



**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, October 15, 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: September 17, 2024 Meeting Summary\*
3. VOTE: 2024 4<sup>th</sup> Quarter Amendment to the 2024-2028 Transportation Improvement Program\*
4. VOTE: Proposed 2025 Unified Planning Work Program\*
5. VOTE: FFY23-24 FTA Section 5310 Project Funding Recommendations\*
6. VOTE: Land Use Population/Household/Employment 2050 Forecast\*
7. REPORT: CKC2050 Facilitated Policy Discussions and Policy Framework Update
8. REPORT: Bistate Sustainable Reinvestment Corridor
9. REPORT: Transportation Emissions Committee Update
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](mailto:transportation@marc.org) by Noon on Monday, October 14, 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**  
**September 17, 2024**  
**Meeting Summary**

**Members and Alternates Present**

Co-Chair Commissioner Janeé Hanzlick, Johnson County, KS  
Lorraine Basalo, Overland Park, KS  
Cecelie Cochran, FHWA - Missouri Division  
Kyle Dieckmann, Overland Park, KS  
AJ Farris, KCATA  
Tom Gerend, Kansas City Streetcar Authority  
Jeffrey Hardy, MoDOT  
Leslie Herring, Johnson County, KS Municipalities  
A.J. Herrmann, Kansas City, MO  
Dick Jarrold, KCATA  
Joe Johnson, Johnson County, KS Municipalities  
Lee Kellenberger, Johnson County, KS  
Jack Messer, Overland Park, KS  
Matt Nolker, Ray County, MO  
Bill Noll, Leavenworth County, KS  
Commissioner Jerry Nolte, Clay County, MO  
Tawn Nugent, WTS  
Michael Park, Lee's Summit, MO  
Joshua Powers, Johnson County, KS  
Eric Rogers, BikeWalkKC  
Michele Silsbee, Miami County, KS Municipalities  
Mayor John Smedley, Platte County, MO Municipalities  
Chuck Soules, Clay County, MO Municipalities  
Councilmember Dean Vakas, Olathe, KS  
Mayor Dana Webb, Jackson County, MO Municipalities  
Doug Wesselschmidt, Jackson County, MO  
Doug Whitacre, Johnson County, KS Municipalities  
Tonya Willim, Ray County, MO Municipalities  
Beth Wright, Olathe, KS  
Sabin Yanez, Northland Regional Chamber of Commerce

**MARC Staff Present**

Ron Achelpohl, Director of Transportation & Environment  
Megan Broll, Transportation Program Assistant  
Karen Clawson, Air & Climate Programs Manager  
Taylor Cunningham, Transportation Planner III  
Raymart Dinglas, Public Affairs Coordinator II  
Marc Hansen, Principal Planner  
Alicia Hunter, Transportation Planner III  
Tom Jacobs, Chief Resilience Officer & Environmental Programs Director  
Kate Ludwig, Environmental Program Assistant  
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

**Others Present**

Alysen Abel, Spring Hill, KS  
Santos Arellano, Office of U.S. Senator Eric Schmitt  
Matt Barry, Office of U.S. Representative Sam Graves  
Gayle Bergman, Overland Park, KS  
Jeff Bryan, Affinis  
Jimmy Campbell, Transportation Management Services (TMS)  
Lauren Crome, Clay County, MO  
Alyssa Fielder, Unified Government of Wyandotte County and Kansas City, KS  
Randy Gorton, BHC  
Art Gough  
Bob Heim, Platte County, MO  
Mark Hoppe, Affinis Corporation  
Katie Jardieu, MoDOT  
Krystal Jolly, MoDOT  
Matt Kleinmann, Vibrant Health  
Anthony Malone, GBA  
Kimberly Marotta, KDOT  
Tim McEldowney, Gardner, KS  
Stan Meyers, I-Solutions  
Andrew Robertson, GBA  
Melissa Schmitz, MoDOT  
Don Schoenborn, MoDOT  
Will Sharp, FHWA - Kansas Division  
Jason Sims, KC2026  
Allison Smith, KDOT  
Kip Strauss, HNTB Corporation  
Rob Swafford, Richmond, MO  
Mayra Toothman, Smithville, MO  
Cate Tucker, MoDOT  
Dan Weitkamp, FHWA - Missouri Division  
Brett Wood, GBA  
Juan Yin, MoDOT

**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 July 16, 2024, Meeting Summary***

Co-Chair Hanzlick called for a motion to approve the July 16, 2024 Total Transportation Policy Committee (TTPC) meeting summary.

