



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, December 19, 2023, at 9:30 a.m.** This meeting will be held in a **hybrid in-person/virtual format** from the Board Room in the MARC offices at **600 Broadway, Suite 200 in Kansas City, Missouri, 64105** and online via Zoom.

A G E N D A

1. Welcome & Introductions
2. VOTE: November 21, 2023 Meeting Summary*
3. VOTE: 2024 Unified Planning Work Program – Amendment #1*
4. VOTE: 2024 1st Quarter Amendment to the 2024-2028 Transportation Improvement Program*
5. VOTE: Public Participation Plan Update*
6. VOTE: 2024 Safety Performance Management (Safety PM1) Targets and 2023 Destination Safe Media Campaign*
7. VOTE: Congestion Management Policy & Toolbox Update*
8. VOTE: Fall 2023 Functional Classification System Updates*
9. REPORT: 2023 Performance Measure Report
10. REPORT: KCI Airport Public Transit Action Plan
11. REPORT: Operation Green Light Program and USDOT SMART Grant Update
12. Other Business
13. Adjourn

**Action Items*

The meeting will be open to the public in person or via teleconference. Members of the public who wish to participate in the teleconference please email transportation@marc.org by Noon on Monday December 18, 2023, 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
November 21, 2023
Meeting Summary

Members, Alternates Present-Representing

Co-Chair Commissioner Janeé Hanzlick,
Johnson County, KS
Co-Chair Mayor Leonard Jones, Jackson
County, MO Municipalities
Lorraine Basalo, Overland Park, KS
Cecelie Cochran, FHWA-MO
Councilmember Fred DeMoro, Lee’s Summit,
MO
AJ Farris, KCATA
Tom Gerend, Kansas City Streetcar Authority
Jeff Hardy, MoDOT
Bob Heim, Platte County, MO
Leslie Herring, Johnson County, KS
Municipalities
Mary Jaeger, Olathe, KS
Joe Johnson, Johnson County, KS Municipalities
Mayor Norman Larkey, Cass County, MO
Municipalities
Janet McRae, Miami County, KS
Jack Messer, Overland Park, KS
Mike Moriarty, KDOT
Matt Nolker, Ray County, MO
Bill Noll, Leavenworth County, KS
Commissioner Jerry Nolte, Clay County, MO
Brian Nowotny, Jackson County, MO
Tawn Nugent, WTS
Aaron Otto, Johnson County, KS
Luz Ortiz, HETF Wyandotte County
Lisa Reynolds, Independence, MO
Eric Rogers, BikeWalkKC
Eric Sandberg, Miami County, KS
Randi Shannon, Miami County, KS
Municipalities
Michael Spickelmier, Leavenworth County, KS
Municipalities
Chad Thompson, Kansas City, MO
Councilmember Reginald Townsend, Cass
County, MO
Karl Walters, Clay County, MO
Beth Wright, Olathe, KS
Sabin Yanez, Northland Regional Chamber of
Commerce

Others Present

Tamara Barnes, A Loving Space Foundation
Monica Brede, Wyandotte EDC
John Findlay, Liberty, MO
Art Gough
Mark Green, Independence, MO
Jermaine Howard, A Loving Space Foundation
Katie Jardieu, MoDOT
Krystal Jolly, MoDOT
Sarah Long, MoDOT
Davonna Moore, CDM Smith
Andrew Ngui, Kansas City, MO
Britni O’Connor, MoDOT
Austin O’Regan, FlashParking
Andrew Robertson, GBA
Tod Salfrank, KDOT
Melissa Schmitz, MoDOT
Sarah Shafer, Unified Government of
Wyandotte County and Kansas City, KS
Janelle Sjue, UMKC
Allison Smith, KDOT
Llans Taylor, MoDOT
Krystal Voth, Basehor, KS
Marisela Ward, MoDOT
Brett Wood, GBA
Juan Yin, MoDOT

