



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, July 16, 2024, at 9:30 a.m.** This meeting will be held in a hybrid in-person/virtual format from the Board Room in the MARC offices at 600 Broadway, Suite 200 in Kansas City, Missouri, 64105 and online via Zoom.

A G E N D A

1. Welcome & Introductions
2. VOTE: June 18, 2024 Meeting Summary*
3. VOTE: 2024 3rd Quarter Amendment to the 2024-2028 Transportation Improvement Program*
4. VOTE: 2024 Unified Planning Work Program – Amendment #4*
5. VOTE: CKC2050 MTP Amendment #8 – Project #1466*
6. VOTE: 2025-2027 Disadvantaged Business Enterprise (DBE) Goal
7. REPORT: Peer Regions Transit Study
8. REPORT: Electric Vehicle Readiness Plan Update
9. REPORT: 2024 Missouri Local Federal-Aid Program Management
10. Other Business
11. 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, July 15, 2024, for instructions.

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

Total Transportation Policy Committee
June 18, 2024
Meeting Summary

Members and Alternates Present

Co-Chair Commissioner Janeé Hanzlick, Johnson County, KS
Co-Chair Mayor Leonard Jones, Jackson County, MO
Caleb Clifford, Jackson County, MO
Gordon Criswell, HETF Wyandotte County
Heidi Eilers, WTS
AJ Farris, KCATA
Councilmember Lindsay French, Kansas City, MO (Northland)
Tom Gerend, Kansas City Streetcar Authority
Jeff Hardy, MoDOT
Leslie Herring, Johnson County, KS Municipalities
A.J. Herrmann, Kansas City, MO
Mary Jaeger, Olathe, KS
Dick Jarrold, KCATA
Joe Johnson, Johnson County, KS Municipalities
Councilmember Jerry Kaylor, Jackson County, MO Municipalities
Lee Kellenberger, Johnson County, KS
Mayor Norman Larkey, Cass County, MO Municipalities
Jill Lawlor, Kansas City, MO (Northland)
Legislator Megan Marshall, Jackson County, MO
Mayor Mike McDonough, Jackson County, MO Municipalities
Jack Messer, Overland Park, KS
Commissioner Jerry Nolte, Clay County, MO
Luz Ortiz, HETF Wyandotte County
Sean Pederson, Unified Government of Wyandotte County and Kansas City, KS Municipalities
Josh Powers, Johnson County, KS
Eric Rogers, BikeWalkKC
Randi Shannon, Miami County, KS Municipalities
Mayor John Smedley, Platte County, MO Municipalities
Mike Spickelmier, Leavenworth County, KS Municipalities
Councilmember Dean Vakas, Olathe, KS
Mayor Dana Webb, Jackson County, MO Municipalities
Doug Wesselschmidt, Jackson County, MO
Doug Whitacre, Johnson County, KS Municipalities
Sabin Yanez, Northland Regional Chamber of Commerce

Others Present

Ryan Murray, ETC
Andy Sauer, Burns & McDonnell
Keshawn Childress, Parrish and Sons Construction
Tom Degenhardt, Blue Springs, MO
Art Gough
Mark Green, Independence, MO
Zeke Hall, MoDOT
Bob Heim, Platte County, MO
Mark Hoppe, Affinis Corporation
Krystal Jolly, MoDOT
Tim McEldowney, Gardner, KS
Ron McLinden
Stan Meyers, I-Solutions
Andrew Ngui, Kansas City, MO
Fernando Oliveira, Affinis Corporation
Fahteema Parrish, Parrish and Sons Construction
Sarjil Sajjad, Parrish and Sons Construction
Melissa Schmitz, MoDOT
Don Schoenborn, MoDOT
Janelle Sjue, University of Missouri
Allison Smith, KDOT
Rob Swafford, Richmond, MO
Krystal Voth, Basehor, KS
Dan Weitkamp, FHWA - Missouri Division
Michael Wilson, Black & Veatch
Brett Wood, GBA
Juan Yin, MoDOT

MARC Staff Present

Ron Achelpohl, Director of Transportation & Environment
Megan Broll, Transportation Program Assistant
Taylor Cunningham, Transportation Planner III
Beth Dawson, Principal Planner
Raymart Dinglas, Public Affairs Coordinator II
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Alicia Hunter, Transportation Planner III
Tom Jacobs, Chief Resilience Officer & Environmental Programs Director
Kate Ludwig, Environmental Program Assistant
Emily Miller, Senior Environmental Planner
Katie Newman, Transportation Intern
Martin Rivarola, Assistant Director of Transportation & Land Use Planning
Cy Smith, Transportation Intern
Patrick Trouba, Transportation Planner II
Ryan Umberger, Planner II
Ray Webb, Traffic Operations Director

1) *Welcome/Introductions*

Kansas Co-Chair Commissioner Janeé Hanzlick called the meeting to order. Introductions followed, and a quorum for the committee was present.