**Committee Action:**

Jack Messer moved to approve the meeting summary. Mayor John Smedley seconded the motion, and the motion passed.

**3) *VOTE: Planning Sustainable Places 2025 Funding Recommendations***

Transportation Planner Taylor Cunningham reviewed the draft funding recommendations for Planning Sustainable Places projects as developed at the September 13, 2024 Sustainable Places Policy Committee meeting. Types of projects recommended include complete street plans, trail plans, and corridor plans. Six Kansas projects were selected for funding, and nine projects were recommended for funding in Missouri. The list of funding recommendations is available at: <https://marc.org/document/2025-psp-funding-recommendations>. Ms. Cunningham confirmed for TTPC members that funding will become available after the MARC Board approves funding recommendations at the end of this month. Requests for Proposals (RFPs) will start in October and continue through January.

**Committee Action:**

Jack Messer moved to approve the Planning Sustainable Places 2025 Funding Recommendations. Tom Gerend seconded the motion, and the motion passed.

**4) *VOTE: 2024 4th Quarter Amendment to the 2024-2028 Transportation Improvement Program***

Principal Planner Marc Hansen reported on the fourth amendment for the 2024-2028 Transportation Improvement Program (TIP), which includes eight projects (three new and five modified). Additional details were included in the meeting packet and are available at [www.marc.org/TIP](http://www.marc.org/TIP).

**Committee Action:**

Jack Messer moved to release the 4th Quarter Amendment to the 2024-2028 Transportation Improvement Program for public review and comment. Mayor John Smedley seconded the motion, and the motion passed.

**5) *REPORT: 2024 Suballocated Call for Projects Update***

Marc Hansen reviewed the programming process for the 2024 Suballocated Call for Projects; the two-step process included a Phase I preapplication reviewed by MARC planning and policy committees, and a Phase II technical application. Mr. Hansen shared the committee assignments for different types of funding, and committees are currently discussing applications, scheduling project presentations, receiving public comments, and beginning work on formulating funding recommendations. Funding recommendations are expected to be presented to the Total Transportation Policy Committee (TTPC) for approval in December, at which point they will be released for public comment according to the TIP amendment process.

Mr. Hansen reviewed the categories and amounts of funding by state, as well as the funding amounts requested by project applicants. Details are available in the presentation slides for this meeting, posted to the meeting documents archive on the TTPC webpage at: <https://marc.org/committees/total-transportation-policy-committee-ttpc>.

**6) *REPORT: World Cup Transportation Planning Update***

Jason Sims, Transportation Director for KC2026, shared the goals of the organization to maximize the opportunity provided by Kansas City being a host city/region for the 2026 World Cup. Mr. Sims shared details of the expected viewership, visitors, and match schedule of the World Cup in Kansas City, noting the size of the event has increased significantly since the last World Cup in 2022.

A transportation work group meets monthly, and Mr. Sims invited local government partners to reach out to him to participate. Consultant partners include Transportation Management Services (TMS), who led transportation efforts in Qatar for a previous World Cup, as well as local consultants HNTB and Burns and McDonnell. The collective approach covers work streams such as workforce, local area traffic management and parking (LATMP) planning, and transit and bus systems, and each work stream includes steps for discovery, strategic planning, operations planning, and validation and testing. Current efforts include putting together the bus procurement strategy, and assigning leads to every work stream.

The committee questioned if a project specified in the TIP amendment (Agenda Item #4) applied to World Cup bussing. Josh Powers of Johnson County Transit confirmed the relevant project reflected an award of federal funding for bus and bus facility purposes; while the project was not directly tied to the World Cup, improving the bus fleet would open up possibilities for service in 2026. Mr. Powers confirmed that another application submitted for CMAQ funding did tie directly to airport service in anticipation of World Cup. The committee further discussed bussing procurement, and the opportunity for improving existing public transit services.

**7) *Other Business***

Ron Achelpohl, Director of Transportation & Environment, noted the meeting would adjourn after small group discussions. The next TTPC meeting will be October 15<sup>th</sup>.