MARC Staff Present

Ron Achelpohl, Director of Transportation &
Environment
Karen Clawson, Principal Planner
Raymart Dinglas, Public Affairs Coordinator II
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Tom Jacobs, Environmental Programs Director
Kate Ludwig, Environmental Program Assistant
Emily Miller, Senior Environmental Planner
Martin Rivarola, Asst. Director of
Transportation & Land Use
Patrick Trouba, Transportation Planner II
Ray Webb, Manager of Traffic Operations,
Operation Green Light

1) *Welcome/Introductions*

Missouri Co-Chair Mayor Leonard Jones 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 October 17, 2023, Meeting Summary*

Co-Chair Jones called for a motion to approve the October 17, 2023 Total Transportation Policy Committee (TTPC) meeting summary.

Committee Action:

Kansas Co-Chair Commissioner Janeé Hanzlick moved to approve the meeting summary. Jack Messer seconded the motion and the motion passed.

3) *VOTE: Amend TTPC Bylaws*

Ron Achelpohl, Director of Transportation & Environment, reminded the committee that TTPC and the Board voted to recommend Ray County to be added to the MARC MPO boundary earlier in the fall. Governor Parson has approved the request, so Ray County is now formally included in the MARC MPO boundary. A proposed bylaws amendment was distributed to TTPC members in accordance with bylaws to grant Ray County voting status and add a seat for Ray County Municipalities. This change will increase the TTPC membership from 49 to 51, and will prompt coordination with Ray County to fill their vacant appointments accordingly. Bylaws amendments require a two-thirds vote of the quorum present to pass.

Committee Action:

Commissioner Jerry Nolte moved to approve the proposed amendment to the TTPC bylaws, and Sabin Yanez seconded the motion. The motion passed unanimously.

4) *VOTE: 2024-2028 Transportation Improvement Program*

At the September TTPC meeting, the committee approved MARC to share the draft 2024-2028 Transportation Improvement Program (TIP) for public review and comment, and one comment was received. The comment spoke to the timing of projects in Wyandotte County, and that comment was shared with Wyandotte County and KDOT for their consideration. The original comment and proposed response from MARC were included in the meeting packet.

Committee Action:

Joe Johnson moved to approve 2024-2028 Transportation Improvement Program as presented, and Mayor John Smedley seconded the motion. The motion passed.

5) *VOTE: 2024 Unified Planning Work Program*

Principal Planner Mark Hansen presented the proposed 2024 Unified Planning Work Program (UPWP), which includes major planning activities for 2024. Mr. Hansen highlighted certain items included in the UPWP, such as budget and task information, an update to the Metropolitan Transportation Plan (MTP), suballocated federal fund programming, and additional work on climate resiliency. The draft 2024 UPWP is available on the MARC website at: <https://www.marc.org/transportation/plans-and-studies/unified-planning-work-program>. The draft UPWP was released for public review and comment, and no comments from the public were received.

Committee Action:

Jack Messer moved to approve the 2024 Unified Planning Work Program, and Co-Chair Commissioner Janeé Hanzlick seconded the motion. The motion passed.

6) *REPORT: Missouri Statewide Carbon Reduction Strategy*

MoDOT Transportation Planning Director Llans Taylor shared that MoDOT has been working on developing their carbon reduction strategy over the last several months. MoDOT worked with High Street Consulting Group to utilize their planning framework process to ensure bottom-up decision making on project prioritization, coordinating with metropolitan and rural planning organizations around the state to ensure all perspectives were included in their plan. A priority was aligning projects in the long range transportation plan with elements that are eligible as carbon reduction strategies, to ensure carbon reduction funding is used and in accordance with the region's goals. MoDOT also wanted to maintain flexibility in the process to ensure that allocated funds can be used for eligible projects or activities within normal planning processes or new projects, depending on what is important to each region's planning area. MoDOT also identified different programs, strategies, and investments currently used to reduce greenhouse gases and carbon. The finalized strategy document has been submitted to Federal Highway Administration.

