



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

There will be an online meeting of MARC's Total Transportation Policy Committee on **Tuesday, September 21, 2021, at 9:30 a.m.**

A G E N D A

1. *Welcome & Introductions*
2. *VOTE: July 20, 2021 Meeting Minutes**
3. *VOTE: Draft 2022-2026 TIP for Public Review and Comment**
4. *VOTE: MoDOT Unfunded Priorities**
5. *VOTE: Functional Classification System Changes**
6. REPORT: 2021 Certification Review
7. REPORT: A First Look at Data from the 2020 Census
8. REPORT: 2021 Performance Measures
9. REPORT: Zero Fare Impact Analysis
10. REPORT: Green Commute Challenge
11. Other Business
12. Adjournment

*Action Items

Due to social distancing requirements stemming from the coronavirus pandemic, the meeting will be held via teleconference. Members of the public who wish to participate in this meeting please email transportation@marc.org by Noon on Monday September 20, 2021 for instructions to join the teleconference.

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

Total Transportation Policy Committee

July 20, 2021

Meeting Summary

Members, Alternates Present-Representing

Chuck Adams, Wyandotte County Municipalities
Mayor Carson Ross, Jackson County Municipalities
Perry Allen, MoDOT
Lauren Anderson, Leavenworth County
Mike Brungardt, Johnson County Municipalities
Cory Davis, KDOT
Tom Gerend, KC StreetCar
Commissioner Janee Hanzlick, Johnson County
Bob Heim, Platte County
Leslie Herring, Johnson County Municipalities
Tony Hofmann, City of Overland Park
Mary Jaeger, City of Olathe
Dick Jarrod, KCATA
Mayor Leonard Jones, Jackson County
Greg Kindle, Wyandotte EDC
Paul Kramer, Leavenworth County Municipalities
Kent Lage, Johnson County
Mayor Norman Larkey, Cass County Municipalities
Nathan Law, Miami County Municipalities
Janet McRae, Miami County
Jack Messer, City of Overland Park
Matt Nolker, Ray County
Commissioner Jerry Nolte, Clay County
Fahteema Parrish, COMTO
Mark Randall, City of Independence
Greg Rokos, Cass County Municipalities
Melissa Sieben, Unified Govt WyCo/KCK
Mayor David Slater, Clay County Municipalities
Griffin Smith, MoDOT
Eva Steinman, FTA
Councilman Reginald Townsend, Cass County
Geoffrey Vohs, Johnson County
Commissioner Jim Walters, Unified Govt WyCo/KCK
Doug Whitacre, Johnson County Municipalities
Beth Wright, City of Olathe
Sabin Yanez, Northland Regional Chamber
Becky Yocham, Johnson County Municipalities

Brandon Mills, City of DeSoto
Jon Moore, KCATA
Clarence Munsch, GBA
Bill Noll, Leavenworth County
Britini O'Connor, MoDOT
Sarah Rose Shafer, Unified Govt WyCo/KCK
Allison Smith, KDOT
Mike Spickelmier, City of Lansing
Marisela Ward, MoDOT
Jacob Wilson, Affinis
John Zimmerman, TranSystems

MARC Staff Present

Ron Achelpohl, Dir. Of Transportation & Environment
Beth Dawson, Principal Planner
Darryl Fields, Principal Planner
Tom Jacobs, Environmental Program Director
Kate Ludwig, Environmental Program Assistant
Laura Machala, Transportation Planner III
Jessica Moberly, Transportation Intern
Martin Rivarola, Asst. Dir. of Trans. & Land Use Plan.
Jerome Rouser, Transportation Intern
Alex Rotenberry, Transportation Planner III
Amy Strange, Digital Communications Manager
Patrick Trouba, Transportation Planner I
Chris Upchurch, Technical Project Manager
Jermain Whitmore, Program Assistant
Marlene Nagel, Dir. Of Community Development

Others Present

CeCelia Cochran, FHWA-KS
AJ Farris, KCATA
Mark Fisher, MoDOT
Randy Gorton, BHC
Jenny Johnston, Northland Regional Chamber
Krystal Jolly, MoDOT
Kevin Klinkenberg, KCRTA

1) Welcome/Introductions

Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of June 15, 2021 Summary*

There were no changes to the May 18, 2021 meeting summary.

3) 2021 3rd Quarter Amendment to the 2020-24 Transportation Improvement Program*

The proposed 2021 3rd Quarter Amendment to the *2020-24 Transportation Improvement Programs* includes 81 projects:

- 31 new projects to be added, including but not limited to:
 - #490223 – RT Z; Bridge replacement over the Platte River
 - #590299 – MO-210; Bridge replacement at Brighton Avenue
 - #690601 – MO-291; Pavement resurfacing from Rte. 78 to 39th Street
 - #790142 – RT D; Bridge replacement over Coldwater Road
 - #990352 – Emergency response operations and staffing in the urban Kansas City District
- 50 modified projects
 - Scope
 - Schedule
 - Budget

Details of these projects are available for review on the Internet at:

<http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/21Q3amend.aspx>

MARC's Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. Four comments were received during the comment period. The comments and proposed responses can be referenced in the packet. Staff recommends for the committee to approve the 2021 3rd Quarter Amendment to the *FFY 2020-2024 TIP*.

A committee member had a question about the use of bicycle share-the-road pavement markings or "sharrows" on one of the projects and Mr. Achelpohl explained.

4) Coronavirus Response and Relief Supplemental Appropriations Act Recommendations*

The Missouri STP Priorities committee is exploring options under the Special Authority provisions of CRRSAA for preventive maintenance activities on local roadways to address deferred maintenance needs for area cities and counties. A special sub-committee met on May 25 and June 29 to consider strategies for fund allocation and program design for a roadway preventive maintenance program in FFY 2023.

The subcommittee considered allocating funds to counties and cities above 5,000 population based on population or a "minimum-allocation" approach for cities with populations between 5,000 and 10,000. Because the population-based approach would provide only token funding to smaller communities, the subcommittee recommends providing a minimum of \$50,000 to each community between 5-10k population with the remaining funds to be distributed based on population.

The subcommittee also discussed and recommended other considerations for the program, including:

- Designing the program to maximize federal funds at 100% participation to the extent possible, with provisions for local governments to cover the costs of any change orders or overruns.

- Using CRRSAA funds for program administration, preliminary engineering, and construction engineering.
- Focusing on local roadways not on the Federal Aid Highway system to provide maximum flexibility in implementing the program.
- Focusing on routes that connect neighboring jurisdictions, where practical.
- Avoiding routes that will trigger costly retrofits under Americans With Disabilities Act requirements or completing ADA upgrades on existing locally funded projects prior to federally funded work.
- Avoiding routes that will require extensive base or pavement repair prior to any preventive maintenance work.
- Grouping multiple jurisdictions' roadways into a small set of consolidated preventive maintenance contracts for economies of scale balanced with the opportunity for more firms to compete for the work.
- Using common specifications and mix designs to reduce cost and complexity of the program.
- Offering options for both Mill & Overlay contracts and Micro Surfacing contracts as needed.

MARC's role in the project will be to:

- Work with MoDOT to secure funding for administration, preliminary engineering, construction inspection and preventive maintenance contracts,
- Work with MoDOT and member jurisdictions to procure engineering services,
- Negotiate local agreements to cover program terms and costs,
- Manage project development activities and requirements,
- Conduct project lettings, and
- Manage construction inspection and federal grant reporting as needed.

The preventive maintenance program will use up to \$8,393,333 of HIP-CRRSAA funds supplemented by local government funds as needed to cover change orders and cost overruns. The Missouri STP Priorities Committees discussed implementation strategies for this funding at their May and June meetings.

Staff recommended that the committee approve proposed for roadway preventive maintenance program in MARC MPO counties in Missouri using HIP-CRRSAA funds not to exceed \$8,393,333 to be supplemented by additional local government funds as needed to cover change orders and cost overruns.

Committee Action:

Sabin Yanez made a motion to approve items 2 through 4 as presented. Fahteema Parrish seconded the motion which carried unanimously.

5) Kansas City Area Transportation Authority Planning Initiatives Update

Updates were provided by AJ Farris, Planner. Periodically local jurisdictions and agencies are invited to provide an update to the Committee on recent activities that impact transportation within our community. KCATA will provide an update on their recent 2019 Planning Sustainable Places projects, the Woodland Plaza plan, and the regional Wayfinding Plan.