2) *Approval of May 21, 2024, Meeting Summary*

Co-Chair Hanzlick called for a motion to approve the May 21, 2024 Total Transportation Policy Committee (TTPC) meeting summary.

Committee Action:

Councilmember Lindsay French moved to approve the meeting summary. Jill Lawlor seconded the motion, and the motion passed.

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

Principal Planner Marc Hansen presented the report on the latest amendment to the 2024-2028 Transportation Improvement Program (TIP), noting the third quarter amendment is usually the largest amendment each year. Luz Ortiz had questions about projects on K-5, and planned to follow up with KDOT after the meeting for more information.

Committee Action:

Jill Lawlor moved to release the 2024 3rd Quarter Amendment to the 2024-2028 TIP for public review and comment. Mike Spickelmier seconded the motion, and the motion passed.

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

Mr. Hansen presented the fourth amendment for the Unified Planning Work Program (UPWP), which added a new project funded through the Safe Streets for All program.

Committee Action:

Dick Jarrold moved to release the 2024 UPWP Amendment #4 for public review and comment. Gordon Criswell seconded the motion, and the motion passed.

5) *VOTE: CKC2050 Metropolitan Transportation Plan Amendment #8 - Project #1466*

Martin Rivarola, Assistant Director of Transportation & Land Use Planning, updated the committee on Amendment #8 to Connected KC 2050, the Kansas City region's long-range Metropolitan Transportation Plan (MTP). Amendment #8 amends the boundaries and project cost of the I-70 Capacity Project ([#1466](#)), and recategorizes it as a "high priority financially constrained project" as a result of being awarded non-federal construction funds by the State of Missouri.

Committee Action:

Dick Jarrold moved to release the CKC2050 MTP Amendment #8 for public review and comment. Gordon Criswell seconded the motion, and the motion passed.

6) *VOTE: Spring 2024 Functional Classification System Updates*

Transportation Planner III Alicia Hunter reported on updates to the Functional Classification System, which categories streets and highways by usage. Changes were reviewed by KDOT and MoDOT, and recommended by MARC's Highway Committee. The system is updated twice a year. The committee discussed classification and clarified that the system applies to existing roadways incorporated into the TIP, and doesn't designate usage but defines how roads

currently function. MARC and KDOT/MoDOT follow federal guidance from FHWA, and Dan Weitkamp of FHWA noted most classification changes are due to the 2020 Census. The FHWA does not include global warming in its classification, but the committee discussed sprawl and climate change and possible implications of changes to functional classification. Climate concerns are included in the policy guidance for the MTP, and MARC staff also discussed the comprehensive Climate Action Plan adopted in 2021, noting they are coordinating with the Long Range Transportation Plan (LRTP), regional freight study, and numerous other plans and studies.

Committee Action:

Dick Jarrold moved to approve the Spring 2024 Functional Classification System Updates, Jill Lawlor seconded the motion. The motion passed unanimously.

7) *REPORT: Connected KC 2050 Regional Survey*

Ryan Murray, ETC Institute's Assistant Director of Community Research, shared findings from the random sample survey conducted across all nine counties of the MARC region. Mr. Murray reviewed the methodology and response rates, noting the results were statistically significant and were weighted according to population distribution by county.

When combining rankings across what respondents mark as most important to their household and what they say the region should prioritize over the next five years, healthy environment, road and bridge construction, and affordable housing appear to be the most important to the community as well as individual residents. Interest in purchasing Electric Vehicles (EVs) varied across respondents (with roughly half not interested at all), and purchase price, driving range, and charging times were the largest barriers to potential ownership of EVs. With regard to funding transportation projects, respondents were generally opposed to road user charges, and most concerned with maintenance/rehabilitation of the existing highway system.

Mr. Murray clarified the study defined households by address, but did collect information about rental/owned status from respondents. The full report will be shared with committee members and posted on the MARC website when complete, and cross tabs are available by county. Raw data in the database contains zip codes that can be shared or analyzed by request.

