committee discussed taxation on EV charging and vehicles registrations, and how only the latter contributes to funding the transportation

system. While adding surcharges to EV charging stations could compensate for the lack of fuel tax, this study is limited to evaluating a pilot RUC system. Finally, the committee discussed the long term possibility of regional or municipal RUC charges in addition to a statewide RUC system.

6) *REPORT: City of Shawnee, Kansas, Nieman Road Corridor Update*

City of Shawnee Community Development Director Doug Allmon shared background information on the Nieman Road corridor, and how the Planning Sustainable Places Program (PSP) and Transportation Alternatives Program (TAP) helped contribute to improving the area. The PSP grant-funded “Community Connections” study helped inform decisions on multimodal connectivity and visual preferences in building/landscape design desired by residents and stakeholders, and helped the city discover other needs in the corridor. Previous efforts to revamp the downtown area weren’t effective, and the study allowed the city to work closely with a consultant from outside the region that pushed them out of their comfort zone. A walking tour helped illuminate safety concerns for pedestrians and cyclists with existing sidewalks, and the study supported a road diet that included improving sidewalks, landscaping, and lighting to make the corridor more pedestrian-friendly.

The study addressed flood mitigation in a large drainage area, and the city acquired property to realign the channel and provide frontage that could be developed to provide work-live buildings in line with their vision. Stakeholder feedback from the study regarding the area’s automotive-oriented history influenced design themes and investments in existing buildings, and drove economic investment strategies in restaurants and other destinations. Incentive programs for grease interceptors have helped new restaurants open, and changes to zoning facilitated intentional development. The study also demonstrated a need to connect residential subdivisions to the downtown area through pedestrian access, and the city applied for a second grant to fund these efforts. The region is now one of the hottest real estate zip codes in the country.

Mr. Allmon recommended having a post-action plan to ensure success with both short term, attainable goals and long range plans. Especially for cities with smaller staffs, having an interdepartmental team helps facilitate communication and ensure the plan is successful. Mr. Allmon recommended applying for grants through MARC to help fund studies when updating city’s capital improvement plans.

7) *REPORT: EPA Revision to the Primary Annual PM2.5 NAAQS*

Air and Climate Programs Manager Karen Clawson reported on the National Ambient Air Quality Standards (NAAQS) set by the EPA. The Clean Air Act requires that EPA review the NAAQS every five years to ensure their adequacy in protecting public health, and the latest review began in 2021. In February of 2024, the EPA announced its decision to strengthen the standard for fine particulate matter (PM2.5) from its current level of 12.0 µg/m³ to 9.0 µg/m³. These small breathable particles result from numerous sources, including primary particles from wild fires, construction sites, and unpaved roads, and chemical reactions of pollutants emitted from power plants and vehicles. The Kansas City region is currently in attainment with the 2012 standard, but two monitors in the region (Heritage Park in Olathe and JFK in Kansas City, Kansas) will exceed the new standard, with a third monitor (Troost) indicating an increasing trend in annual PM2.5 levels approaching the new standard.

Ms. Clawson reviewed the timeline of the EPA implementing the new standard and evaluation, and consequences of failing to meet the NAAQS (labeled nonattainment areas). Potential

nonattainment status for PM2.5 would trigger transportation conformity requirements for the Connected KC 2050 plan and the Transportation Improvement Program, but full implications of the new PM2.5 rule are not yet known.

The committee questioned the criteria for location of monitors, and Ms. Clawson noted part of the new rule sets new requirements for how those monitors are sited, requiring consideration of proximity to low income/disadvantaged communities and PM2.5 sources. Current PM2.5 standards have existed since 2008.

8) *REPORT: Regional Freight Study Update*

Davonna Moore-Edeh of CDM Smith reviewed the regional freight study “Connected Freight KC 2050,” sharing the schedule and project overview. The fourteen-county study is in partnership with the Lawrence/Douglas County Metropolitan Planning Organization (LDCMPO) and Pioneer Trails Regional Planning Commission (PTRPC), looking at key themes regarding freight and integrating those issues with local decision making and planning. Ms. Moore-Edeh noted critical issues of balancing rural and urban freight needs and project prioritization, harmonizing freight policies and plans across the region, educating local governments on freight development and goods movement, and developing public policies that integrate land use and freight/transportation planning. The study will conduct a series of outreach meetings and surveys, as well as working closely with MARC’s Goods Movement Committee (GMC). Ms. Moore-Edeh reviewed details of the three phases of the study: assessing current freight conditions, proactive planning, and considering future industry trends.