More information about both PSP projects is also available at:

- Woodland Plaza: Planning Equitable Transportation Investments in a Redeveloping Community: https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019_PSP_KCATA_WoodlandPlaza_final.aspx
- Wayfinding System Plan: https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019_PSP_KC-Regional-Wayfinding-Plan_lowres.aspx

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

6) Comprehensive Economic Development Strategy

Marlene Nagel, MARC's Community Development Director, provided an update at the meeting. The plan provides an analysis of the regional economy and serves as a guide for establishing regional goals and objectives, developing and implementing a regional plan of action, and identifying investment priorities and funding sources. The plan integrates the region's human and physical capital planning in the service of economic development. Integrated economic development planning provides the flexibility to adapt to global economic conditions and fully utilize the region's unique advantages to maximize economic opportunity for its residents by attracting the private investment that creates jobs for the region's residents. The plan is a result of a continuing economic development planning process developed with broad-based and diverse public and private sector participation. It sets forth the goals and objectives necessary to solve the economic development problems of the region and clearly defines the metrics of success. Finally, the plan provides useful benchmarks by which Metropolitan Kansas City's economy can evaluate opportunities with other regions in the national economy. An overview of the 2019 CEDS is attached. MARC is in the process of updating the CEDS and is currently seeking input from regional stakeholders on the goals and objectives of this plan.

This item generated several comments and questions. A committee member commented that they are aware we track traded sectors as they relate to GDP, but would advocate for also looking at healthcare as this is the largest employment sector in WYCO, pays among the highest wages and cuts all socio-economic areas. They also found energy efficiency to be a great business retention tool and helped keep business cost increases in check, but companies only seem to be interested if there is a match from the local utility companies. They would love to see MARC facilitate a regional approach to certifying minority and women-owned companies and create a portal to find those businesses. Additionally, they recommended that we should consider a consistent governmental spending goal with local, minority and women owned companies. Need to make it easier to for these businesses to get engaged, as it is too much paperwork.

Another member remarked that they were informed that Womply data indicates a 26% decrease in small businesses, the BLS data indicates that the number of business establishments in Johnson County at the end of 2020 were the highest ever. They posit that the Womply data only provides one aspect of the picture, but that we have to look at overall data, some of which we are unable to determine. I also understand that the Womply data doesn't necessarily mean that a business has stopped operations, but may have lost business.

7) Missouri Unfunded Needs

During this report, staff provided an overview of the process and upcoming steps MARC will be undertaking with stakeholders in order to arrive at an updated prioritized project listing. MoDOT District staff are working with planning partners such as MARC to validate the existing project listing (tiers 1 and 2) previously approved by TTPC and to develop the additional needs listings for tier 3 and multimodal. Each district will identify projects totaling their portion of future funding in the amount of \$2 billion for Tier 3 road and bridge projects and \$1 billion in Multimodal projects.

This process will include a joint prioritization workshop to be held on August 31st at 1:30pm, for members of the following committees:

- Mo STP Priorities
- Bicycle Pedestrian Advisory Committee
- Total Transportation Policy Committee
- Highway Committee
- Goods Movement Committee
- Active Transportation Programming Committee
- Regional Transit Coordinating Council Technical Team

A recommendation will be returned to the TTPC by September 2021.

8) Connected KC 2050 Amendment Process

Staff provided an overview of the results of the Call for Projects and describe upcoming steps. MARC staff anticipates a potential for increased frequency in MTP amendment requests as a new federal transportation reauthorization is enacted, discretionary grant programs are refocused and direct congressional appropriations (earmarks) are again considered viable means to funding projects.

In order to account for a potential higher frequency of MTP amendment requests, MARC recently released a call for new and revised MTP Projects in 2021. The intent of this process is to identify any potential new projects which were previously not envisioned in 2019 and are therefore not included in CKC2050. Staff and committees will evaluate these projects using similar evaluation criteria to the 2019 call for projects. A schedule of upcoming activities is as follows:

Review/Staff Assessment	July-August 2021
Finalize Staff Assessment/Scoring	Mid-August 2021
Staff recommendations	Mid-August to Early September 2021
Modal Committee Review	September 2021
TTPC Review	October 2021

Planning committees will review any projects submitted in response to this call for MTP projects.

9) 2021 USDOT Certification Review

MARC staff provided an update on the review process at the meeting. The 2017 certification review identified one critical action related to the Coordinated Public Transportation Human Services Transportation Plan which was resolved soon after the review. It included commendations for MARC’s work to formalize transit representation on the MARC board of directors, regional planning partner’s proactive use and reporting of performance measures and MARC’s holistic approach to scenario planning in the development of the metropolitan transportation plan (MTP). It also included helpful recommendations for improvements to the regional partnership agreement, relationship of the MTP and transportation programming process, MTP environmental justice analysis, resource agency consulting process, ties between the TIP/STIP and performance targets, MTP environmental analysis and state funding processes for FHWA National Highway Performance Program Funds. Each of these recommendations has been addressed in some measure.

The 2021 Kansas City area certification review is scheduled for August 17-19. As in past reviews, the federal review team may seek direct feedback from planning partners including TTPC members.

10) Other Business

- There was no other business to discuss.

11) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held September 21, 2021.

TTPC AGENDA REPORT

September 2021
Item No. 3

ISSUE:

VOTE: Draft 2022-2026 Transportation Improvement Program

BACKGROUND:

MARC has prepared the Draft 2022-2026 Transportation Improvement Program (TIP) for public review and comment. The Draft TIP includes all federally funded surface transportation projects, and all regionally significant surface transportation projects regardless of funding source, planned for the Kansas City metropolitan area in Federal Fiscal Years 2022-2026.

The Draft 2022-2026 TIP has been developed by MARC in accordance with regulations contained in the FAST Act, the most recent legislation governing the federal transportation program. In accordance with these regulations the Draft 2022-2026 TIP includes:

- A financial plan that accounts for inflation and includes system-level estimates of operation & maintenance costs and revenues
- An environmental justice analysis that examines transportation investments and other considerations
- Discussion as to the effect of the programmed investments toward achieving performance targets
- Visualization techniques to help convey information

The complete Draft 2022-2026 Transportation Improvement Program is available for review at:

<http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/2022-2026-TIP.html>

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

That TTPC release the Draft 2022-2026 Transportation Improvement Program (TIP), including the Financial Plan and Environmental Justice analysis for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

September 2021
Item No. 4

ISSUE:

VOTE: Missouri Unfunded Needs

BACKGROUND:

MoDOT has communicated to MARC that it seeks to update its *unfunded transportation needs* list in order to include the addition of a third tier of unfunded state system priorities and a new set of multimodal priorities. The goal of the *unfunded needs list* is to be able to react quickly with deliverable projects to any identified or secured funding and to provide a list of projects which represent where additional funding could be used.

MoDOT District staff have worked with planning partners such as MARC to validate the existing project listing (tiers 1 and 2) previously approved by TTPC and to develop the additional needs listings for tier 3 and multimodal. During this report, staff will provide an overview of the process MARC has undertaken with stakeholders to arrive at an updated prioritized project listing. This process has included a joint prioritization workshop on September 2nd as well as various follow-up discussions with MARC committees.

The Missouri STP priorities committee, the Regional Transit Coordination Council Technical Team and the Bicycle Pedestrian Advisory committee are scheduled to meet between September 14th and 16th to finalize recommendations. These will be shared with the TTPC prior to the meeting and will be further described at that time. TTPC will then be asked to act on these recommendations in advance of the September 30th MoDOT deadline.

This packet includes some guidelines provided by MoDOT to help guide this process. In addition, we have included materials which were shared at the September 2nd workshop as well as the survey questionnaire and results from that event. **Please note** that these are not the final recommendations from the committees, which are anticipated by the end of this week.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

None. Information only.

STAFF CONTACT

Martin Rivarola
Ron Achelpohl

MODOT

2021 Unfunded Needs Project Prioritization Guidelines

With the expansion of the unfunded needs list to include the addition of a third tier and a multimodal listing, Districts will need to work with Planning Partners now through September to validate the existing project listing (tiers 1 and 2) and to develop a the additional needs listings for tier 3 and multimodal. Each district will identify projects totaling their portion of future funding in the amount of \$2 billion for Tier 3 road and bridge projects and \$1 billion in Multimodal projects. The goal of the unfunded needs list is to be able to react quickly with deliverable projects to any identified or secured funding and to provide a list of projects which represent where additional funding could be used.

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

1. Tier 1 - \$500 million urgent needs
 - a. Projects must be deliverable (awarded) with in the timeline of the current STIP.
2. Tier 2 - \$2 billion of remaining needs
 - a. Projects should be deliverable in any of the next 10 years, 2023-2032.
3. Tier 3 - \$2 billion of remaining needs
 - a. Remaining needs deliverable in future years

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

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

General Guidance:

- Due to the need to have projects that can be located easily (as might be required to show projects within congressional districts) projects are required to be landed in TMS, and as such Various/Variouse for route and county cannot be used.
- Additionally, each project location must be landed under separate entries. Grouped routes of similar treatments must be separated into individual entries with specific costs and location data.
- Estimates should be in today's dollars. During each review cycle, costs can be reviewed and revised if necessary.