8) *REPORT: Regional Stormwater Engineering Standards (APWA 5600) Update*

Chief Resilience Officer and Environmental Programs Director Tom Jacobs introduced Andy Sauer, National Director of Stormwater Management of Burns & McDonnell. The updated manual will consolidate the existing APWA 5600 stormwater regulations and the MARC BMP Manual into one, and focus on a layered approach to keep rainwater on-site and encourage strategies that prevent downstream flooding emergencies. New stormwater retention volume criteria will differ by project type, improving equity and setting lower targets for redevelopment sites. This criteria is still being evaluated and would plan to be updated every 3-5 years. Mr. Sauer also shared stakeholder engagement details, and invited interested committee members to provide input for a transportation-centered work group. Committee members also shared how NACTO, the National Association of City Transportation Officials,

9) **REPORT: Phase 1 Applications for 2024 Suballocated Federal Funding Call for Projects**

Martin Rivarola reported on the preapplications received for suballocated federal funding, which MARC staff have evaluated for level of alignment with Connected KC 2050 (including review of relevant policies and plans, such as the Complete Streets Policy and Climate Action Plan). Project sponsors have the opportunity to receive feedback and guidance to enhance their project applications prior to submitting the full technical application in Phase 2 of the process. Alignment assessments were reviewed by planning committee members with the majority of reviewers agreeing with staff assessments; project assessments are considered draft in nature and can be changed based upon the Phase 2 application.

Staff addressed concerns about alignment status of transit projects, noting workshop and review feedback caused several incomplete applications to be reevaluated because they were considered inherently green based on project type.

10) **REPORT: 2024 Peer Regions Transit Study**

Due to time constraints, this item was deferred to the next committee meeting.

11) **Other Business**

- Phase 2 Technical Application Workshop scheduled for Wednesday, June 26, 2024.
- MARC staff are adjusting the TTPC meeting packets to include meeting presentations and attendance records, and committee members can share feedback with staff. Meeting slides may be added to the website separately from the agenda packet.

12) **Adjournment**

With no other business, Co-Chair Hanzlick adjourned the meeting.

Presentation slides for this meeting are available at:

<https://www.marc.org/committees/total-transportation-policy-committee-ttpe>

TTPC AGENDA REPORT

July 2024
Item No. 3

ISSUE:

VOTE: 2024 3rd 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 3rd Quarter Amendment to the 2024-2028 Transportation Improvement Programs includes 98 projects:

- 55 new projects to be added, including but not limited to:
 - #280184 - KDOT - Discovery Phase for K-5 Bridge over UPRR and Levee Road
 - #380241 - KDOT - Engineering for Interchange Improvements at I-35/US-56
 - #590351 - MoDOT - MO-269 Bridge Rehabilitation over the Missouri River
 - #690687 - MoDOT - I-70 Capacity and Safety Improvements from Blue Springs to Odessa
 - #990390 - MoDOT - RT T: Bridge replacement over Panther Creek at Triple Springs Road in Ray County
- 43 modified projects
 - Scope
 - Schedule
 - Budget
- This amendment also includes an updated listing of MoDOT Scoping (evaluation stage) Projects

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. One comment from the public was received. The comment and a proposed response from MARC are included for your review.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve the 2024 3rd Quarter Amendment to the FFY 2024-2028 TIP.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

July 2024
Item No. 4

ISSUE:

VOTE: 2024 Unified Planning Work Program - Amendment #4

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 #4 will make the following modifications:

- Add a new project (5.18) funded through the Safe Streets for All program.
 - Destination Safe Comprehensive Safety Action Plan - Lead Agency: MARC
- Revise Appendix D as necessary to account for the inclusion of this project.

The revised activity is included for review.

POLICY CONSIDERATIONS

MARC's Public Involvement Plan requires that amendments to the UPWP be released for public review and comment prior to adoption. No comments were received.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

Approve Amendment #4 to the 2024 Unified Planning Work Program.

STAFF CONTACT

Marc Hansen

2024 Unified Planning Work Program Amendment #4 - Add New Activities

5.18 Destination Safe Comprehensive Safety Action Plan– Lead Agency: MARC

Program Objectives

The U.S. DOT's FHWA issued a Notice of Funding Opportunity to solicit applications for Safe Streets and Roads for All (SS4A) grants. Funds for the fiscal year 2023 SS4A grant program are awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop the tools to help strengthen a community's approach to roadway safety and save lives.

MARC and the Destination Safe Coalition are committed to reducing transportation-related fatalities and serious injuries in our region. To further this commitment MARC will develop a Comprehensive Safety Action Plan and conduct two supplemental planning activities, efforts will take a collaborative and coordinated approach with a focus on the following objectives:

- Identify historical crash trends and behaviors.
- Identify high-injury and high-risk intersections and corridors.
- Identify systemic countermeasures.
- Develop a list of action steps and strategies that address the region's transportation safety issues.
- Conduct public engagement and education activities especially those that seek input from and inform underserved communities, overrepresented populations, and decision-makers.
- Identify opportunities to update MARC's Call for Project scoring/prioritization around safety and equity.
- Develop a crash data dashboard to help community members analysis, identify, and prioritize safety issues and projects.
- Conduct a creative vulnerable road user assessment in a manner that builds upon and enhances work done by partnering agencies.