9) *REPORT: Regional Preventive Maintenance Program*

Principal Planner Darryl Fields reviewed the Regional Preventive Maintenance Program, funded by federal CRRSAA funds with zero local match requirement. The project purpose is to focus on local roadways not on the Federal Aid Highway System that connect neighboring jurisdictions (when practical), and asked counties to support smaller jurisdictions. Funds were allocated to counties and cities based on population with a “minimum allocation” of \$50,000 for cities with populations between 5,000 and 10,000, with the remaining funds distributed based on population.

Three roadway overlay bid packages were advertised through an invitation to bid for construction services; micro surfacing for Cass, Clay, and Jackson Counties; roadway mill and overlay for Cass, Clay and Platte Counties; and roadway mill and overlay for Jackson County. Vance Brothers construction was selected for the micro-surfacing project, and Superior-Bowen took the roadway mill and overlay projects for Cass, Clay, and Platte Counties as well as Jackson County. The committee clarified how the federal funding was allocated (to the engineering study, construction bids, and MARC). The anticipated start date for construction is April 1, 2024.

10) *Other Business*

Director of Transportation and Environment Ron Achelpohl reminded attendees that the deadline for Phase 1 application for suballocated federal funds call for projects is April 5.

11) *Adjournment*

Co-Chair Jones called for final comments; seeing none, he adjourned the meeting.

TTPC AGENDA REPORT

April 2024
Item No. 3

ISSUE:

VOTE: 2024 2nd Quarter Amendment to the *2024-2028 Transportation Improvement Program**

BACKGROUND:

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

The proposed 2024 2nd Quarter Amendment to the *2024-2028 Transportation Improvement Programs* includes 41 projects:

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

Details of these projects are available for review at: [Draft 2024 2nd Quarter Amendment](#)

POLICY CONSIDERATIONS:

MARC's Public Involvement Plan requires that the TIP be released for public review and comment prior to adoption. Four comments from the public were received. The comments and proposed responses from MARC are included for your review.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

TTPC approved the modifications to the 2024 Surface Transportation Block Grant Program and 2024 Transportation Alternatives Program that are included in the amendment at the March 19, 2024, meeting.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve the 2024 2nd Quarter Amendment to the FFY 2024-2028 TIP.

STAFF CONTACT

Marc Hansen

**2024-2028 Transportation Improvement Program
2024 2nd Quarter Amendment
Public Comment and Response**

Comment #1

"I live outside of Platte City. Our only direct access road to N highway from the east is Highway D. This connects 435 to N highway where my subdivision is located.

There is currently a pothole on the north side of the road approximately the size of a vehicle. This continues to deteriorate and is beginning to erode the entire side of the road.

Highway D has multiple unsafe spots each spring yet the road has never been totally repaved in the 7 years I've lived there. This is a very narrow 2 lane road with no shoulder. Both sides drop off to deep embankments.

Please consider improving this road. It is so very dangerous."

Response to Comment #1

Thank you for your recent comment regarding the proposed 2024 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the Missouri Department of Transportation, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [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

**2024-2028 Transportation Improvement Program
2024 2nd Quarter Amendment
Public Comment and Response**

Comment #2

“Project 510065 . Front Street . Will there be a hard surface between sidewalk and curb for transit boarding? Is this project both sides of Front or north side only?”

Response to Comment #2

Thank you for your recent comment regarding the proposed 2024 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the City of Kansas City, Missouri, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

In their response to your comments, the City of Kansas City, Missouri indicated that the design of the Front Street project does include hard surfaces for transit stop locations. They also noted that the project will complete both the north and south lanes of Front Street with a trail on the north side and a sidewalk on the south side.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [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

**2024-2028 Transportation Improvement Program
2024 2nd Quarter Amendment
Public Comment and Response**

Comment #3

“K92 does not need four lanes. Two lanes are plenty. If development is expected on the MO side - which would be the only reason to widen the bridge - then instead of extra vehicle lanes there should be bike and pedestrian facilities.
All the other projects are fine.”

Response to Comment #3

Thank you for your recent comment regarding the proposed 2024 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the Kansas Department of Transportation, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Major river bridges have both significant life spans and costs associated with them and should account for travel needs throughout their designed life. The Kansas Department of Transportation noted that the design for the Centennial Bridge replacement considers an infrastructure life span for the bridge of 75 years and will account for current congestion and future traffic increases over this period.