**8) *COMMITTEE DISCUSSION: Connected KC 2050 Policy Framework Update***

Ron Achelpohl shared the latest report on MARC's efforts to update the Metropolitan Transportation Plan (MTP) Connected KC 2050, which is required to be updated every five years. Previous work has included scenario planning, public engagement, and updating projects and their prioritization. Mr. Achelpohl shared current goals and strategies, public feedback, and system performance reports. Committee members were asked if the policy framework reflects public preferences and priorities, if the policy framework advances progress toward all the goals of the plan, and how the proposed policy framework can facilitate more balanced outcomes in cases where proposed investments may advance some goals at the expense of others. Small group discussions to address these questions were led by MARC staff and will be reported out at the next TTPC meeting.

**9) *Adjournment***

After committee discussion ended, the meeting was adjourned.

## TTPC AGENDA REPORT

October 2024  
Item No. 3

### ISSUE:

VOTE: 2024 4<sup>th</sup> 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 4<sup>th</sup> Quarter Amendment to the 2024-2028 Transportation Improvement Programs includes 8 projects:

- 3 new projects to be added, including but not limited to:
  - #380246 - KDOT - I-35, Mill and Overlay from W. 93<sup>rd</sup> Street to north of I-635
  - #590360 - MoDOT - RT H, Pavement resurfacing in Buchanan, Clay, and Clinton Counties
  - #956005 - Johnson County Transit - Buses and Associated Equipment
- 5 modified projects
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review on the Internet at:  
<https://www.marc.org/document/2024-tip-4th-quarter-amendment>

### POLICY CONSIDERATIONS:

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

### BUDGET CONSIDERATIONS:

None.

### COMMITTEE ACTION:

TTPC authorized release of the amendment for public review and comment on September 17, 2024.

### RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

### RECOMMENDATION:

Approve the 2024 4<sup>th</sup> Quarter Amendment to the FFY 2024-2028 TIP.

### STAFF CONTACT

Marc Hansen

# TTPC AGENDA REPORT

October 2024  
Item No. 4

## ISSUE:

VOTE: Proposed 2025 Unified Planning Work Program\*

## 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. A draft of the 2025 UPWP is available at: <https://www.marc.org/sites/default/files/2024-10/2025-Unified-Planning-Work-Program-DRAFT.pdf>

Major Transportation Planning Initiatives proposed for 2025 include:

- Respond to planning provisions in the IJJA - Tasks 1.1, 2.2, 3.5, 3.9, 4.1, and 5.5
- Continuation of the *Connected KC 2050 Update* - Task 2.2
- Development of the *2026-2030 Transportation Improvement Program* - Task 4.1
- Economic, Demographic and Travel Demand Forecasting - Tasks 2.1 and 3.1
- Performance Measures and Targets - Tasks 2.2, 3.9, and 4.1
- Regional Active Transportation Planning - Task 3.4 and 3.5
- Regional Freight Plan Completion - Task 5.10
- Development of a regional activity based travel demand model- Task 3.1
- Smart Moves Transit Plan update- Task 3.5

## POLICY CONSIDERATIONS

None.

## BUDGET CONSIDERATIONS

The Draft 2025 UPWP has been developed based on funding levels resulting from the passage of IJJA and the 2020 Census counts for urbanized area populations in Kansas and Missouri.

## COMMITTEE ACTION

MARC hosted a virtual meeting on July 2, 2024, with its planning partners to coordinate development of the 2025 UPWP. An initial version of the 2025 UPWP was circulated among the planning partners for comment in September 2024.

## RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

## RECOMMENDATION

Approve the release of the proposed 2025 Unified Planning Work Program for public review and comment.

## STAFF CONTACT

Marc Hansen

## TTPC AGENDA REPORT

October 2024  
Item No. 5

### ISSUE:

VOTE: FFY23-24 FTA Section 5310 Project Funding Recommendations

### BACKGROUND:

The Federal Transit Administration provides funding for the Section 5310 Program that targets specific users and their mobility needs. Section 5310, also known as the Enhanced Mobility of Seniors and Individuals with Disabilities program, provides funding for vehicle purchases, capital projects and operations that address mobility solutions for older adults and persons with disabilities. More information here: <http://www.marc.org/Transportation/Funding/FTA/5310>.

The competitive selection of Section 5310 projects is based on the FFY 2023 and 2024 urban area formula-based apportionment for the Kansas City urban area. As the Designated Recipient of the Kansas City Urbanized Area, the Kansas City Area Transportation Authority (KCATA) may submit Section 5310 applications for FFY 2023 and 2024 funding equivalent to the amount apportioned to the region by FTA. As outlined in a Memorandum of Understanding (MOU) between the two organizations, MARC manages the competitive selection process for the portions of the FFY 2023 & 2024 apportionments being released through that process.