Background/Previous Work

Multiple objective statements were developed to support the six strategic points. As voiced at the Committee of the Whole meeting, JCT staff and the Council will utilize the Strategic Plan as a guide in the development and maintenance of transit services. Annual updates to the Plan will be
MARC established the Destination Safe Coalition which unites federal, state, regional and local agencies to improve transportation system safety for 13 counties in Greater Kansas City. It is governed by a committee with representatives from local, regional, state, and federal agencies, emergency response, law enforcement, public health and nonprofit groups dedicated to transportation safety.

MARC and the Destination Safe Coalition have established a safety culture among transportation and public safety experts through the collaborative development of a 2022-2027 Transportation Safety Plan which incorporates strategies that are equitable and data-driven with the goal of achieving zero roadway deaths in the Kansas City region by 2050. MARC develops annual safety reports which provide transparency to the public and stakeholders and illustrates the methods to measure progress towards the targets of the Transportation Safety Plan. As outlined in the Destination Safe 2022 Annual Safety Report, the region did not achieve its fatality reduction targets for 2021 which means more work is needed to fully embrace all elements of the Safe System approach that, together, create a holistic approach with layers of protection for all road users.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY*: Project Management. (Ongoing).
2. *ACTIVITY*: Public Engagement and Education. (Ongoing).
3. *ACTIVITY*: Collaboration and coordination with other SS4A grant recipients with the Destination Safe Region. (Ongoing).
4. *ACTIVITY*: Crash data analysis (i.e., historical trends, crash locations, network screening) with supporting graphs, charts, and maps. (Ongoing).
5. *ACTIVITY*: Vulnerable road users’ assessment (i.e., crosswalk assessments, equity analysis, develop educational/information material, policy and process reviews). (December 2025).
6. *PRODUCT*: Crash Data Dashboard. (December 2025).
7. *PRODUCT*: Final SS4A Comprehensive Safety Action Plan, including analysis and recommendations identified in the above activities. (December 2025). Upon adoption plan to be updated every five years.

Funding

Federal	\$400,000	FHWA-SS4A
State-KS	\$ 29,250	KDOT
Local	<u>\$ 70,750</u>	
Activity Total	\$500,000	