Co-Chair Hanzlick asked about collaboration between Kansas and Missouri on carbon reduction work. Mr. Achelpohl noted that MARC works with both DOTs, but that both strategies are state plans and there has not been a significant amount of bi-state collaboration between the States. Co-Chair Jones asked about roundabouts as a tool to reduce carbon, and Mr. Taylor noted that strategies that reduce idle time and delay, help improve traffic flow, and facilitate safer interconnectivity of roadways would be strategies supported by the plan. Committee members inquired about walkability and highway crossings, and Mr. Taylor noted that outreach and identifying modal choices would be part of the decision-making process for those projects. Mr. Achelpohl also noted that a RAISE grant-funded study is early in the process, but will include looking at roadway crossings in its selected corridor.

7) *REPORT: Connected KC 2050 Update*

Mr. Achelpohl brief the committee on recent work on updating the Connected KC 2050 plan. Public engagement events were held in every MARC county, as well as a public hearing held at MARC offices that received media coverage. These events allowed MARC staff to seek public input to evaluate current transportation needs, goals and desired outcomes from transportation investments, and priorities for future investments.

MARC is sharing preliminary work to look at different growth scenarios that focuses on speed of growth and how different factors may impact growth. Generally, the transportation system and plan goals align best with focused growth along established corridors and multimodal investments. Currently, work is being done to update the list of projects in the plan, including projects that have completed, significant changes to existing projects and adding new projects. This call for projects is not an application for specific funding, but allows for projects to be eligible for federal funding and helps establish priorities. The deadline for submitting projects to the plan is December 8, 2023. After submission, MARC staff will score projects, prioritize projects, present to committees for further evaluation, and plan to adopt the updated plan by June of 2025.

Commissioner Jerry Nolte shared his interest in growth in Clay and Platte Counties, and thanked MARC for the opportunity to share feedback and promote transportation in those areas.

8) *REPORT: Regional Preventive Maintenance Program*

Darryl Fields, Principal Planner with MARC discussed an overview of the Regional Preventive Maintenance (RPM) program, funded by the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). RPM funding of \$8.3 million was allocated to counties and cities with a “minimum allocation” of \$50,000 to communities between 5-10k population, and remaining funds distributed based on population. Five bidders submitted; Vance Brothers was the only bid for microsurfacing and came in below estimate, and Superior-Bowen was the lowest bid for Cass, Clay & Platte Counties and Jackson County, also coming in below engineering estimates. CRRSAA funds require no local match and are anticipated to be used first, with Missouri STBG funds for any overages. Bid tabulations were provided in the meeting packet to committee members, and we expect to receive notice to proceed at the beginning of December. Mr. Fields confirmed that contractors will coordinate with each jurisdiction as the project moves forward.

Mr. Achelpohl noted that MARC typically does not get involved in construction projects, but the opportunity to receive this one-time federal funding through CRRSAA paired with strong participation from community members made for a successful utilization of funds that would otherwise have been reclaimed by the government.

9) *REPORT 2023 Ozone Season and Green Commute Challenge*

Karen Clawson, Principal Planner and Air Quality Program Manager, shared a summary of the 2023 ozone season. Ms. Clawson explained how rates and exceedances are defined, and how the EPA determines if areas are in compliance with the national ambient air quality standard (using a three-year rolling average). Ozone season spans from March to October, and this season included 14 ozone exceedances, with the highest number of exceedances of any month on record occurring in June due to generally dry weather patterns and Canadian wildfires. The highest annual exceedance rate was recorded in 2012 during a harsh drought. Our region is currently in a moderate drought, and precipitation and El Nino weather patterns can have a significant impact on our ozone season next year. High readings at regional monitors in June resulted in our region’s Design Value for 2021-2023 tentatively violating the ozone standard, which could result in a federal review of our attainment status. Changes in attainment status could have potential implications on transportation planning and funding processes. Ms. Clawson shared concerns about upward trends in Particulate Matter (PM) averages for monitors in the region, and noted the EPA is reviewing (and may potentially lower) the annual and 24 hour-average standards for Particulate Matter.