MARC recognizes that major river crossings can also represent a significant barrier for bicyclists and pedestrians. MARC’s “Policy on Bicycle and Pedestrian Accommodations on Missouri and Kansas River Bridges” applies to this project and is intended to address major barriers for bicyclists and pedestrians, connect the communities of our region, and implement the policies identified in Connected KC 2050 in a cost-effective manner. The principal objective of this policy is to ensure that safe, practical and appropriate bicycle and pedestrian accommodations will be considered in the planning and design of all surface transportation projects that cross the Kansas and Missouri Rivers in the Kansas City metropolitan area and that such accommodations will be made wherever warranted and feasible.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [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

**2024-2028 Transportation Improvement Program
2024 2nd Quarter Amendment
Public Comment and Response**

Comment #4

“I think that there is too much of a focus on new capacity or upsizing when we rebuild/renovate. Instead, I think we need to focus in on maintaining what we already have, reducing capacity where oversupply exists today, and transitioning trips from car to mass transit and bike.”

Response to Comment #4

Thank you for your recent comment regarding the proposed 2024 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the Kansas Department of Transportation, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

The adopted “Metropolitan Transportation Plan” for the region, Connected KC 2050, identifies a number of regional goals and strategies which are multi-disciplinary in nature and include maintaining a multimodal transportation system through the allocation of adequate funding and employment of effective asset management practices to keep the region’s transportation systems in a state of good repair.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. By addressing both system preservation and expansion, Connected KC 2050 seeks to provide a reliable transportation system that helps residents connect to jobs, housing and services, and other opportunities.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [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

April 2024
Item No. 4

ISSUE:

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

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 #3 will make the following modifications:

- Revise current project 5.16 - Short Range Transportation Planning: Johnson County Transit Strategic Plan- Lead Agency: Johnson County Transit
 - Modify scope of work to reflect the change from a short-range strategic plan to the development of a long-range strategic plan.
 - Revise schedule for project completion
 - Adjust budget from \$150,000 to \$380,000
 - \$304,000 FTA 5307
 - \$76,000 LOCAL
 - Revise Appendix D as necessary to reflect the increased project budget

The revised activity is included for review.

POLICY CONSIDERATIONS

These revisions reflect significant modifications to the scope of work, schedule, and budget for this federally funded activity and should be released for public review and comment.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RELATED JURISDICTIONS

This amendment modifies federally funded transportation planning work in Johnson County, KS.

RECOMMENDATION

Approve the release of amendment #3 to the 2024 Unified Planning Work Program for public review and comment.

STAFF CONTACT

Marc Hansen

2024 Unified Planning Work Program
Amendment #3 - Modify Existing Activity

**5.16 Long Range Transportation Planning: Johnson County Transit Strategic Plan– Lead Agency:
Johnson County Transit**

Program Objectives

The Strategic Plan is intended to be a living document, updated annually to reflect changing realities and changing demographics. A vision statement: Johnson County Transit is committed to providing convenient, reliable, and safe regional mobility options. The JCT team strives to deliver responsive, environmentally friendly, and efficient transit services that constantly exceed customer expectations, is supported by six strategic points:

1. The focus of transit must be broader than the downtown commuter market.
2. The Board of County Commissioners (BoCC) supports the concept of dedicated funding for transit services.
3. The BoCC supports collaboration among the Region’s transit systems.
4. Enhance the quality and utility of services for seniors and persons with disabilities.
5. Management systems for effective transit services will be developed.
6. JCT is committed to work with cities planning transit supportive development.

Background/Previous Work

Multiple objective statements were developed to support the six strategic points. As voiced at the Committee of the Whole meeting, JCT staff and the Council will utilize the Strategic Plan as a guide in the development and maintenance of transit services. Annual updates to the Plan will be completed by staff to reflect departmental and county transit-related goals.

Staff will also utilize the Plan while planning grant applications that support current and planned transit services. The adoption of the Strategic Plan will provide direction on service and funding strategies for the transportation staff and the Transportation Council. The plan will provide additional leverage for federal, state, and local funds.

In addition, JCT staff will utilize this document as a guide for future services, operating plans, and service maintenance priorities. Staff will also use the Plan to support applications for grant funding, exploration, and development of a transit funding source, and to prepare annual budget requests. The plan will provide transit staff the ability to focus on planning objectives beyond a one-year horizon.