The following chart represents the estimated region's funding allocation for the current cycle:

ESTIMATED 5310 Funds for KC Region in 2023 and 2024 (Apportionments)	
2023	\$2,013,293
2024	\$2,107,079
<b>TOTAL</b>	<b>\$4,120,372</b>
Admin (MARC)	\$144,213
Admin (KCATA)	\$267,824
<b>TOTAL minus all Admin</b>	<b>\$3,708,335</b>
Operations (45%)	\$1,442,130
Capital (55%)	\$2,266,205
<b>Retained Funds</b>	
Operations (45%)	\$1,442,130
Capital (27.7%)	\$618,056
<b>TOTAL Funds Retained by KCATA</b>	<b>\$2,060,186</b>
<b>Funds to be Programmed</b>	<b>\$1,648,149</b>

A call for projects and project selection process occurred over the summer of 2024. At the upcoming TTPC meeting, MARC staff will brief the committee on the review process and Mobility Advisory Committee recommendations. FTA Section 5310 funds award recommendations from this committee are illustrated in the attached table.

**BUDGET CONSIDERATIONS:**

MARC and KCATA retain 3.5% and 6.5% respectively for program administration purposes.

**COMMITTEE ACTION:**

The Mobility Advisory Committee (MAC) oversees this process.

**RELATED JURISDICTIONS:**

This item impacts the Kansas City urbanized area.

**RECOMMENDATION:**

Approve selection of projects to be awarded Section 5310 program funds, as noted in this staff report.

**STAFF CONTACT:**

Lukas Yanni



Applicant	Project Title	Project Purpose/Description	Score	Total Project Cost	Total 5310 Request	Funding Recommendation
Swope Health	Swope Health PACE KC Door-through-door Transportation Services for Older Adults in Jackson County	Replacement of 3 12-passenger vans, a 5-passenger van, and a 4-passenger van with accessible 14 pass. Narrow Body Cut-Away. Purchase of 3 more accessible 14-passenger vans	25	\$ 272,160	\$ 216,000	\$ 162,000
DOWN SYNDROME INNOVATIONS INC	The Down Syndrome Innovations Community Integration and Employment Placement Services	Funding to establish and operate Dedicated Transportation Service.	25	\$ 145,200	\$ 120,000	\$ 90,000
Johnson County Mental Health Center	Pathways to Wellness: Accessible Transportation for Mental Health Recovery	1 4-passenger sedan, staffing needs	25	\$ 277,500	\$ 250,000	\$ 187,500
Life Unlimited Inc.	Life Unlimited Accessible Vans 2024	Replacement of 3 vehicles for 10-passenger accessible vans. 2 are in poor condition and 1 in fair condition.	25	\$ 887,040	\$ 704,000	\$ 528,000
Developmental Disability Services - EITAS	Developmental Disability Services of Jackson County - eitas Transportation Service Expansion - Phase 1	Replacement of 4 4-passenger sedans. 3 are in fair condition and 1 is in good condition.	23	\$ 676,680	\$ 559,240	\$ 419,430
Unified Government Transportation	Accessible Mobility Solutions Initiative	3 ADA accessible 10-passenger vans with wheelchair lifts, 1 4-passenger sedan to facilitate door through door transportation.	21	\$ 681,714	\$ 563,400	\$ 129,602
Center for Developmentally Disabled	Individual Supported Living Transportation Program	Purchase 5 10-passenger vans, 5 4-passenger sedans.	21	\$ 342,921	\$ 272,160	\$ 62,606
Dedicated Transportation Services LLC	Accessible Transportation for Seniors and Disabled: Phase 1	Replace 3 existing paratransit vehicles due to aging and increased maintenance.	21	\$ 303,000	\$ 300,000	\$ 69,011
Dedicated Transportation Services LLC	Accessible Transportation for Seniors and Disabled: Phase 2	Purchase of 7 minivans to support ISL homes with transportation.	21	\$ 303,000	\$ 300,000	\$ 69,011
The Farmer's House Inc	Community Integration & Employment Services	Purchase 3 4-passenger sedans	19	\$ 322,500	\$ 220,000	\$ -
Easter Seals Midwest dba Easterseals Midwest	Easterseals Midwest Community Connections Day Program and Community Networking Group Services	Purchase of 4 10-passenger accessible vans	15	\$ 100,800	\$ 80,000	\$ -