Committee members clarified if the EPA accounts for factors out of our control (such as Canadian wildfires), and Ms. Clawson confirmed the EPA has a process to evaluate those conditions, especially when they apply to a wide-spread area of the country. Ms. Clawson reviewed in greater detail the lengthy process that would occur if our region was found to be outside of attainment, including review, implementation plan, conformity analysis and how it would affect transportation projects, potential changes to our congestion management policy, and evaluation. Ms. Clawson clarified that MARC is not a regulatory entity, but can work with regulatory agencies and KDHE to provide education to the community about how air quality affects health, and work through the transportation process to reduce emissions. Committee members asked if locations of violating monitors affect non-attainment designation and resulting funding or policy implications. MARC can provide input but does not have authority over where monitors are placed, and monitors are used to define an air quality boundary. While it is possible for one county to be designated outside of attainment based on pollutant, funding decisions are evaluated on a broader area.

Ms. Clawson shared a summary of the Green Commute Challenge (GCC), hosted by Way to Go (formerly known as RideshareKC). This was the 15th year of GCC, and included 278 participants who logged over 8,000 green commute trips (totaling almost 53,000 miles), saving over \$33,000 on gas and 22.4 tons of carbon emissions. The majority of participants were new to the challenge. The challenge included e-bike events, team and individual prizes, discounts to participants, and a wrap party hosted at Velo Garage. Ms. Clawson thanked sponsors who helped provide prizes and support for the challenge.

10) *REPORT: EPA Climate Pollution Reduction Grant*

Ms. Clawson reviewed the Climate Pollution Reduction Grant (CPRG), which involves two phases: the Planning Phase includes \$250 million funding administered by MARC to develop priority and comprehensive climate action plans in 2024 and 2025, and the Implementation Phase provides \$4.6 billion in grant funding to award eligible projects in the fall of 2024. Maximum grant size for implementation projects are \$500 million and have a voluntary match. MARC would like to have one regional application; for community projects to be included in the application and eligible for funding, they must be included in the priority climate action plan. Ms. Clawson reviewed criteria for projects developed by EPA requirements, as well as focus areas discussed at community and local government workshops. A climate action priorities workshop will be hosted on December 1, 2023, which will share a framework for the regional application. Projects are due December 15, 2023.

Committee members asked about how the grant may apply to high performance buildings, and Ms. Clawson noted feedback demonstrated significant interest in energy efficiency and weatherization, particularly for municipal or low income disadvantaged community buildings. More information on the grant program is available at: <https://kcmetroclimateplan.org/get-involved/climate-planning/>.

11) *Other Business*

No other business was presented.

12) *Adjournment*

Co-Chair Jones wished the committee a pleasant holiday and adjourned the meeting.

TTPC AGENDA REPORT

December 2023
Item No. 3

ISSUE:

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

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 #1 will make the following modifications:

- Add a new project (5.16) funded through the FTA 5307 program
 - Short Range Transportation Planning: Johnson County Transit Strategic Plan-
Lead Agency: Johnson County Transit
- Add a new project to the Related Activities appendix (F.6) funded through the MoDOT Traffic Engineering Assistance Program (TEAP)
 - Harry S Truman & Food Lane/Byars Road intersection and Corrington Avenue & 132nd Street intersection Traffic Study - Lead Agency: City of Grandview, Missouri
- Revise Appendix D as necessary to account for the inclusion of these projects.

The revisions are attached for review.

POLICY CONSIDERATIONS

These revisions add federally funded activities to the UPWP and should be released for public review and comment.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

This amendment adds federal funded transportation planning work in Johnson County, KS and Grandview, MO.

RECOMMENDATION

Approve the release of Amendment #1 to the 2024 Unified Planning Work Program for public review and comment.

STAFF CONTACT

Marc Hansen

2024 Unified Planning Work Program
Amendment #1 - Add New Activities

**5.16 Short 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 Five Year 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 Five Year 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.