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

Work Element	STATE and LOCAL				Federal				Total	
	MARC	KDOT	MoDOT	Other	CPG Funds		Other			
					KDOT ⁽²⁾	MoDOT ⁽³⁾	Amount	Agency		
1.1	Transportation Administration	\$62,901				\$218,009	\$279,472		\$560,382	
1.2	Public Participation	\$28,828				\$99,914	\$128,088		\$256,830	
2.1	Land Use, Demographic & Comprehensive Planning	\$61,071				\$211,666	\$271,348		\$544,085	
2.2	Metropolitan Transportation Plan	\$38,793				\$134,452	\$172,363		\$345,608	
3.1	Transportation Modeling/Forecasting	\$98,650				\$341,911	\$438,319		\$878,880	
3.2	Transportation Research & Database Management	\$67,707				\$234,667	\$300,835		\$603,209	
3.3	Air Quality Planning	\$12,266				\$42,510	\$54,497		\$109,273	
3.4	Safe and Accessible Transportation Options	\$56,617				\$196,226	\$251,557		\$504,400	
3.4b	2.5% Set-Aside for Increasing Safe and Accessible Transportation Options ¹					\$32,558	\$49,358		\$81,916	
3.5	Transportation Technology	\$4,868				\$16,871	\$21,629		\$43,368	
3.6	Transportation Safety Planning	\$12,055				\$41,784	\$53,566		\$107,405	
3.7	Congestion Management System	\$7,226				\$25,042	\$32,103		\$64,371	
3.8	Performance Measurement & Target Setting	\$9,714				\$33,666	\$43,160		\$86,540	
4.1	Transportation Improvement Program	\$23,201				\$80,412	\$103,086		\$206,699	
5.1	RideKC Short-Range and Ongoing Transportation Planning				\$80,000		\$0	\$400,000	FTA 5307	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning				\$130,000		\$0	\$650,000	FTA 5307, 5309	\$780,000
5.3	Goods Movement/Freight Planning	\$10,067				\$34,889	\$44,727		\$89,683	
5.4	Corridor Studies	\$1,374				\$4,763	\$6,107		\$12,244	
5.5	Aviation Planning	\$300				\$1,039	\$1,332		\$2,671	
5.6	MoDOT Traffic Studies				\$370,933				\$370,933	
5.7	Economic Value Atlas ⁴					\$80,000			\$80,000	
5.8	RideKC Bi-State Green Corridor Planning Investments ⁴							\$514,045	FTA Route Planning Restoration	\$514,045
5.9	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts ⁴				\$55,555			\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.10	Building Climate Resilience in the Transportation System (Phase 1) ⁴				\$21,025	\$76,269	\$97,706		\$195,000	
5.11	Electric Vehicle Readiness Plan ⁴				\$21,025	\$76,269	\$97,706		\$195,000	
5.12	Regional Freight Plan ⁴				\$92,183	\$334,412	\$428,405		\$855,000	
5.13	Bi-State Sustainable Reinvestment Corridor ⁴				\$500,000			\$2,000,000	RAISE	\$2,500,000
5.14	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood				\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
5.15	Stormwater Engineering Standards Update ⁴				\$600,000					\$600,000
5.16	Long Range Transportation Planning: Johnson County Transit Strategic Plan				\$76,000			\$304,000	FTA 5307	\$380,000
5.17	US-71 Reconnecting Neighborhoods Project				\$2,500,000			\$5,000,000	FHWA-RAISE	\$7,500,000
5.18	Destination Safe Comprehensive Safety Action Plan	\$40,750	\$29,250		\$30,000			\$400,000	FHWA--SS4A	\$500,000
F.1	Operation Green Light				\$700,000			\$700,000	FHWA STBG	\$1,400,000
F.2	Air Quality Public Education				\$138,750			\$555,000	FHWA CMAQ	\$693,750
F.3	WAY TO GO							\$300,000	FHWA CMAQ	\$300,000
F.4	Active Transportation Programs				\$18,000			\$72,000	FHWA CMAQ	\$90,000
F.5	Planning Sustainable Places Program				\$375,000			\$1,500,000	FHWA STBG	\$1,875,000
F.6	Harry S Truman & Food Lane/Byars Road Intersection and Corrington Avenue & 132nd Street Intersection Traffic Study				\$2,800			\$11,200		\$14,000
		\$536,387	\$29,250	\$370,933	\$5,684,993	\$2,237,329	\$2,875,366	\$13,964,865	\$0	\$25,699,123

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

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

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

TTPC AGENDA REPORT

July 2024
Item No. 5

ISSUE:

VOTE: CKC2050 MTP Amendment #8 - Project #1466 (I-70 Capacity Expansion-MO Route 7 to MO Route F)

BACKGROUND:

In June of 2020, the MARC Board of Directors approved Connected KC 2050 (CKC2050), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). Amendments are made to Connected KC 2050 as new projects, funding, or programs arise. MARC's Public Participation Plan requires that proposed amendments to the MTP be released for public review and comment. MARC has received a request from MoDOT to amend Connected KC 2050. Details of proposed Amendment #8 appear below.

- Amend project [#1466](#) - Amend limits of I-70 Capacity Project from Mo Rt7 east to limits of MPO boundary at Jackson/Lafayette County line; amend cost to \$150 million; and categorize project as a "high priority financially constrained project".

POLICY CONSIDERATIONS:

CKC2050 Project 1466 is currently described in the plan as a high priority illustrative project. This project has recently been awarded non-federal construction funds by the State of Missouri and is moving forwards towards near term construction. This project is part of the broader "[Improve I-70](#)" project, which seeks to "construct, reconstruct, rehabilitate and repair three lanes in each direction from Blue Springs to Wentzville".

This project supports the following CKC2050 goals:

Access to Opportunity: Project enhances a connected system that enables access to activities by removing existing barriers to transportation (congestion).

Economic Vitality: The project extends the useful life of a key segment of the region's and state's transportation system and addresses current congestion in the network.

Financial Capacity: The project has been awarded non-federal construction funds by the State of Missouri. These are considered new and additional funds for transportation improvements in the region. Therefore, sufficient financial capacity exists to support this plan amendment.

PUBLIC COMMENTS:

TTPC Released CKC2050 Amendment #8 for public review and comment on June 18, 2024. One comment was received. This comment and its proposed response from MARC are included.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

Jackson County, Missouri.

RECOMMENDATION:

Approve Amendment #8 to Connected KC 2050.