The Strategic Plan will guide the development of transit services in Johnson County, and in the County’s regional efforts related to transit activities. Implementation of specific components of the plan will be incremental with the Board of County Commissioners’ consideration of funding availability and annual budget issues, available grant funds, and agreements.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Strategic Plan Management and Coordination:* JCT Team discussion and coordination efforts (Jan-Feb 2024)
2. *ACTIVITY: Strategic Plan Procurement Process:* Requests for proposals commence and project selection (Feb-Mar 2024)
3. *ACTIVITY: Strategic Plan Contract Awarded* (Apr 2024)
4. *ACTIVITY: Engage project partners and stakeholders to refine proposed Plan based on common goals and objectives* (Apr-Nov 2024).
5. *ACTIVITY: Strategic Plan Developed/Finalized* (Oct-Dec 2024)
6. *PRODUCT: Completion of Strategic Plan for Board approval* (Dec 2024 – Jan 2025)

Funding

Federal	\$304,000	FTA-5307
Local	<u>\$ 76,000</u>	LOCAL
Activity Total	\$380,000	

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

Work Element	STATE and LOCAL				Federal				Total	
	MARC	KDOT	MoDOT	Other	CPG Funds		Other			
					KDOT ⁽²⁾	MoDOT ⁽³⁾	Amount	Agency		
1.1	Transportation Administration	\$62,901				\$218,009	\$279,472		\$560,382	
1.2	Public Participation	\$28,828				\$99,914	\$128,088		\$256,830	
2.1	Land Use, Demographic & Comprehensive Planning	\$61,071				\$211,666	\$271,348		\$544,085	
2.2	Metropolitan Transportation Plan	\$38,793				\$134,452	\$172,363		\$345,608	
3.1	Transportation Modeling/Forecasting	\$98,650				\$341,911	\$438,319		\$878,880	
3.2	Transportation Research & Database Management	\$67,707				\$234,667	\$300,835		\$603,209	
3.3	Air Quality Planning	\$12,266				\$42,510	\$54,497		\$109,273	
3.4	Safe and Accessible Transportation Options	\$56,617				\$196,226	\$251,557		\$504,400	
3.4b	2.5% Set-Aside for Increasing Safe and Accessible Transportation Options ¹					\$32,558	\$49,358		\$81,916	
3.5	Transportation Technology	\$4,868				\$16,871	\$21,629		\$43,368	
3.6	Transportation Safety Planning	\$12,055				\$41,784	\$53,566		\$107,405	
3.7	Congestion Management System	\$7,226				\$25,042	\$32,103		\$64,371	
3.8	Performance Measurement & Target Setting	\$9,714				\$33,666	\$43,160		\$86,540	
4.1	Transportation Improvement Program	\$23,201				\$80,412	\$103,086		\$206,699	
5.1	RideKC Short-Range and Ongoing Transportation Planning				\$80,000		\$0	\$400,000	FTA 5307	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning				\$130,000		\$0	\$650,000	FTA 5307, 5309	\$780,000
5.3	Goods Movement/Freight Planning	\$10,067				\$34,889	\$44,727			\$89,683
5.4	Corridor Studies	\$1,374				\$4,763	\$6,107			\$12,244
5.5	Aviation Planning	\$300				\$1,039	\$1,332			\$2,671
5.6	MoDOT Traffic Studies			\$370,933						\$370,933
5.7	Economic Value Atlas ⁴				\$80,000					\$80,000
5.8	RideKC Bi-State Green Corridor Planning Investments ⁴							\$514,045	FTA Route Planning Restoration	\$514,045
5.9	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts ⁴				\$55,555			\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.10	Building Climate Resilience in the Transportation System (Phase 1) ⁴				\$21,025	\$76,269	\$97,706			\$195,000
5.11	Electric Vehicle Readiness Plan ⁴				\$21,025	\$76,269	\$97,706			\$195,000
5.12	Regional Freight Plan ⁴				\$92,183	\$334,412	\$428,405			\$855,000
5.13	Bi-State Sustainable Reinvestment Corridor ⁴				\$500,000			\$2,000,000	RAISE	\$2,500,000
5.14	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood				\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
5.15	Stormwater Engineering Standards Update ⁴				\$600,000					\$600,000
5.16	Long Range Transportation Planning: Johnson County Transit Strategic Plan				\$76,000			\$304,000	FTA 5307	\$380,000
5.17	US-71 Reconnecting Neighborhoods Project				\$2,500,000			\$5,000,000	FHWA-RAISE	\$7,500,000
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	\$5,654,993	\$2,237,329	\$2,875,366	\$13,564,865	\$0	\$25,199,123

(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 prorata 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 prorata 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.