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 Five Year 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 (March-May 2024)*
3. *ACTIVITY: Strategic Plan Contract Awarded (June 2024)*

4. *ACTIVITY*: Engage project partners and stakeholders to refine proposed Plan based on common goals and objectives (April 2024).
5. *ACTIVITY*: Strategic Plan Developed/Finalized (November 2024)
6. *PRODUCT*: Completion of Strategic Plan for Board approval (Dec 2024)

Funding

Federal	\$120,000	FTA-5307
Local	<u>\$ 30,000</u>	
Activity Total	\$150,000	

F.6 Harry S Truman & Food Lane/Byars Road Intersection and Corrington Avenue & 132nd Street Intersection Traffic Study – Lead Agency: City of Grandview, Missouri

Program Objectives

To review existing conditions and identify improvements that address safety and operational efficiencies at each intersection.

Background/Previous Work

The city previously conducted a TEAP study in 2019. Based on the results of that study, the city added the intersections to the 5-year Capital Improvements Program to construct long-term improvements at the examined site. Presently, the city has identified two intersections with safety and/or operational deficiencies that could benefit as a result of a traffic study.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY*: Data Collection (March 2024)
2. *ACTIVITY*: Public Involvement Process (March 2024)
3. *PRODUCT*: Conduct safety and operational studies for two identified intersections (April 2024)

Funding

Federal	\$11,200	FHWA-TEAP-MO
Non-Federal	<u>\$ 2,800</u>	
Task Total	\$14,000	

**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				\$21,888	\$75,861	\$105,359			\$203,108
5.11	Electric Vehicle Readiness Plan ⁴				\$21,888	\$75,861	\$105,359			\$203,108
5.12	Regional Freight Plan ⁴				\$95,970	\$332,621	\$461,961			\$890,552
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	Short Range Transportation Planning: Johnson County Transit Strategic Plan				\$30,000			\$120,000	FTA 5307	\$150,000
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 & 132 nd Street Intersection Traffic Study				\$2,800			\$11,200	FHWA TEAP	\$14,000
		\$495,637	\$0	\$370,933	\$3,114,506	\$2,234,721	\$2,924,228	\$8,380,865		\$17,520,890

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

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

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

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

TTPC AGENDA REPORT

December 2023
Item No. 4

ISSUE:

VOTE: 2024 1st 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 1st Quarter Amendment to the *2024-2028 Transportation Improvement Programs* includes 7 projects:

- 3 new projects to be added, including but not limited to:
 - #163018 - K-7 Mill & Overlay from Rees St to Poplar St
 - #590347 - RT A: Replace culvert 0.2 mile south of 120th Street
 - #990380 - Various: Job Order Contracting for signage repairs on various major routes in the urban Kansas City District.
- 4 modified projects
 - Scope
 - Schedule
 - Budget

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

POLICY CONSIDERATIONS:

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

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

The Active Transportation Programming Committee approved the modifications to #350234 at their meeting on December 6, 2024.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve the release of the 2024 1st Quarter Amendment to the *FFY 2024-2028 TIP* for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

December 2023
Item No. 5

ISSUE:

VOTE: Public Participation Plan Update

BACKGROUND:

The Public Participation Plan (PPP) guides the public engagement processes and activities of the Mid-America Regional Council's Transportation and Environment Planning Department. The PPP provides a framework that guides public involvement in transportation planning projects; and specifies goals, strategies, and techniques that encourage successful public participation. This plan is updated every three years.

Highlights of changes from the previous version include:

- A new section regarding comments made by the public on MARC social media posts
- Amended language about public notices in newspapers
- Updated engagement techniques that promote regional partnerships and ongoing education efforts about transportation planning topics
- Additional language about online live and asynchronous engagement tools to be employed for online public meetings

In October, the draft plan was released for a 45-day public review and comment period on MARC's website at: <https://www.marc.org/news/transportation/share-input-2024-upwp-draft-and-public-participation-plan>. The review and comment period was promoted in newspapers across the region. Paid, boosted posts were also circulated on Facebook to promote the plan update and request comments from members of the public. The public review and comment period closed on Monday, December 4th; and no comments from the general public were received.