- Once formally published, needs are not deleted. When a project is no longer a regional priority and removed from the list or if a need is formally committed in the STIP, specific fields in the Unfunded Needs List TMS application are updated to reflect the disposition. Only erroneous TMS entries incorrectly identifying an added need which occurred during the unfunded needs development should be deleted.
 - When a need is formally added to the STIP
 - Added to STIP is updated to Yes
 - STIP Cycle Added is updated to reflect the STIP Cycle in which the project was added
 - Job Number is updated to reflect the project Job Number added to the STIP
 - When a project which was previously a need is delivered
 - Delivered is updated to Yes
 - Year Delivered is updated to the award year
 - When a project is no longer regionally supported and is removed from the list

- Removed by Dist. Without Adding to STIP is updated to Yes.
- While reviewing the existing unfunded needs the following fields should not be significantly changed without discussion with CO TP (Minor adjustments which tweak a project location or clarify the anticipated work are acceptable)
 - Description
 - Location (TW ID, Route, Begin Log, End Log or County Name)

Potential Future Funds (millions)						
Region		Road and Bridge				Multimodal
District	Distribution ¹	\$500 Million Tier 1	\$2 Billion Tier 2	\$2 Billion Tier 3	Total	\$1 Billion
NW	4.64%	\$23.22	\$92.89	\$92.89	\$208.99	\$46.44
NE	4.68%	\$23.39	\$93.56	\$93.56	\$210.52	\$46.78
KCR	2.80%	\$14.02	\$56.09	\$56.09	\$126.20	\$28.04
KC Urban	18.37%	\$91.85	\$367.38	\$367.38	\$826.61	\$183.69
CD	11.27%	\$56.34	\$225.38	\$225.38	\$507.10	\$112.69
SL	34.58%	\$172.90	\$691.61	\$691.61	\$1,556.12	\$345.80
SWR	9.56%	\$47.81	\$191.26	\$191.26	\$430.33	\$95.63
SWU	5.30%	\$26.49	\$105.97	\$105.97	\$238.43	\$52.98
SE	8.79%	\$43.97	\$175.87	\$175.87	\$395.70	\$87.93
Total Dist.	100%	\$500	\$2,000	\$2,000	\$4,500	\$1,000

1 Distributed based upon the MHTC's FY23 system improvements funding formula.

Timeline: The due date for the high priority unfunded projects to SharePoint is **September 30th**.

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

MoDOT
Unfunded
Needs Project
Priorities





Tier 1 High-Priority Unfunded Road and Bridge Needs - 2021

District	Improve Bridge Condition	Improve Road Condition	Major Interstate Reconstruction	Increase Economic Growth and Improve Safety	Total
Kansas City Urban				\$100,970	\$100,970

Amounts in \$1,000 in 2021 Dollars (Uninflated)

Tier 1 - Unfunded Road and Bridge Needs - 2021					
District	County	Route	Project Description	Estimated Funding Needed (\$1,000)*	Citizen's Guide Unfunded Needs Category
Kansas City Urban	Jackson	I-70	Corridor improvements from downtown Kansas City to I-435 - Asset Management and EIS	\$100,970	Increase Economic Growth and Improve Safety
Tier 1 Prioritized Needs - Kansas City Urban Total:				\$100,970	



Tier 2 High-Priority Unfunded Road and Bridge Needs - 2021

District	Improve Bridge Condition	Improve Road Condition	Major Interstate Reconstruction	Increase Economic Growth and Improve Safety	Total
Kansas City Urban		\$182,830		\$180,000	\$362,830

Amounts in \$1,000 in 2021 Dollars (Uninflated)

Tier 2 - Unfunded Road and Bridge Needs - 2021					
District	County	Route	Project Description	Estimated Funding Needed (\$1,000)*	Citizen's Guide Unfunded Needs Category
Kansas City Urban	Jackson	I-70	Corridor improvements from I-435 to I-470	\$180,000	Increase Economic Growth and Improve Safety
Kansas City Urban	Clay	1	Pavement Rehabilitation	\$27,142	Improve Road Condition
Kansas City Urban	Jackson	50	Pavement Rehabilitation	\$38,070	Improve Road Condition
Kansas City Urban	Platte	D	Pavement Rehabilitation	\$10,857	Improve Road Condition
Kansas City Urban	Jackson, Cass	I-49	Pavement Rehabilitation	\$90,475	Improve Road Condition
Kansas City Urban	Platte	92	Pavement Rehabilitation	\$16,286	Improve Road Condition
Tier 2 Prioritized Needs - Kansas City Urban Total:				\$362,830	

Tier 3 Unfunded Needs (MoDOT Priorities)



MoDOT (Tier III) Prioritization (Target funding = \$367 million)

Project Name	Agency	Score	Plan Status	Cost
MoDOT Priorities				
<u>I-29 and I-35 Corridor Improvements</u>	MoDOT	104	High Priority Illustrative	\$ 120,000,000
<u>I-70 and I-470 Interchange Improvement</u>	MoDOT	100	Constrained	\$ 55,000,000
<u>I-35 (I-435 to US 69) Corridor Improvements</u>	MoDOT	87	High Priority Illustrative	\$ 50,000,000
<u>I-49 Capacity Project (155th St. to North Cass Parkway)</u>	MoDOT	86	High Priority Illustrative	\$ 34,200,000
<u>I-70 Capacity Project (MO 7 to Rt. F)</u>	MoDOT	77	High Priority Illustrative	\$ 52,900,000
Subtotal				\$ 312,100,000

Tier 3 Unfunded Needs (Other Priorities)



Project Name	Agency	Score	Plan Status	Cost
<u>US 169/I-70 Planning and Environmental Linkages Study Implementation</u>	KCMO	165	Constrained	\$ 315,000,000
<u>Missouri Route 9 from 3rd Street to Admiral</u>	KCMO	161	Constrained	\$ 15,000,000
<u>23rd Street (M-78) Complete Streets</u>	Independence	132	High Priority Illustrative	\$ 20,000,000
<u>Safety Improvements Across Bruce R. Watkins</u>	KCMO	128	Mini Call (High Scoring)	\$ 20,700,000
<u>19th Street & Route 33 Intersection</u>	Kearney	103	Mini Call (High Scoring)	\$ 2,800,000
<u>Intersection improvements to reduce congestion and enhance safety</u>	MoDOT	101	Constrained	\$ 32,730,000
<u>Interchange operation and safety improvements</u>	MoDOT	98	Constrained	\$ 163,640,000
<u>I-35/I-670/US-71 Downtown Loop Improvements</u>	MoDOT	97	Constrained	\$ 234,000,000
<u>I-470/US 50 Interchange Improvement</u>	MoDOT	95	High Priority Illustrative	\$ 40,000,000
<u>M-7 Highway Improvements</u>	Independence	93	High Priority Illustrative	\$ 40,000,000
<u>Interstate 49/ Route 58 Interchange Enhancement Project</u>	Belton	93	High Priority Illustrative	\$ 21,450,000
<u>US 50 Capacity Project (Colbern Road to Todd George Parkway)</u>	MoDOT	92	High Priority Illustrative	\$ 75,000,000
<u>Strategic pedestrian safety improvements</u>	MoDOT	89	Constrained	\$ 25,200,000
<u>MO 291 (I-435 to Ash) Corridor Improvements</u>	MoDOT	77	High Priority Illustrative	\$ 35,000,000
<u>I-470 Capacity Project US 50 to 39th Street</u>	MoDOT	75	High Priority Illustrative	\$ 73,200,000
			Subtotal	\$ 1,113,720,000
			TOTAL	\$ 1,425,820,000

MoDOT Unfunded Needs

* 1. Here is the priority ranking of the MoDOT unfunded needs projects:

** indicates MoDOT priorities

- **I-29 and I-35 Corridor Improvements - Score: 104 - \$120,000,000
- **I-70 and I-470 Interchange Improvement - Score: 100 - \$55,000,000
- **I-35 (I-435 to US 69) Corridor Improvements - Score: 87 - \$50,000,000
- **I-49 Capacity Project (155th St. to North Cass Parkway) - Score: 86 - \$34,200,000
- **I-70 Capacity Project (MO 7 to Rt. F) - Score: 77 - \$52,900,000
- US 169/I-70 Planning and Environmental Linkages Study Implementation - Score: 165 - \$315,000,000
- Missouri Route 9 from 3rd Street to Admiral - Score: 161 - \$15,000,000
- 23rd Street (M-78) Complete Streets - Score: 132 - \$20,000,000
- Safety Improvements Across Bruce R. Watkins - Score: 128 - \$20,700,000
- 19th Street & Route 33 Intersection - Score: 103 - \$2,800,000
- Intersection improvements to reduce congestion and enhance safety - Score: 101 - \$32,730,000
- Interchange operation and safety improvements - Score: 98 - \$163,640,000
- I-35/I-670/US-71 Downtown Loop Improvements - Score: 97 - \$234,000,000
- I-470/US 50 Interchange Improvement - Score: 95 - \$40,000,000
- M-7 Highway Improvements - Score: 93 - \$40,000,000
- Interstate 49/ Route 58 Interchange Enhancement Project - Score: 93 - \$21,450,000
- US 50 Capacity Project (Colbern Road to Todd George Parkway) - Score: 92 - \$75,000,000
- Strategic pedestrian safety improvements - Score: 89 - \$25,200,000
- MO 291 (I-435 to Ash) Corridor Improvements - Score: 77 - \$35,000,000
- I-470 Capacity Project US 50 to 39th Street - Score: 75 - \$73,200,000

Do you agree with this ranking?