STAFF CONTACT:

Martin Rivarola

Connected KC 2050 - Amendment #8
Public Comment and Proposed Response

Public Comment

Michael Czerniewski: *“I strongly suggest a metro wide rail transit system connecting communities in all counties in the Kansas City metro area. We need to seriously reduce our transportation carbon emissions, and I feel that rail transit is the way to go, especially with how popular the Streetcar has been.”*

Proposed Response

Thank you for your recent comment regarding the proposed *Connected KC 2050 Amendment #8*. We shared your comment with the MARC Total Transportation Policy Committee, the MARC Board of Directors and the Missouri Department of Transportation for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Roadway capacity projects are supported by policy when existing congestion and reliability concerns are documented, and when other operational, bike/ped, transit and land use strategies are considered as part of the project scope.

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

Sincerely,
Martin Rivarola, AICP
Assistant Director of Transportation & Land Use, MARC

TTPC AGENDA REPORT

July 2024
Item No. 6

ISSUE:

VOTE: 2025-2027 Disadvantaged Business Enterprise (DBE) Goal

BACKGROUND:

The U.S. Department of Transportation’s (USDOT) DBE program is designed to assist small businesses owned and controlled by socially and economically disadvantaged individuals, including minorities and women, in participating in contracting opportunities created by USDOT financial assisted programs. The program also helps small non-minority owned business participate in contracting opportunities. The three major USDOT operating administrations involved in the DBE program are Aviation (FAA), Highway (FHWA) and Transit (FTA).

Among other things, DBE regulations require recipients of USDOT financial assistance to establish goals for the participation of disadvantaged entrepreneurs. MARC is required by the USDOT to have a DBE Program because it is direct FTA recipient that receives federal planning, capital or operating assistance and will award prime contracts. MARC is required to make every effort to meet the overall established goal.

USDOT specifies a three-step process for recipients to use to calculate their individual DBE goals, described in the attachment below. Based on this formula, MARC’s proposed 2025 - 2027 DBE goal will be 20%. MARC’s current 2022 - 2024 DBE goal is 20%. For context, other regional recipients’ current DBE Goals are shown below.

Regional Agencies	Goal
KCATA	24%
KCMO (MCI Airport)	16%
KCMO (Streetcar)	24%
MoDOT	15%
MARC	20%

Federal regulations required a 45-day public comment period before adopting a new DBE goal. **MARC received no public comments.** MARC’s 2025-2027 DBE goal must be submitted to USDOT by August 1, 2024. Staff will provide additional information about this process at the meeting.

POLICY CONSIDERATIONS:

The DBE Goal allows “Access to Opportunities” and supports “Economic Vitality” by ensuring women and minority firms have access to USDOT assisted contracts and procurement activities.

BUDGET CONSIDERATIONS:

Adoption of DBE goal is required to receive funding through USDOT.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve MARC's 2025-2027 (20%) DBE goal.

STAFF CONTACT:

Darryl Fields

DBE Goal Methodology

MARC submits its overall goal to USDOT on August 1 every 3 years. In accordance with Federal Regulation CFR 49§26.45, MARC employs a three-step process to calculate its DBE program goal.

MARC 2025 - 2027 DBE Goal = 20 %

Step 1

Involves determining a “base figure” for the relative availability of DBEs in the area. The base figure is a percentage calculated as the ratio of available and potentially eligible DBEs to all available firms. The data sources used to derive available DBEs and “all available” firms are as follows:

1. The number of “Available DBEs” is derived from the total number of certified DBEs in the KDOT’s and Missouri Regional Certification Committee (MRCC)¹, DBE directories with the North American Industry Classification (NAICS) of 541820, 541330 and 541320 or whose work type was listed as public relations, architecture and engineering and/or landscape architecture for the nine (9) counties within the Metropolitan Statistical Area (MSA). The 2025 DBE program limited the search to these fields based on the types of contracts anticipated for the upcoming year.

$$\text{Step One Base Figure} = \frac{\text{Ready, willing, and able DBEs}}{\text{All firms ready, willing, and able (including DBEs and non-DBEs)}}$$

2. The number of “all available” firms is derived from the total number of firms with the NAICS of 541820, 54320 and 541330 found in Census Bureau’s County Business Patterns (CBP) database in the nine (9) counties within the Metropolitan Statistical Area (MSA).