POLICY CONSIDERATIONS:

Plan update will consider new and revised public engagement goals and strategies for MARC planning activities from 2024 to 2026.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve the updated Public Participation Plan

STAFF CONTACT:

Jonathan Feverston

TTPC AGENDA REPORT

December 2023
Item No. 6

ISSUE:

VOTE: 2024 Safety Performance Management (Safety PM1) Targets

REPORT: 2023 Safety Media Outreach Campaign

BACKGROUND:

2024 Safety Performance Management (Safety PM1) Targets

The Federal Highway Administration requires States and Metropolitan Planning Organizations to adopt targets for five performance measures for traffic safety. State DOTs are required to update safety performance targets on an annual basis for all five measures. MPOs have the option to (a) support the state targets or (b) establish their own regional targets within 180 days of the establishment of state targets.

MARC has elected to update regional targets due to the need to harmonize significantly different statewide targets between Kansas and Missouri, and the fact that trends in the Kansas City region do not consistently align with statewide trends on either side of the state line. To develop the targets, MARC staff considered historical traffic safety trends, regional plans and programs, and emerging issues.

It was determined during the 2023 PM1 targeting setting process that MARC would use the target methodology of Zero by 2050 (zero fatalities and serious injuries, for vehicle and non-motorized crashes) and a 1% annual VMT increase. This approach is consistent with what was used to develop the Destination Safe targets for the 2022-2027 Transportation Safety Plan. The Zero by 2050 method illustrates what must be done to significantly reduce traffic serious injuries and fatalities. The Zero by 2050 target for PM1 safety measures is calculated using a linear regression analysis; this analysis predicts future trends/values that help us identify annual targets that get us closer to achieving zero fatalities and serious injuries by 2050.

FHWA regulations require state DOTs and MPOs to establish safety targets as five-year rolling averages. The 5-year rolling average provides a better understanding of the overall data over time without eliminating years with significant increases or decreases; and provides a mechanism for accounting for regression to the mean. If a particularly high or low number of fatalities and/or serious injuries occur in one year, a return to a level consistent with the average in the previous year may occur. The recommended 2024 safety performance targets are based on the 2018-2022 5-year rolling average and are as follows:

1. Number of Fatalities: **203**
2. Rate of Fatalities: **0.93**
3. Number of Serious Injuries: **1,102**
4. Rate of Serious Injuries: **5.04**
5. Number of Non-Motorized Fatalities and Serious Injuries: **135**

2023 Safety Media Outreach Campaign

MARC understands the importance of linking coordination, collaboration, and investment priorities in order to progress towards reducing traffic fatalities and serious injuries. MARC, with KDOT and Missouri Coalition for Roadway Safety (MCRS) support, implements a Destination Safe Media Outreach Campaign. The campaign is a traffic safety countermeasure which promotes educational and informational traffic safety awareness using social media and targeted marketing campaigns. Each year the Destination Safe Coalition develops a campaign strategy based on leading causes or demographics affected by traffic fatalities and serious injuries. The last Destination Safe campaign ran from June through August 2023. At the conclusion of each campaign period, MARC staff develops a Final Report that summarizes the outreach data and effectiveness of strategies used during the campaign. Below is a summary overview from the 2023 Destination Safe Media Outreach Campaign Final Report, available upon request.

Medium	Estimated Impressions	Cost	Cost Per Thousand
Outdoor	8.8 million	\$10,700	\$1.22
Audio	1 million	\$10,002	\$9.95
Social Media	778,075	\$4,300	\$5.53
Online	55,860	\$0	\$0
Total	10.6 million	\$25,000	\$2.35

POLICY CONSIDERATIONS:

Federal regulations require States and Metropolitan Planning Organizations to adopt targets for safety performance management.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

The recommended safety targets have been discussed and approved by the Destination Safe Committee and Data Subcommittee.

RELATED JURISDICTIONS:

This item impacts all MPO counties in the MARC region.