- Yes
- No
- Prefer not to rank

NEXT



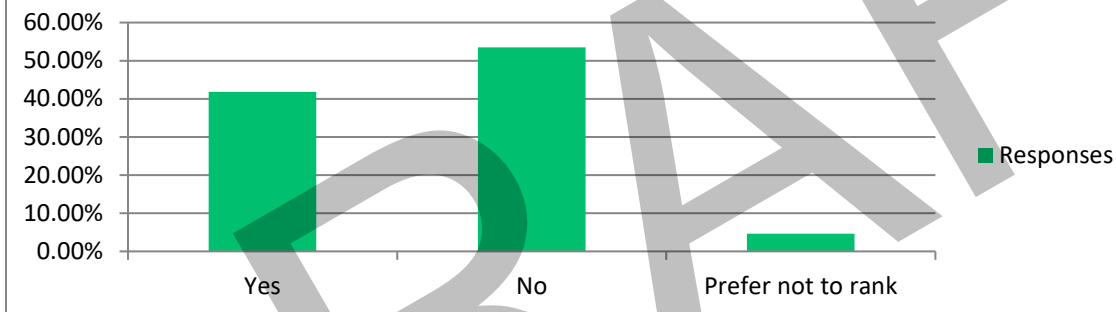
MoDOT Unfunded Needs

Here is the priority ranking of the MoDOT unfunded needs projects:

Answer Choices	Responses	
Yes	41.86%	18
No	53.49%	23
Prefer not to rank	4.65%	2
Answered		43
Skipped		0

Here is the priority ranking of the MoDOT unfunded needs projects:** indicates MoDOT priorities

**I-29 and I-35 Corridor Improvements - Score: 104 - \$120,000,000...



MoDOT Unfunded Needs

2. How would you rank these projects?

		**I-29 and I-35 Corridor Improvements - Score: 104 - \$120,000,000
		**I-70 and I-470 Interchange Improvement - Score: 100 - \$55,000,000
		**I-35 (I-435 to US 69) Corridor Improvements - Score: 87 - \$50,000,000
		**I-49 Capacity Project (155th St. to North Cass Parkway) - Score: 86 - \$34,200,000
		**I-70 Capacity Project (MO 7 to Rt. F) - Score: 77 - \$52,900,000
		US 169/I-70 Planning and Environmental Linkages Study Implementation - Score: 165 - \$315,000,000
		Missouri Route 9 from 3rd Street to Admiral - Score: 161 - \$15,000,000
		23rd Street (M-78) Complete Streets - Score: 132 - \$20,000,000
		Safety Improvements Across Bruce R. Watkins - Score: 128 - \$20,700,000
		19th Street & Route 33 Intersection - Score: 103 - \$2,800,000
		Intersection improvements to reduce congestion and enhance safety - Score: 101 - \$32,730,000
		Interchange operation and safety improvements - Score: 98 - \$163,640,000
		I-35/I-670/US-71 Downtown Loop Improvements - Score: 97 - \$234,000,000
		I-470/US 50 Interchange Improvement - Score: 95 - \$40,000,000
		M-7 Highway Improvements - Score: 93 - \$40,000,000
		Interstate 49/ Route 58 Interchange Enhancement Project - Score: 93 - \$21,450,000
		US 50 Capacity Project (Colbern Road to Todd George Parkway) - Score: 92 - \$75,000,000
		Strategic pedestrian safety improvements - Score: 89 - \$25,200,000
		MO 291 (I-435 to Ash) Corridor Improvements - Score: 77 - \$35,000,000
		I-470 Capacity Project US 50 to 39th Street - Score: 75 - \$73,200,000

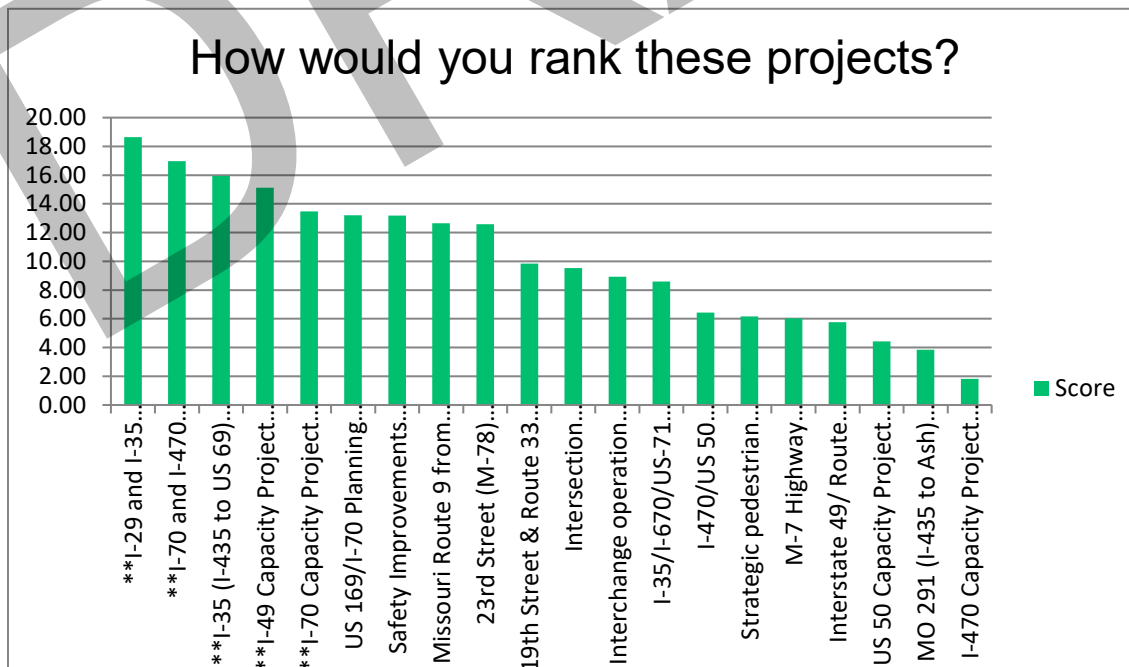
PREV

NEXT



MoDOT Unfunded Needs How would you rank these projects?

	Total	Score
**I-29 and I-35 Corridor Improvements	727	18.64
**I-70 and I-470 Interchange Improvement	662	16.97
**I-35 (I-435 to US 69) Corridor Improvements	622	15.95
**I-49 Capacity Project (155th St. to North Cass Parkway)	590	15.13
**I-70 Capacity Project (MO 7 to Rt. F)	525	13.46
US 169/I-70 Planning and Environmental Linkages Study	515	13.21
Safety Improvements Across Bruce R. Watkins	514	13.18
Missouri Route 9 from 3rd Street to Admiral	493	12.64
23rd Street (M-78) Complete Streets	491	12.59
19th Street & Route 33 Intersection	384	9.85
Intersection improvements to reduce congestion and enhance safety	372	9.54
Interchange operation and safety improvements	348	8.92
I-35/I-670/US-71 Downtown Loop Improvements	335	8.59
I-470/US 50 Interchange Improvement	251	6.44
Strategic pedestrian safety improvements	240	6.15
M-7 Highway Improvements	235	6.03
Interstate 49/ Route 58 Interchange Enhancement Project	225	5.77
US 50 Capacity Project (Colbern Road to Todd George Parkway)	173	4.44
MO 291 (I-435 to Ash) Corridor Improvements	150	3.85
I-470 Capacity Project US 50 to 39th Street	71	1.82
	39	





MoDOT Unfunded Needs

* 3. How would you split the funds between these buckets?