# TTPC AGENDA REPORT

October 2024  
Item No. 6

## ISSUE:

VOTE: Adopt KC Region Total Population, Households and Employment Forecasts for Use in the Update to Connected KC 2050

## BACKGROUND:

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

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

MARC staff presented an initial draft of the control total forecasts for the Kansas City region and the assumptions underlying it in April. This forecast was reviewed by the Technical Forecast Committee and, in response, several modifications were made, including incorporating the impact of the new Panasonic plant on the region’s economy, accounting for some additional on-shoring of manufacturing and modestly increasing the region’s net migration assumptions. Also, a forecast of households was added, based on the projected age structure of the population and the percentage of each age group expected to form a household. Finally, the REMI forecast was converted from its standard 14-county Metropolitan Statistical Area (MSA) forecast to a forecast for the MARC 9-county region.

Based on these modifications, the following forecast resulted:

MARC 9-County Region	Population and Household Forecast				Change, 2020-2050
	2020 Census	2030	2040	2050	
Total Employment	1,012,282	1,154,750	1,200,778	1,254,914	242,632
Total Population	2,103,419	2,244,005	2,348,648	2,453,637	350,218
Household Population	2,072,312	2,212,898	2,317,541	2,422,530	350,218
Households	833,443	922,780	989,622	1,040,303	206,860
Persons per household	2.49	2.4	2.34	2.33	-0.16

Staff will present the forecasts, as well as some of the key assumptions underlying them.

**POLICY CONSIDERATIONS:**

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

**COMMITTEE ACTION:**

Technical Forecast Committee has recommended this forecast be adopted for use in the update to Connected KC 2050.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

Adopt KC Region total population, households and employment forecasts for use in the update to Connected KC 2050.

**STAFF CONTACT:**

Frank Lenk

## TTPC AGENDA REPORT

October 2024  
Item No. 7

### **ISSUE:**

REPORT: CKC2050 Facilitated Policy Discussions and Policy Framework Update

### **BACKGROUND:**

MARC is currently updating Connected KC 2050 (CKC2050), the region's long-range metropolitan transportation plan (MTP), originally adopted in June of 2020. The MTP is a key element of the metropolitan planning process and is required to be updated at least every five years under the Federal Infrastructure Investment and Jobs Act of 2022 (IIJA). The MTP includes goals, strategies and prioritized projects for a planning horizon of at least 20 years and serves as a framework to guide investment of federal transportation funds within the region. This policy framework is intended to reflect the planning factors that are required by federal planning rules and regulations as well as other priorities which may be unique to the region.

During September's TTPC meeting, MARC staff provided information about the status of the current update. Several group discussions were facilitated with TTPC and other policy committees (SPPC, CEC, AQF) about the policy framework and ideas about how to make it more impactful in actual performance outcomes for the regional system. Discussion questions included:

- Does the proposed policy framework of goals and strategies properly reflect public preferences and priorities? If not, what should be added, adjusted or emphasized differently?
- Will the proposed policy framework advance progress towards all of the goals of the plan? If not, what adjustments are needed to do so?
- How can the proposed policy framework facilitate more balanced outcomes in cases where proposed investments may advance some goals at the expense of others?

At the meeting this month, MARC staff will summarize results of these conducted policy-based discussions. Furthermore, staff will present the proposed changes to the Connected KC 2050 policy framework. These changes reflect the committee's comments from the facilitated discussions, as well as the public preferences and priorities from previous community engagement.

Proposed revisions to the CKC2050 policy framework, as well as a summary of the comments of the TTPC and CEC facilitated discussions, can be found in this staff report.

### **RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

### **COMMITTEE ACTION:**

The Sustainable Places Policy Committee, the Climate and Environment Council and the Air Quality Forum were also engaged on this discussion.

### **RECOMMENDATION:**

None. This item is for information only.

**BUDGET CONSIDERATIONS:**  
None.

**STAFF CONTACT:**  
Martin Rivarola

**TTPC Facilitated Discussion (September 17, 2024)**  
**Connected KC 2050 Policy Framework**  
**Summary of Comments**

1. Does the policy framework reflect public preferences and priorities? If not, what should be different?

- Combination of answers – “yes”, “no”, and “somewhat”.
- Questions about whether Health and Environment be separate goals or one unified goal?
- The framework needs more substance on the connection between infrastructure and economic development.
- Affordable housing and public transit access should be a goal.
- Focus on developing activity centers instead of just connecting outlying communities to downtown KCMO.
  - i. Economic vitality/independence of suburbs should be a priority.
- The framework needs more focus on multimodal transportation systems.
- The framework should prioritize asset management before capacity expansion.
- The framework should address issues regarding reliability and quality of public transit.
- Not enough focus on motorcycle and pedestrian safety.
- Overall, the goals are good, but strategies and performance measures are not transformative enough to meet the goals.
  - i. For example, multimodal/transit access is a top priority in survey and goals, but the strategies are not specific enough.