RECOMMENDATION:

Approve 2024 Safety Performance Management (Safety PM1) Targets, as presented.

STAFF CONTACT:

Alicia Hunter

TTPC AGENDA REPORT

December 2023
Item No. 7

ISSUE:

VOTE: Congestion Management Policy & Toolbox Updates

BACKGROUND:

MARC's Congestion Management Process (CMP) is a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on a region's multi-modal transportation systems; evaluating and recommending alternative strategies to manage current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage congestion. The CMP also responds to requirements set forth by federal transportation legislation (23 CFR 450.320).

The FHWA and FTA Guidebook, *Advancing Metropolitan Planning for Operations*, outlines an 8-step framework for the development of a CMP.

1. Develop Congestion Management Objectives
2. Identify Area of Application
3. Define System/Network of Interest
4. Develop Performance Measures
5. Institute System Performance Monitoring Plan
6. Identify and Evaluate Strategies
7. Implement Selected Strategies and Manage Transportation System
8. Monitor Strategy Effectiveness

In accordance with this guidance MARC has developed and maintained an eight-step approach within this policy, which was initially adopted by the MARC Board of Directors in 2011 and revised in 2020. As noted in the policy, it is MARC's responsibility to review the policies and procedures governing the CMP and revise them to address changes to regional transportation goals and/or federal rules and requirements. The Congestion Management Policy is being updated in parallel with long-range plan, Connected KC 2050 Update.

MARC staff has sought input on the policy from MARC transportation committee members since August 2023 and coordinated a workgroup with three working sessions for the purpose of developing a draft of the policy for committee consideration.

The Draft Congestion Management Policy Update and Toolbox updates are on our website at: <https://www.marc.org/transportation/metropolitan-planning/congestion-management-process>. The toolbox matrices are intended to replace tables 2.2 through 2.10 in the 2013 Toolbox.

POLICY CONSIDERATIONS:

Key updates include:

- Re-organization and clarification of narrative to provide a more user-friendly document.
- Definition of key terms such as congestion and single-occupant vehicle capacity.

- Congestion Management Process section was revised to be more reader-friendly and to note at which step different participants of the Congestion Management Process are involved.
- SOV Capacity Analysis section was revised to outline the steps a project sponsor would take to undergo this requirement.
- SOV Capacity Analysis section was revised to add policy exemptions (i.e., projects that address a specific safety need or identified bottleneck).
- SOV Capacity Analysis Worksheet was added as Appendix A and revised to better align with the Policy.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

The Congestion Management Policy and Toolbox Updates were reviewed and approved by a quorum of the Highway Committee on November 29, 2023.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Staff recommends approving updates as presented.

STAFF CONTACT:

Selina Zapata Bur

TTPC AGENDA REPORT

December 2023
Item No. 8

ISSUE:

VOTE: Fall 2023 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 (spring and fall). To ensure requests meet FHWA guidelines, coordination with neighboring jurisdictions and DOTs is required.

For the Fall 2023 call, MARC reviewed 249 new requests for functional classification changes from nine (9) jurisdictions, which is an uncommonly high number of requests. 215 of the requests were from the Unified Government of Wyandotte County and Kansas City (UG) who made these requests to align with the classifications of their GoDotte Mobility Strategy Plan. To manage UG's requests MARC held two work sessions: one with KDOT and MARC and the other with MARC, KDOT, and UG. At the conclusion of the work sessions KDOT, UG, and MARC came to a consensus on the recommendations of UG's requests.

All 249 requests were reviewed by MARC staff and the applicable DOTs. The requests were organized into the following four (4) recommendation categories.

- Approve: **191 requests (77%)**
- Approve with modification: **12 requests (5%)**
- Withdrawn: **18 requests (7%)**
- Denied: **28 requests (11%)**

MARC coordinated with the requesting jurisdictions to develop a final list of request change recommendations. See the list of request changes and recommendations following coordination efforts on the MARC website:

<https://www.marc.org/transportation/metropolitan-planning/roadway-functional-classification-system>.