Do not enter percent signs (%) and make sure your responses add up to 100.

Bike/ped

Freight

Transit

PREV

DONE

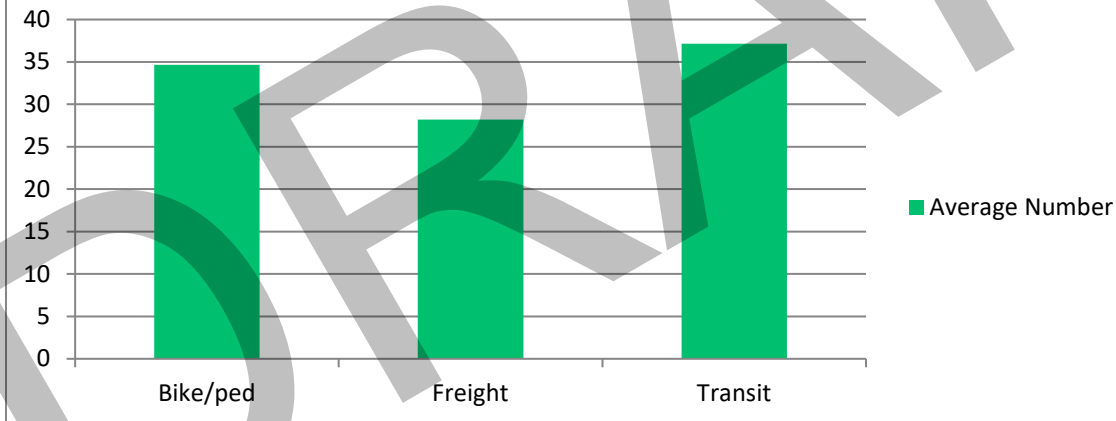
MoDOT Unfunded Needs

How would you split the funds between these buckets?

Answer Choices	Average Number	Total Number	Responses	
Bike/ped	34.64285714	1455	100.00%	42
Freight	28.21428571	1185	100.00%	42
Transit	37.14285714	1560	100.00%	42
Answered				42
Skipped				1

FUNDING=	\$ 182,000,000	Round
\$ 63,050,000		\$ 60,000,000
\$ 51,350,000		\$ 50,000,000
\$ 67,600,000		\$ 72,000,000

How would you split the funds between these buckets? Do not enter percent signs (%) and make sure your responses add up to 100.



TTPC AGENDA REPORT

September 2021
Item No. 5

ISSUE:

*VOTE: Functional Classification System Updates**

BACKGROUND:

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

As the Metropolitan Planning Organization for the Kansas City Region, MARC is responsible for developing and maintaining the Functional Classification system of roadways within its planning boundaries through coordination with local cities, counties, and departments of transportation. MARC follows an established schedule of two updates per year.

POLICY CONSIDERATIONS:

Functional classification determines the eligibility of roadways to receive federal funds, most notably the STP funds that MARC's programming committees award every two years.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

The Highway Committee reviewed and recommended approval of the requested functional classification changes in Kansas on July 28, 2021.

RECOMMENDATION:

Approve Functional Classification System changes as presented.

STAFF CONTACT:

Chris Upchurch

City	State	Roadway	From	To	Current Classification	Proposed Classification
Lansing	KS	East McIntyre Road	K-7	K-5	None	Major Collector
Lenexa	KS	101st Street	Woodland Road	Lone Elm	None	Minor Collector
Lenexa	KS	Ridgeview Road	Prairie Star Parkway	K-10 Highway	None	Minor Arterial
Lenexa	KS	99th Street	Ridgeview Road	Renner Boulevard	None	Major Collector
Lenexa	KS	Britton Street	Prairie Star Parkway	99th Street	None	Minor Collector
Lenexa	KS	113th street	Renner Boulevard	Santa Fe Trail Drive	None	Major Collector
Lenexa	KS	Lakeview Avenue	College Boulevard	113th Street	None	Minor Collector
Lenexa	KS	105th Street	Lackman Road	Santa Fe Trail Drive	None	Major Collector
Lenexa	KS	99th Street	Santa Fe Trail Drive	Loiret Boulevard	None	Major Collector
Lenexa	KS	Maurer Road/Loiret Boulevard	79th Street	99th Street	None	Major Collector
Lenexa	KS	83rd Street	Maurer Road	Quivira Road	None	Minor Collector
Lenexa	KS	Nieman Road and 81st Street	79th Street	Marshall Drive	None	Minor Collector
Lenexa	KS	Rosehill Road	87th Street Parkway	Santa Fe Trail Drive	None	Minor Collector
Lenexa	KS	Monrovia	95th St	96th Terrace	None	Major Collector
Lenexa	KS	96th Terrace and Lenexa Drive	Monrovia Street	Pflumm Road	None	Major Collector
Lenexa	KS	99th Street	Quivira Road	Rosehill Road	None	Minor Collector
Lenexa	KS	Rosehill Road	96th Terrace	103rd Street	None	Minor Collector

TTPC AGENDA REPORT

September 2021
Item No. 6

ISSUE:

REPORT: 2021 USDOT Certification Review

BACKGROUND:

Federal planning regulations require the Federal Highway Administration and Federal Transportation Administration to review and certify every region's metropolitan planning process every four years. These reviews provide an opportunity to demonstrate compliance with metropolitan planning regulations, highlight commendable practices and identify opportunities for improvement among the regional planning partners.

The 2017 certification review identified one critical action related to the Coordinated Public Transportation Human Services Transportation Plan which was resolved soon after the review. It included commendations for MARC's work to formalize transit representation on the MARC board of directors, regional planning partner's proactive use and reporting of performance measures and MARC's holistic approach to scenario planning in the development of the metropolitan transportation plan (MTP). It also included helpful recommendations for improvements to the regional partnership agreement, relationship of the MTP and transportation programming process, MTP environmental justice analysis, resource agency consulting process, ties between the TIP/STIP and performance targets, MTP environmental analysis and state funding processes for FHWA National Highway Performance Program Funds. Each of these recommendations has been addressed in some measure.

The 2021 Kansas City area certification review was conducted August 17-19. Preliminary results of the review were very positive, with no critical actions and numerous commendations and constructive recommendations. Representatives of the federal review team will provide more information at the meeting.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

None. Information only.

STAFF CONTACT

Ron Achelpohl

TTPC AGENDA REPORT

September 2021
Item No. 7

ISSUE:

REPORT: A First Look at Data from the 2020 Census

BACKGROUND:

The first data from the 2020 Census was released on August 12th. This data was prepared to be used in the redistricting of congressional, state, and local legislative districts. As such, it is the most geographically detailed data that will be released, with estimates all the way down to block level, so that each set of such districts within a state can be drawn to have very close to the same voting age population, as required by law. The data also includes breakdowns by race and Hispanic origin so that districts can be drawn that are cognizant of maintaining fair racial representation.

These results were initially scheduled to be released by Dec. 31, 2020. However, the COVID-19 pandemic caused issues in ensuring people were counted. Because redistricting deadlines are approaching, the Census Bureau released these initial results in bulk, without the usual interface that makes it possible to select individual cities or counties, shifting the data processing burden to users.

At the meeting, MARC staff will present some preliminary results at the county and city levels, as well as some initial findings concerning how the region has changed over the last 10 years.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Frank Lenk

TTPC AGENDA REPORT

September 2021
Item No. 8

ISSUE:

REPORT: 2021 Performance Measures Report

BACKGROUND:

In support of a performance-based planning process, Connected KC 2050 includes a set of regional performance measures related to the vision and goals defined in the plan's Policy Framework. Since 2010, MARC has produced regular Performance Measures Reports to monitor trends and help MARC and regional transportation stakeholders to better understand and evaluate progress towards achieving the plan goals.

The 2021 Performance Measures Report looks at a subset of the performance measures identified in Connected KC 2050, concentrating on the measures most relevant to suballocated funding and other decisions that will come before MARC over the next year. A copy of the 2021 Performance Measures Report is attached.

MARC staff will introduce the 2021 Performance Measures Report, highlighting a selection of key findings and trends.

POLICY CONSIDERATIONS

The annual Performance Measures Report provides an update on the region's progress towards achieving the goals and objectives in Connected KC 2050. The information is provided to be considered by TTPC and other MARC committees in the context of regional transportation policies and priorities.

COMMITTEE ACTION

Targets for Safety, Transit State of Good Repair, National Highway System (NHS) Bridge and Pavement Condition, and NHS Reliability measures have been adopted by TTPC.