TTPC AGENDA REPORT

April 2024
Item No. 5

ISSUE:

VOTE: Changes to FHWA-Adjusted Urban Area within MARC MPO

BACKGROUND:

The Mid-America Regional Council has been working with state DOTs and local jurisdictions to fulfill the federal requirement to update the FHWA-Adjusted Urban Area within the MARC MPO to incorporate 2020 Census areas identified in the latest decennial census. Changes to the FHWA Urban Area within Missouri were coordinated through MoDOT in 2023. MARC staff has sought input on proposed changes within jurisdictions on the Kansas side of the Kansas City MPO and worked with KDOT and local jurisdictions to develop new boundaries for committee consideration and recommended approval.

Proposed revised urban areas include all 2020 census-identified urban areas, which is federally-required. The proposed revisions also consider FHWA guidance that the FHWA Adjusted Urban Boundary follow physical features (e.g., rivers, streams, irrigation canals, transmission lines, railroads, streets or highways). These proposed revisions were developed in coordination with KDOT and local jurisdictions. Section 6 of the FHWA Document: [Highway Functional Classification Concepts, Criteria and Procedures 2023 Edition](#) contains more details about the urban boundary and the considerations to take into account when updating it.

Below is a summary of key changes for recommended approval:

- Incorporation of areas of Basehor and Leavenworth County into the Kansas City FHWA-Adjusted Urban Area
- Addition of Loch Lloyd area to Kansas City FHWA-Adjusted Urban Area.
- Minor changes elsewhere in the Kansas City FHWA-Adjusted Urban Area
- New Tonganoxie and Spring Hill FHWA-Adjusted Urban Areas
- New Smithville FHWA-Adjusted Urban Area adjacent to Kansas City FHWA-Adjusted Urban Area.
- Minor changes in Leavenworth and Paola FHWA-Adjusted Urban Areas
- Minor changes to Harrisonville, Peculiar, and Pleasant Hill FHWA-Adjusted Urban Areas

POLICY CONSIDERATIONS:

Urban boundaries can impact whether a road is eligible for federal aid (i.e., A minor collector on the functional classification system that is inside the urban area is part of the federal aid system while a minor collector outside of the urban area is not.)

FHWA-Adjusted Urban Areas within the MARC MPO but outside of the FHWA-Adjusted Kansas City Urban Area are eligible for funding through MARC transportation programs and the KDOT Transportation Alternatives program. Funding for areas within the FHWA-Adjusted Kansas City Urban Area would occur through MARC transportation programs.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Staff recommend approving updates as presented.

STAFF CONTACT:

Selina Zapata Bur

TTPC AGENDA REPORT

April 2024
Item No. 6

ISSUE:

REPORT: Update of the Kaw River Bridge dba Rock Island Bridge

BACKGROUND:

In order to highlight outcomes of MARC’s Planning Sustainable Places (PSP) program, study sponsors are invited from time to time to provide updates to the committee on the implementation of their projects.

Michael Zeller, CEO of Flying Truss, the developer of the Rock Island Bridge, will provide an update on the restoration and reuse of the bridge which was the study focus of a 2017 PSP project jointly sponsored by the Unified Government of Wyandotte County and the City of Kansas City, Kansas, and City of Kansas City, Missouri.

The study included an engineering analysis, conceptual design, and implementation plan for the repurposing of a retired railroad bridge. The renovated bridge is anticipated to open this summer. A video overview of the project is available at: https://youtu.be/yC7fqM_AuUA . Further details regarding the bridge’s update can be found at: <https://rockislandkc.com/> .