Total # of Available Firms 2018 County Business Patterns (NAICS)				
Industry code	Industry code description	DBE Firms	Total Firms	DBE%
541820	Public Relations	22	44	50.00%
541320	Landscape Architecture	16	28	57.14%
541330	Architecture & Engineering (A&E)	24	410	5.85%

3. The number of “Potentially eligible” DBEs is determined based upon the CBP, regional Disparity Study² and the City of Kansas City, Missouri’s Disadvantaged/Minority and

¹ MRCC - regional certification committee is the Missouri “one stop” DBE certification group. The Committee (MoDOT, KCMO, KCATA, Metro and Lambert Airport St. Louis, EWGCC, and MARC) is the statewide DBE certification certifiers. If certified by one of these agencies their certification is good throughout MO and those state that have reciprocal certifications with MO.

² Regional Disparity Study completed for the Kansas City region in 2017. Study conducted under the guidance of the City of Kansas City, Kansas City Area Transportation Authority, Jackson County, MO and the Kansas City Public Schools to evaluate minority owned firms availability in the Kansas City region.

Women’s Business Enterprise Directory. Listed firms’ functions were evaluated to determine their eligibility to bid for proposed contracts (as listed below), and the resulting list was checked to ensure that no firms listed in the certified DBE list was repeated.

% of funding for Contracting		
Contract Type	Contracting Opportunities	Contract % of Funds
Public Relations*	\$ 456,795	10%
Landscape Architecture*	\$ 685,193	16%
A&E*	\$ 3,425,963	75%
Available funds for contracting	\$ 4,567,951	100%

* Anticipated

Weighted Base Rate = 13.66% (rounded to 14%)			
Industry code	DBE Firms**	Total Firms	DBE%
541820	22	44	50.00%
541320	16	28	57.14%
541330	24	410	5.85%
Total	62	454	13.66%

** Current KS & MO DBE Directories

Regulations encourage “Wherever Possible, Use Weighting” in recipients base figure goal calculation. Weighting helps ensure accuracy of the “Step One Base Figure.” While weighting is not required by regulation, it makes the goal calculation more accurate. For instance, since 75% of MARC contract dollars will be spent on Architect/Engineering related projects and 10% on marketing/public engagement, MARC weighted the calculation of the relative availability of firms by the same percentages. This method resulted in a weighted base percent of 17.96%.

Weighted Rate =		17.96%		
		% of industry	% of contracting \$\$	Weighted %
541820	(21/49) =	50.00%	10%	5.00%
541320	(15/19) =	57.14%	16%	8.57%
541330	(21/421) =	5.85%	75%	3.49%
Total				17.96%

Therefore, the base goal 13.66% (rounded to 14%) is increased to 17.96% (rounded to 18%).

Step 2:

The second step involves examining available evidence to determine what adjustment, if any, is needed to the base figure in order to arrive at the overall goal that reflects as

accurately as possible the DBE participation MARC would expect in the absence of discrimination.

$$\begin{array}{l} \text{A. Proposed Goal} \\ \text{B. MARC 3yr} \\ \hline \text{(A X B)/2 = Goal Adjustment} \end{array}$$

To determine what types of adjustments, if any, are needed to the base figure, additional sources of evidence was examined:

4. The current capacity of DBEs to perform work in MARC’s DOT- assisted contracting program, as measured by the volume of work DBEs have performed in recent years.
5. Reviewed the last three (3) year bi-annual reports (years 2021through 2023) of DBE participation (20%) reported to the FTA.

Last 3 Year	Goal	Achieved Goal
2021	20%	20%
2022	20%	20%
2023	20%	20%

To calculate the DBE goal, MARC averaged the base figure calculation (18%) was averaged with the median of the volume of work DBEs performed in recent years (22%) thus providing the average of the two measures.

$$\frac{18\% + 20\%}{2} = 19\%$$

6. The Step 2 adjustment to the base figure the goal is **19%**.
- To validate the Step 2 calculation MARC completed one additional calculation averaging goals established by the regional MRCC partner agencies (24% + 16% + 24% + 20% + 15%)/5 = 20%

Regional Agencies	Goals
KCATA	24.00%
KCMO (MCI Airport)	16.00%
KCMO (Streetcar)	24.00%
MARC	20.00%
MoDOT	15.00%
Average	20.00%

- Conclusion: comparing the Step 2 calculations to prior years goal attained average and the weighted adjustment MARC determines that the Step 2 adjustment is required to the weighted average.

MARC 2025 to 2027 DBE Goal = 20%

Step 3:

Regulations state that recipients must demonstrate the percentage of their goal met solely through race- neutral measures, or whether race-conscious program elements such as DBE contract goals are also needed. Race-neutral program elements are initiatives that help all businesses or small businesses in general, including – but not limited to – DBEs. Recipients must meet the maximum feasible portion of their overall DBE goal by using race/gender-neutral means.