RECOMMENDATION

None. Information only

STAFF CONTACT

Chris Upchurch



Performance Measures Report

Mid-America Regional Council
Transportation Department

2021

MARC
MID-AMERICA REGIONAL COUNCIL

PERFORMANCE MEASURES

Performance based planning is where we measure performance, based on our goals, and use the results to inform future planning. The Kansas City region's long-range transportation Plan, Connected KC 2050, defines our goals: access to opportunity, public health and safety, healthy environment, transportation choices and economic vitality.

Based on those goals we have identified many performance measures. This report looks at a subset of those measures using updated data to inform our planning decisions, especially how we choose to spend federal funding coming to our region.

Performance measures at a glance

This chart gives a general indication of the trend of each measure — green means we're moving in the desired direction, yellow means we're not getting better or worse and red means we're heading the opposite way we'd like to be.

Moving in the desired direction:

- Travel Time Reliability

Not getting better or worse:

- Work Trips by Alternative Modes
- Ozone
- Vehicle Miles Traveled per Capita
- Interstate Pavement Condition

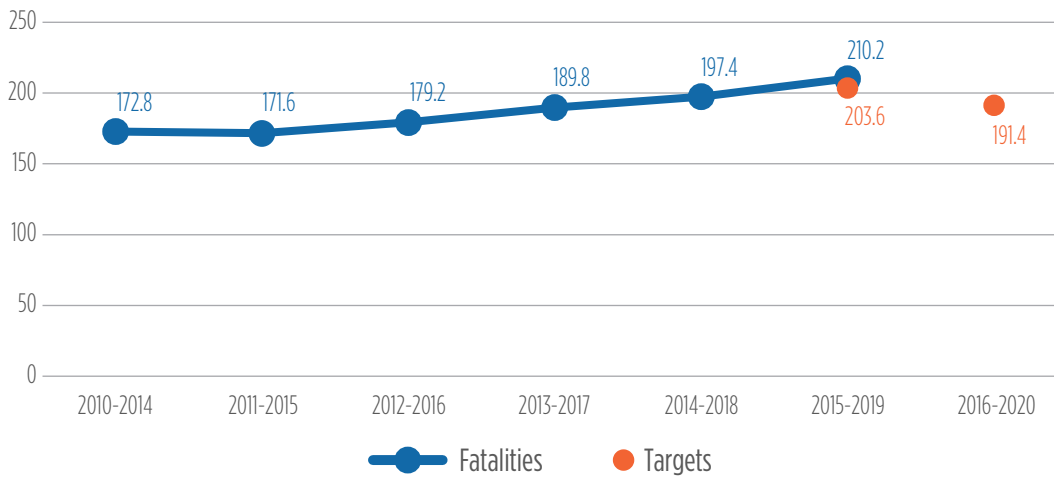
Moving in the opposite direction of our targets:

- Safety
- Miles of Streets with Protected Bike Facilities
- Other Major Roadways Pavement Condition
- Bridge Condition

SAFETY

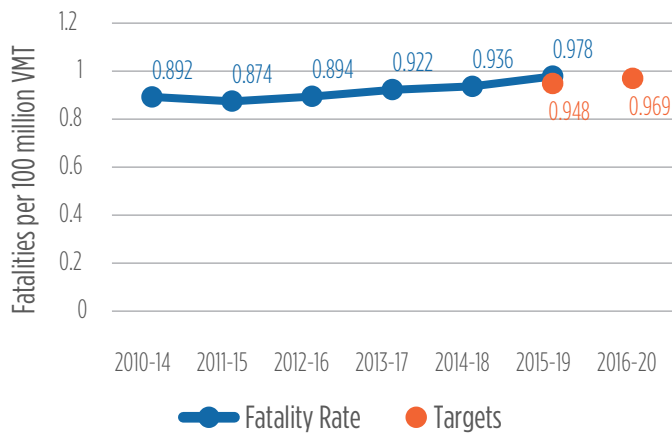
Traffic fatalities in the region have been rising consistently over time.

Fatalities

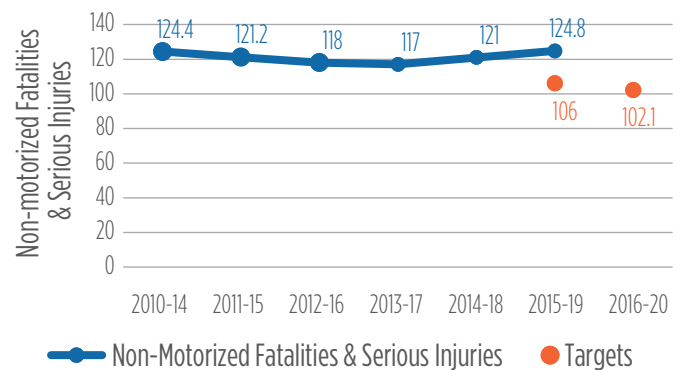


Other safety measures

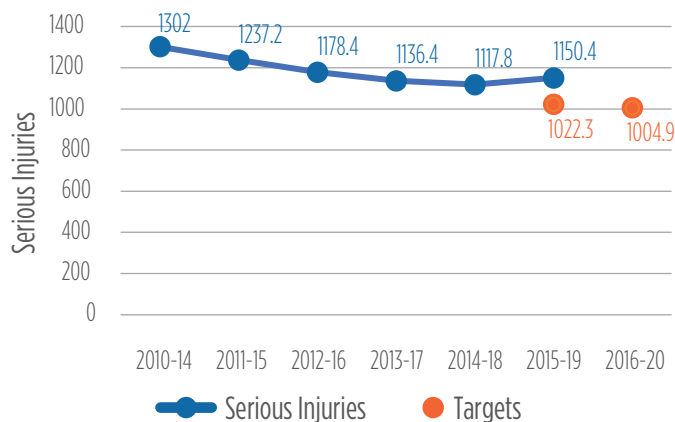
Fatality Rate



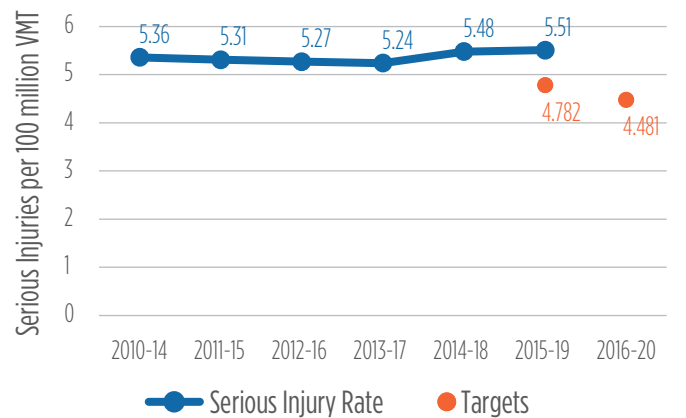
Non-Motorized Fatalities and Serious Injuries