POLICY CONSIDERATIONS:

In some cases, 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:

These changes were reviewed and approved by a quorum of the Highway Committee on November 29, 2023.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve Functional Classification System changes as presented.

STAFF CONTACT:

Alicia Hunter

TTPC AGENDA REPORT

December 2023
Item No. 9

ISSUE:

REPORT: 2023 Performance Measures Report

BACKGROUND:

Performance-based Planning and Programming (PBPP) is a method to use transportation performance management principles in planning and programming processes to ensure that the funding decisions being made will help the region make progress towards the established targets for each measure. PBPP is a federal requirement and as such, MARC is required to establish targets for and monitor progress related to Safety (PM1), Pavement and Bridge Condition (PM2), Performance of the National Highway System (NHS), Freight, and Congestion Mitigation Air Quality (PM3), Transit Safety and Transit Asset Management.

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 *2023 Transportation 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 and will be available here by December 18, 2023: www.marc.org/transportation/metropolitan-planning/performance-measures.

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.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None. New targets for Safety are being proposed under a separate item on December 2023 TTPC agenda.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT(S):

Selina Zapata Bur
Alicia Hunter

TTPC AGENDA REPORT

December 2023
Item No. 10

ISSUE:

REPORT: KCI Airport Public Transit Action Plan

BACKGROUND:

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

With the opening of the new KCI terminal in 2023, the recent success of the 2023 NFL Draft, and the upcoming 2026 FIFA World Cup, Kansas City is poised as a premier destination for arts, entertainment and culture. The demand is more pressing for a reliable, accessible, and multimodal public rapid transit system that serves KCI, surrounding area businesses and key destinations around the region.

During this month's TTPC meeting, staff and members of the consultant team leading this work will provide a status briefing on this initiative, including the following:

- Plan overview
- Needs assessment analysis & demand for public transit to KCI
- Service alternatives/evaluation
- Implementation strategies (future services and costs/funding)
- Next steps

POLICY CONSIDERATIONS:

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

COMMITTEE ACTION:

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

RELATED JURISDICTIONS:

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

RECOMMENDATION:

None. Information Only.

STAFF CONTACT:

Martin Rivarola
Tyler Means & AJ Farris (KCATA)

TTPC AGENDA REPORT

December 2023
Item No. 11

ISSUE:

REPORT: Operation Green Light Program and USDOT SMART Grant Update

BACKGROUND:

Operation Green Light (OGL) is an initiative that assists state and local governments that own and operate traffic signals on regional arterial roadways in working together to manage traffic signals to improve traffic flow, reduce excessive fuel consumption and reduce emissions. MARC staff currently assist in the management and operation of traffic signals for over 750 intersections in 27 jurisdictions throughout the region.

The agencies that support OGL have developed a Strategic Plan that guides OGL operations. MARC leads the region with funds to support the regional arterial system software and communications network owned and operated by MARC.

Details of the program including OGL's strategic plan, partner agencies, brochure and handout on arterial operations, traffic signal basics, a GIS map of the regions traffic signals and information on the OGL Steering committee can be found online at <https://www.marc.org/transportation/transportation-programs/operation-green-light>.

At the meeting, staff will provide an update on current efforts including ongoing signal timing and real-time operations, a recent USDOT SMART grant award, Missouri, and Kansas DOT State Transportation Innovation Council (STIC) funding and Missouri and Kansas CMAQ construction projects.

POLICY CONSIDERATIONS:

None.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

Cities of Belton, Blue Springs, Gladstone, Grandview, Independence, Kansas City, Lee's Summit, Liberty, Missouri Department of Transportation, North Kansas City, Raymore in Missouri and the Cities of Bonner Springs, Fairway, Lansing, Leavenworth, Leawood, Lenexa, Merriam, Mission, Mission Woods, Olathe, Overland Park, Prairie Village, Roeland Park, Shawnee, Westwood and the Unified Government of Wyandotte County/Kansas City and the Kansas Department of Transportation in Kansas.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ray Webb