- Race Conscious = 15%
- Race Neutral = 5%

The following is a summary of the basis of our estimated breakout of race-neutral and race- conscious DBE participation:

Last 3 Year	Goal	Race* Neutral (R/N)	Race Conscious	Achieved Goal
2021	20%	4%	16%	20%
2022	20%	4%	16%	20%
2023	20%	4%	16%	20%

*Anything over 16% is considered achieved by race - neutral means

- A) Third party contracting % of funds for A&E = 75%
- B) DBE Goal subcontracting opportunities = 20%
- C) A * B = Race Conscious 15%
- D) C - B = Race Neutral 5%

Race Conscious 15%
Race Neutral 5%

TTPC AGENDA REPORT

July 2024
Item No. 7

ISSUE:

REPORT: 2024 Peer Regions Transit Study

BACKGROUND:

MARC periodically conducts reviews comparing transit funding in the Kansas City region with transit funding in peer cities. This analysis was first performed in 2011 to support work by Johnson County's Transit Funding Task Force (START), as well as to aid in ongoing discussions regarding the development of a strategy for regional transit investment in Kansas City. The report was updated in 2014 and in 2018 to serve as a resource for MARC's transportation committees. The 2024 update serves as the fourth version of the Peer Regions Transit Report.

Ten peer cities and four aspirational cities were identified for this comparison. The review compares state and local funding levels for transit in our region with similar funding for transit in other cities on a per capita basis. This report serves as a benchmark for our regional transit system and how it compares to peer transit systems in terms of funding, ridership, service area and density. The majority of the data was collected from the National Transit Database, the 5-year American Community Survey (ACS) and a custom survey sent to the transit providers included in the report. Major findings from this report include:

- The KC region spent \$46.53 in state and local funds per capita in 2022, which ranks 9th out of 15 analyzed peer regions.
- This funding level is a 28% decrease in per capita funding since 2016 (adjusted for inflation).
- In 2021, state funding towards transit services led to a ranking of 10 out of 15 regions.
- Per capita investment per jurisdiction in the region varies widely. In 2023, Kansas City, North Kansas City and the UG Wyandotte County/KCK funded more than the regional averages.
- KCATA ridership decreases is less than the median decrease amongst all analyzed cities.

Staff will provide a summary of the report at the meeting. **An executive summary of the report can be found [here](#).**

POLICY CONSIDERATIONS:

Connected KC2050 supports a connected system that enables access to all activities. Robust and efficient transit services are a key component of a connected system. This report identifies strengths and weaknesses of transit in our region and highlights potential areas of improvement.

COMMITTEE ACTION:

The Regional Transit Coordinating Council-Technical Team has previously reviewed this item.

RELATED JURISDICTIONS:

All counties served by public transit services in the Kansas City area.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

July 2024
Item No. 8

ISSUE:

REPORT: Electric Vehicle Readiness Plan Update

BACKGROUND:

MARC is working with consultants and stakeholders to develop a regional Electric Vehicle Readiness Plan. This planning effort, to be completed in early Fall, will support expansion of the EV charging network by identifying barriers and needs, assessing suitable locations for stations, identifying best practices, the development of prioritized policies and programs to lower barriers, and a roadmap to help municipalities deploy EV charging infrastructure and pursue funding options. The process will include several meetings with the EV Readiness Plan Steering Committee and public engagement.

Staff will provide an overview of the plan scope, share baseline information and next steps.

POLICY CONSIDERATIONS:

This planning effort supports fleet electrification strategies included in ConnectedKC 2050, the regional Climate Action Plan, and the Air Quality Clean Air Action Plan. This plan is also intended to complement other strategies aimed at decreasing greenhouse gas, ozone precursor and PM2.5 emissions generated within the transportation sector.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Karen Clawson

TTPC AGENDA REPORT

July 2024
Item No. 9

ISSUE:

REPORT: 2024 Missouri Local Federal-Aid Program Management

BACKGROUND:

For federal fiscal year 2024 and beyond, the Missouri Department of Transportation (MoDOT) has implemented a new goal setting approach to local Federal-Aid program management. Under this new approach, a target obligation percentage will be established for each year aimed at limiting the accumulation of unspent funds and maximizing opportunities for the state to secure additional resources. MARC staff will brief the committee on the status of MARC efforts to meet the goals set by MoDOT, and the current status of MARC funding programs.

POLICY CONSIDERATIONS:

None.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

The Missouri STP Priorities Committee is scheduled to review the current status of the 2024 Surface Transportation Block Grant program and potentially make additional adjustments to address the balance of funds at their meeting on July 9, 2024.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Marc Hansen