Serious Injuries



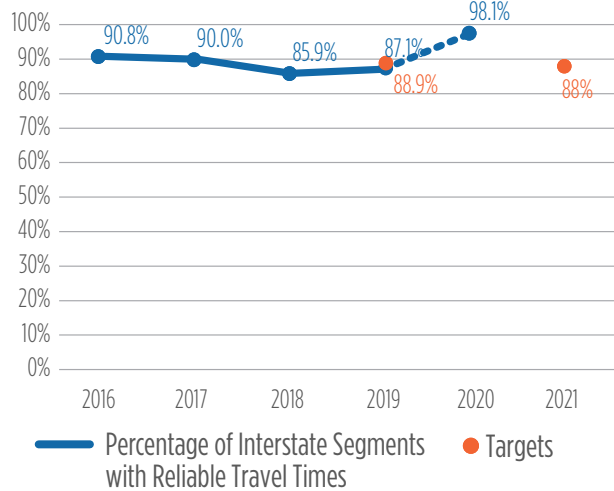
Serious Injury Rate



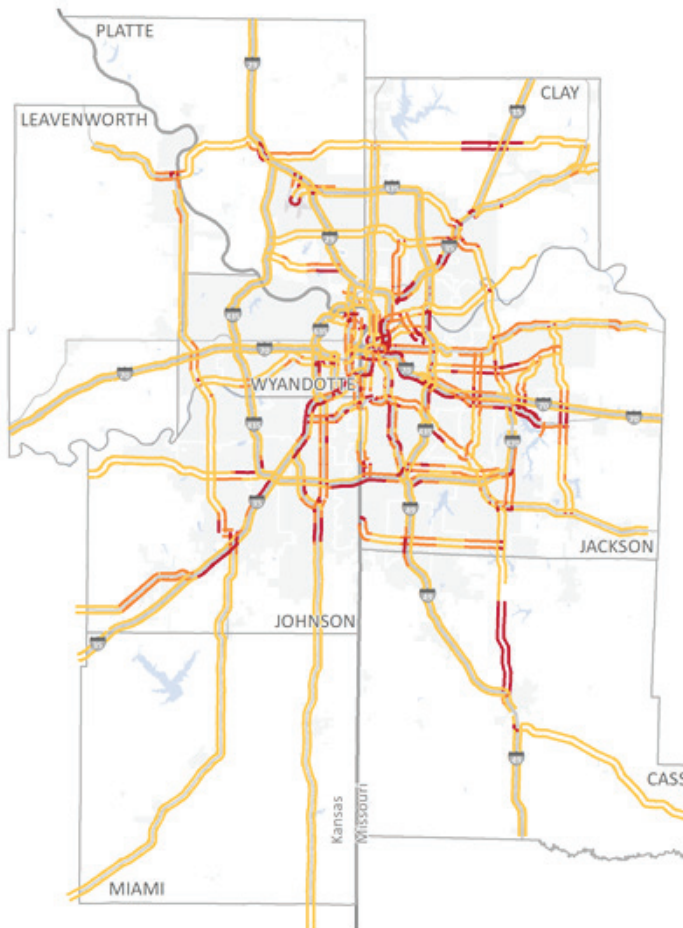
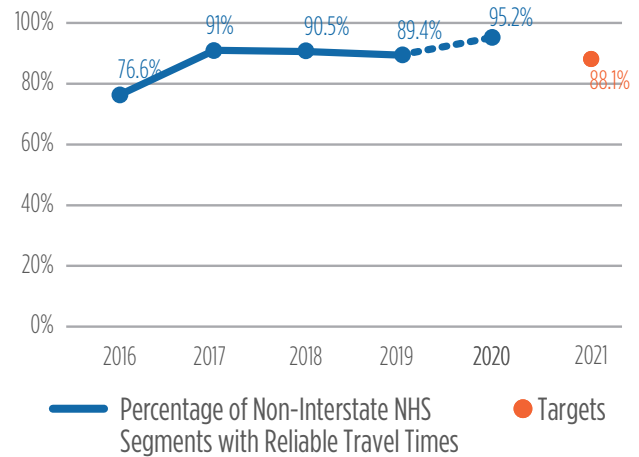
TRAVEL TIME RELIABILITY

Travel times in the region are highly reliable. More than 85% of interstate highway segments and almost 90% of the segments on other major roads provided reliable travel times in 2019.

Interstate Travel Time Reliability



Non-Interstate NHS Travel Time Reliability



Level of Travel Time Reliability (2019)

- Good (<1.25)
- Fair (1.25-1.49)
- Poor (>1.50)

Note that due to the pandemic, traffic volume was down significantly in 2020. This had the side effect of increasing reliability.

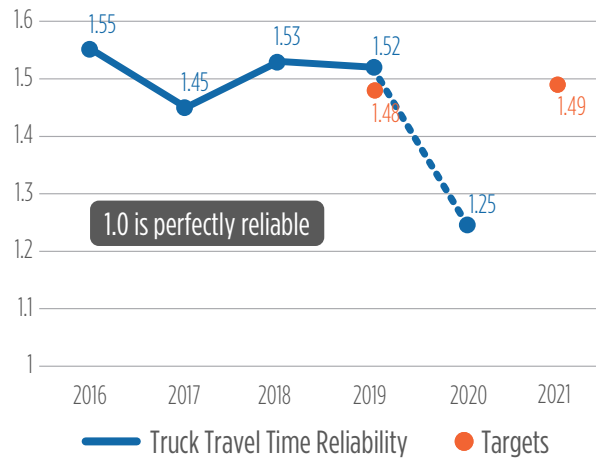
Source(s): INRIX
Date Prepared: 8/27/2021

Truck Travel Time Reliability

Truck travel times on major roads are also highly reliable. In 2019, even during the most congested times, truck travel times were only about 50% longer than average.

Note: Lower values are better. A travel time reliability index of 1.0 would indicate perfectly reliable travel times.

Data from the National Performance Management Research Data Set

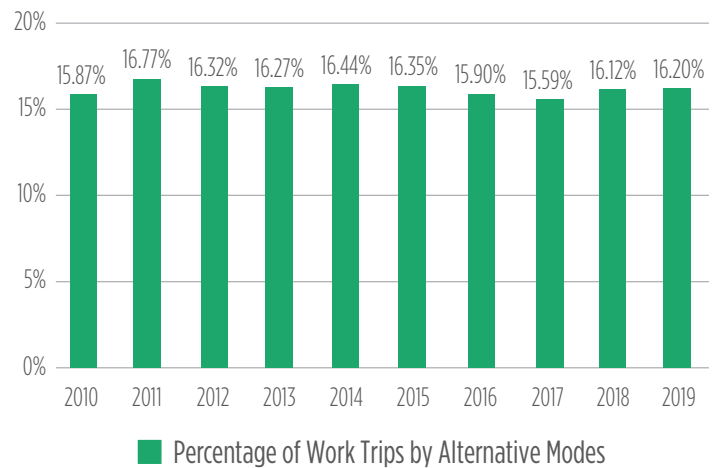


TRANSPORTATION CHOICES

Percentage of work trips by alternative modes

The proportion of trips to work in the region by alternative modes such as transit, carpooling, biking or walking has remained steady at around 16%.

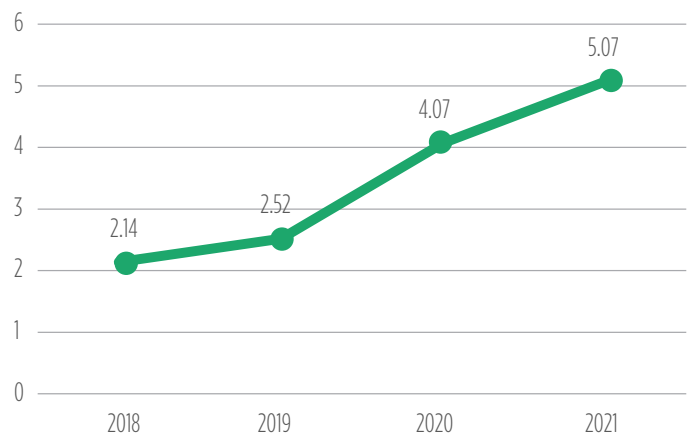
Data from the American Community Survey



Miles of streets with protected bike facilities

The region currently has more than 150 miles of bike lanes. Just over 5 miles of streets have bike facilities separated from traffic with a physical barrier. These protected bike lanes make cycling comfortable for a much wider array of riders.

Data from the Mid-America Regional Council

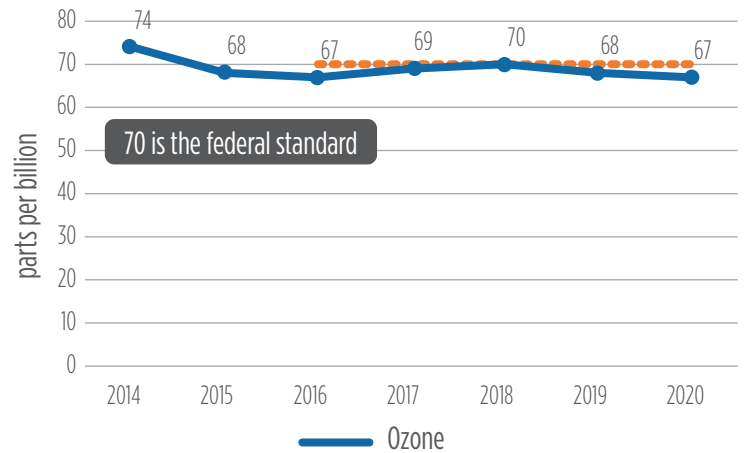


HEALTH & ENVIRONMENT

Ozone

Levels of ozone pollution in the region have been trending downward in recent years. We have been at or below the federal standard of 70 parts per billion since 2015.

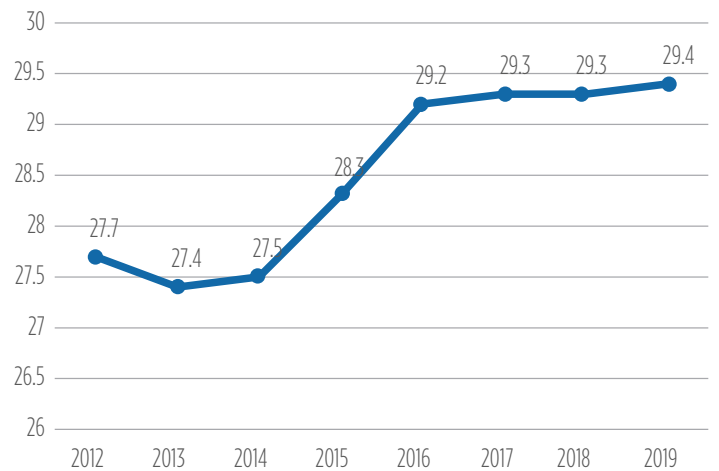
Data from Kansas Department of Health and Environment and Missouri Department of Natural Resources



Daily Vehicle Miles Traveled per Capita

The average number of miles driven climbed between 2012 and 2016, before stabilizing around 29 miles per person per day from 2016 to 2019.