To learn more about the Kaw River Bike and Pedestrian Connector Bridge PSP study, please visit: https://www.marc.org/sites/default/files/2022-09/PSP_Projects_2017_Kaw_River_Bridge_Study.pdf

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

POLICY CONSIDERATIONS:

None

BUDGET CONSIDERATIONS:

None

COMMITTEE ACTION:

None

RELATED JURISDICTIONS:

This item impacts the Unified Government of Wyandotte County and Kansas City, Kan., and the City of Kansas City, Mo.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Taylor Cunningham
Beth Dawson

TTPC AGENDA REPORT

April 2024
Item No. 7

ISSUE:

REPORT: Planning Sustainable Places 2025 Call for Projects

BACKGROUND:

The Kansas City region's vibrant, green, and connected centers and corridors are central to the [Creating Sustainable Places](#) initiative, and the region's long-range transportation plan, [Connected KC 2050](#).

In 2012, MARC's Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee launched [Planning Sustainable Places](#) (PSP), a combined initiative to provide communities with planning resources to advance sustainable projects in their corridors and centers. Six rounds of projects have been funded since the first round in 2013. A call for 2025 projects opens on May 1, 2024, and a pre-application workshop will be held on Thursday, May 16, 2024, at 1 pm in a hybrid format. Interested parties should register and may attend in MARC's Board Room or via Zoom. The registration link and other materials will be available beginning May 1, 2024, at: <https://www.marc.org/transportation-transportation-programs/planning-sustainable-places/planning-sustainable-places-call> . The call will close on June 14, 2024, at 4 pm. The PSP program facilitates the following objectives:

- Support the development and implementation of local activity center plans consistent with CSP principles, identified regional activity centers, and the land use policy direction outlined in Connected KC 2050.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of land use strategies, transportation projects, and sustainable development initiatives that help advance the objectives identified in the CSP initiative, Connected KC 2050, and the MARC Board's adopted policy statement on regional land use.
- Support the conceptualization, development, and implementation of CSP projects.

The Planning Sustainable Places Program represents a key implementation mechanism for numerous related adopted plans.

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

POLICY CONSIDERATIONS:

None

BUDGET CONSIDERATIONS:

None

COMMITTEE ACTION:

None

RELATED JURISDICTIONS:

This item impacts the entirety of the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Taylor Cunningham

Beth Dawson

TTPC AGENDA REPORT

April 2024
Item No. 8

ISSUE:

REPORT: 2023 Congestion Management Report

BACKGROUND:

The 2023-2024 Congestion Management Report is part of the Mid-America Regional Council's (MARC) effort to fulfill its responsibilities related to its [Congestion Management Process \(CMP\) Policy](#) and the eight-step Congestion Management Process. The CMP is intended to provide information about the performance of the region's roadway network and provide select strategies to act on that information. The Congestion Management Report fits the first part of the CMP's objectives – it displays congestion information to inform regional leaders and other stakeholders about the performance of the roadway network.

The report also supports economic vitality, one of the major policy framework goals of the [Connected KC 2050](#), the region's Metropolitan Transportation Plan. Pinpointing where commuters and freight drivers might have the most difficulty reaching their destinations allows for more targeted and effective amelioration efforts.

The report portrays the analysis of data from 2022 and can be viewed at the following link: <https://storymaps.arcgis.com/stories/b7247e7e7c174b1fbe82a985431db482>

Major findings of the report include:

- Congestion and unreliable conditions are worse in the afternoon peak period (4-6 p.m.) than in the morning peak period (7-9 a.m.).
- Overall, the percent of uncongested and reliable miles on the CMN decreased in both the a.m. and p.m. peak periods compared to pre-COVID pandemic 2019 metrics which means that congestion and reliability on the CMN are worsening over time.
- However, all historical commuting corridors saw a decrease in congestion in the a.m. and p.m. peak periods. This suggests that growth in congestion and unreliability is occurring outside of these historical commuting corridors.

POLICY CONSIDERATIONS:

For the purpose of awarding points to transportation project applications, projects that overlap with any segment showing as moderately or severely congested or unreliable on any data map in the report will be considered as addressing congestion per the CMP Policy.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Selina Zapata Bur

Alicia Hunter

TTPC AGENDA REPORT

April 2024
Item No. 9

ISSUE:

REPORT: Updating 2050 KC Region Total Population and Employment Projections

BACKGROUND:

One of the most important inputs into the travel demand models used in the Connected KC 2050 metropolitan transportation plan (MTP) is the projection of the number of people and jobs expected in the region by 2050. These forecasts generate the total amount of growth available to be distributed to small areas like census tracts and transportation analysis zones (TAZs), and so are known as “control totals.”