VMT data from the Kansas Department of Transportation and Missouri Department of Transportation, Population data from the American Community Survey

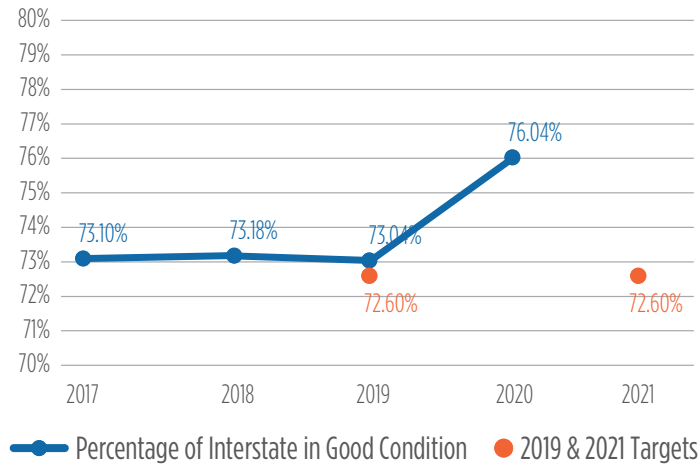


INFRASTRUCTURE CONDITION

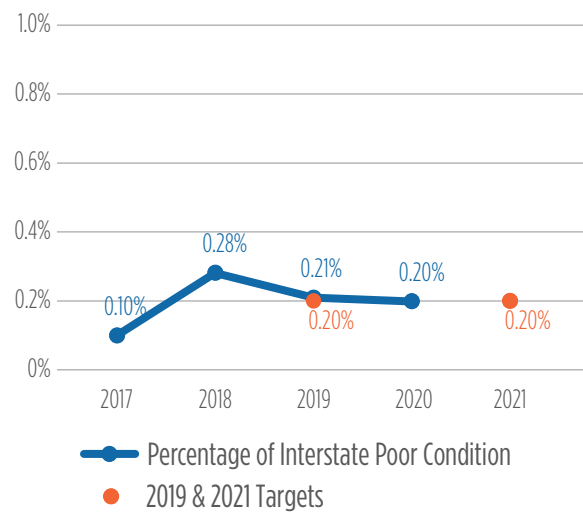
Pavement Condition

The pavement condition of the region's Interstate Highways is quite good, with more than 75% in good condition and just 0.2% in poor condition.

Percentage of Interstate in Good Condition



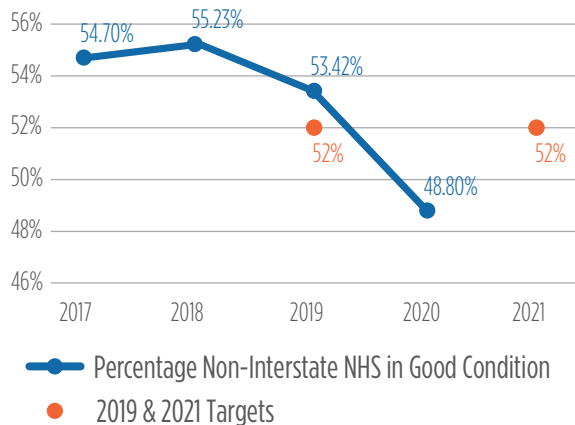
Percentage of Interstate in Poor Condition



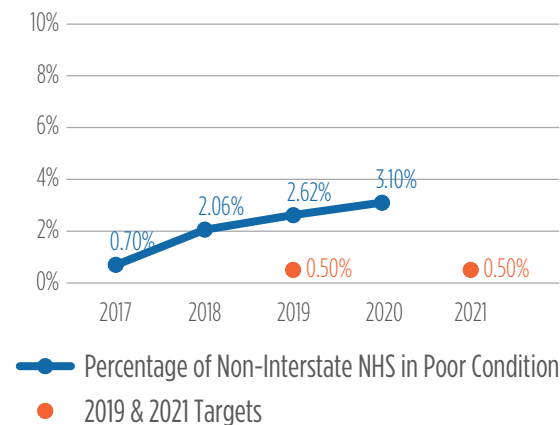
Pavement conditions on other major roadways in the region are not doing as well. Less than half are in good condition and more than 3% are in poor condition.

Data from the Kansas Department of Transportation and Missouri Department of Transportation

Percentage Non-Interstate NHS in Good Condition



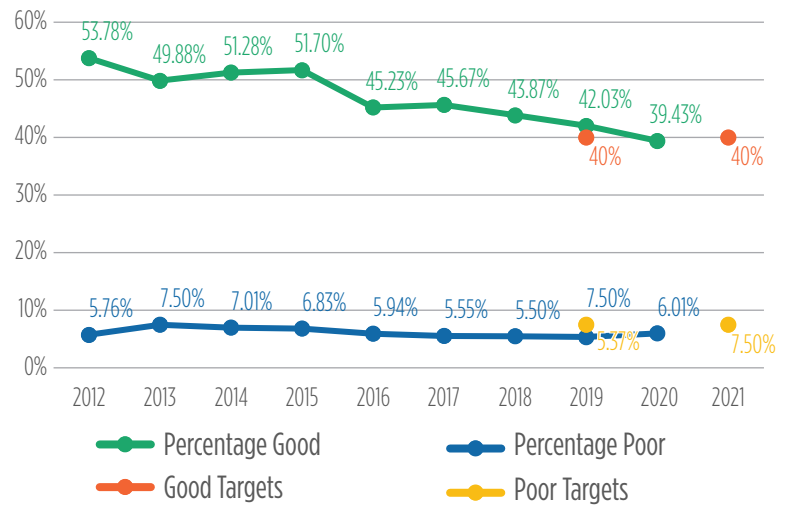
Percentage of Non-Interstate NHS in Poor Condition



Bridge Condition

The percentage of the region's bridges in good condition has been steadily declining over time. The condition of bridges on major roads (the National Highway System) has dropped from 50% to less than 40% over the past five years. During that time the percentage of bridges in poor condition has largely held steady.

Data from the National Bridge Inventory



TTPC AGENDA REPORT

September 2021
Item No. 9

ISSUE:

REPORT: Transit Zero Fare Impact Analysis

BACKGROUND:

At the request of the Kansas City Area Transportation Authority, MARC recently completed an analysis of the impacts of the zero-fare transit program implemented on regional fixed-route transit services since the start of the COVID-19 pandemic. The study was completed in partnership with the UMKC Henry W. Bloch School of Management and KU Transportation Center.

The study team found that the program was popular with riders and was correlated with positive impacts to the regional economy, transit ridership, safety, and security, but that additional revenues or cost savings would need to be identified for the program to be financially sustainable.

The full report is available at: <https://www.marc.org/Transportation/Plans-Studies/pdfs/Transit-Zero-Fare-Impact-Analysis.aspx>.

Staff will share key findings from this work at the meeting.

BUDGET CONSIDERATIONS:

None.

POLICY CONSIDERATIONS:

New funding to expand regional transit and mobility services is a cross-cutting strategy in *Connected KC 2050*, *Smart Moves 3.0*, the regional *Clean Air Action Plan* and the *Regional Climate Action Plan*. Zero-fare is not currently addressed in these plans.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

TTPC AGENDA REPORT

September 2021
Item No. 10

ISSUE:

REPORT: RideshareKC's Annual Green Commute Challenge

BACKGROUND:

The annual Green Commute Challenge begins on September 20th and runs through October 31st. Participating local employers will compete to reduce emissions on the way to work in the Kansas City metro area. Sign-ups to participate in this year's challenge have begun at RideshareKC.org. MARC staff will present results from the 2019 Green Commute Challenge and new changes for the 2021 Green Commute Challenge.

POLICY CONSIDERATIONS

ConnectedKC 2050, Kansas City Regional Climate Action Plan, Clean Air Action Plan and the Smart Moves Regional Transit and Mobility Plan promote strategies that increase choices for regional travelers. RideshareKC's Green Commute Challenge supports this goal by encouraging area workers to try other modes of transportation.

At the meeting, staff will provide more information about the challenge.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Natalie Phillips