MARC updates these forecasts with each iteration of the MTP and they are adopted with the adoption of the plan, which is currently scheduled for June 2025. However, the technical work must be completed before then in order to test the impact of the projects proposed in the plan as part of their evaluation, and then provide opportunity for public input. Public engagement on the plan and the projects included is expected to occur in late fall, 2024.

This forecast is derived by inputting the latest forecasts of the nation’s population and employment from the Census Bureau and the Bureau of Labor Statistics into MARC’s regional economic, REMI. The national forecasts show the U.S. growing significantly slower than prior forecasts, mainly due to declining fertility rates. Because the Kansas City region sits within this national context, it is also expected to grow more slowly than was projected in the forecasts adopted in June 2020.

MARC staff will present the initial draft of the control total forecasts for the Kansas City region and the assumptions underlying it. This forecast is in the process of being reviewed by the Technical Forecast Committee, which will recommend a forecast for adoption when that review is completed, likely in the next few months. We are presenting this early draft to several MARC committees to obtain input that may assist the TFC in their evaluation and review.

POLICY CONSIDERATIONS:

The overall level of population and employment growth affects how much travel demand will likely increase. It also affects the level of resources available locally to implement planned transportation improvements.

BUDGET CONSIDERATIONS:

This work is budgeted as part of the update to Connected KC 2050.

COMMITTEE ACTION:

Technical Forecast Committee is currently reviewing this draft and has taken no action.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Frank Lenk

TTPC AGENDA REPORT

April 2024
Item No. 10

ISSUE:

REPORT: Connected KC 2050 Update on Completed/Upcoming Milestones

BACKGROUND:

In June of 2020, the MARC Board approved [Connected KC 2050 \(CKC2050\)](#), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). MARC is required to update its MTP on a five-year cycle with an update deadline of June of 2025. Work towards an update of the plan continues.

During the TTPC meeting, staff will describe:

- Overview of completed milestones & ongoing activities, including:
 - Completed public outreach and engagement efforts and ongoing random survey
 - Results of call for projects to be considered for inclusion in Connected KC 2050 and upcoming prioritization activities
- Anticipated timeline for upcoming activities, including:
 - Land use, population and employment forecast activities
 - Prioritization of projects for inclusion in Connected KC 2050
 - Development of draft financially-constrained project listing
 - Description of Fall of 2024 outreach and engagement efforts

POLICY CONSIDERATIONS:

This plan is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next three decades and is a requirement of the Federal metropolitan planning process. CKC2050 describes the evolving surface transportation needs of the metropolitan area and identifies anticipated transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. CKC provides policy guidance to MARC transportation planning and programming work.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. This item is for informational purposes only.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

April 2024
Item No. 11

ISSUE:

REPORT: Update on Bike Month and the 2024 Greater Kansas City Regional Trails & Bikeways Map

BACKGROUND:

Bike Month

May is celebrated as “National Bike Month.” During this time, MARC will promote cycling using CMAQ funds under the Active Transportation and Air Quality programs. MARC’s Bike Month activities include:

- The promotion of cycling activities and resources at marc.org/bikemonth.
- A media ad campaign to promote cycling using radio, billboards, transit bus ads and social media, all under the theme “Bikes Connect Us.” Original illustrated artwork for this campaign was produced by local artist Nicholette Haigler.
- A community bike ride in partnership with Women Led Cycling and other local cycling groups.
- The printing and distribution of the Spring 2024 Greater Kansas City Regional Trails & Bikeways Map (see below).

Greater Kansas City Regional Trails & Bikeways Map

MARC prints a map of the Kansas City region’s trails and bikeways every two years. The 2024 map will portray approximately:

- 898 miles of shared use paths
- 194 miles of bike lanes
- 20 miles of separated bike lanes
- 351 miles of marked bike routes
- 199 miles of mountain bike trails
- 292 miles of walking trails
- 153 miles of equestrian trails
- 60 miles of paved shoulders

The map will also show the locations of RideKC Bike hubs. Its cover will feature original illustrated artwork from local artist Nicholette Haigler.

The printed map will include a QR code that accesses the online version of the map, which will show updates made since the map was printed. The printing will use CMAQ funds under the Active Transportation program. Approximately 20,000 maps will be printed and distributed through channels such as bike shops, libraries, and direct mailings.

POLICY CONSIDERATIONS:

These activities provide encouragement and information regarding active transportation, supporting the Connected KC 2050 goal of Transportation Choices.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
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Rachel Krause