2. Will the policy framework advance progress towards all of the goals in the plan? If not, what adjustments are needed to do so?

- More emphasis on safety structures in design for non-motorized mobility.
- Inclusion of EV readiness in policy and infrastructure that mitigates limitations for residents.
- Transit routing needs addressed regionally.
- Zoning and transportation should focus on keeping jobs and development centralized in activity centers throughout the region.
- Access to internet needs to be a focus area for remote work to decrease regional VMT.
- Evaluation criteria should directly reflect plan strategies, avoiding investments that are counterproductive towards reaching the goals.
- There is a greater need for prioritizing asset management over capacity expansion.
- Should be and inclusion of working towards investments from business community and private sector.
- Transit should be considered regionally in outlying communities, not just focused on connecting to downtown KCMO.
- Progress towards goals feels too slow, without many specific steps and strategies for implementation.
- Should be more focused on activity centers, specifically by working with cities/counties on improving connection to these areas.
- Communities need more available data to implement complete street and safety projects.
- There appears to be a contradiction between road design and multimodal priorities between jurisdictions; needs broader consensus on ‘complete street’ definition.
- Lack of specific consideration for rural, outlying communities within goals.

3. How can the proposed policy framework facilitate more balanced outcomes in cases where proposed investments may advance some goals at the expense of others?

- Are we analyzing lower-income areas?
- Economic growth contradicts suburban sprawl and could lead to potential congestion issues for outlying communities in the future.
- Competing ideas/strategies between transit authority and cities.
- Evaluation criteria for funding should be directly linked to goals.
- Expansion of MARC's leadership role in planning, with less individual interest from jurisdictions.
- More emphasis and serious action on Vision Zero policies.
- There should be a correlation between the money allocated and negative areas in our performance measures.
- Focus on rehabilitation in scoring process, rather than capacity expansion.
- No unified vision for transit.
- Federal regulations exist but limited local resources and/or guidance.
- Inclusion of improved planning policy in planned rehabilitation and maintenance projects to save money.
- Tactical urbanism – progress is currently too slow and expensive.
- Are our plans for safety, transit, and active transportation based on successful examples?
- Is it the intent to balance the outcomes? Communities appreciate flexibility to work towards some goals but not others.

**CEC Facilitated Discussion (September 27, 2024)**  
**Connected KC 2050 Policy Framework**  
**Summary of Comments**

- Where is the connection between these strategies and who is implementing them?
- Are there more specific strategies that can be outlined, such as working from home and/or working with businesses to achieve these goals?
- Activity centers are too expensive, should the policies outline a way to get people to these activity centers that cannot live directly in them because of financial constraints.
- Should be more inclusion of public transit in the long-term strategy, more focus on the financial aspect.
- Local business considerations in procurement processes should be a strategy.
- Green infrastructure needs to be more robust within strategies.
- Coordination with KCATA and MARC to outline funding issues related to transit.
- Strategies should discuss funding opportunities from different Federal agencies to address these issues.
- Specificity within the strategies, including some sort of dollar amount quantified.
- Appears to be a conflict between goals, especially economic development, land use, and environmental goals.
- Land use incentives to centralize development for businesses to not further strain the transportation system, true cost of transportation.
- Consideration of existing infrastructure.
- Coordination between economic and environmental goals, such as spending money on green infrastructure and creating jobs.
- It needs more coordination between asset management and environmental goals.
- Quality improvement and service checks for public transit need to be a strategy.
- Encouraging density through policy.
- Scoring for funding should give preference to projects that decrease emissions.
- Does the plan have any incentives, or “force”, to support its goals and strategies.
- The plan should discuss atypical travel options, including existing rail and ferries.
- The plan should include a policy to address parking issues, including the cost of maintaining parking and TDM strategies.



**SPPC & AQF Facilitated Discussion (September 13 & October 8, 2024)**  
**Connected KC 2050 Policy Framework**  
**Summary of Comments**

Sustainable Places Policy Committee:

- Can the plan encourage Road Diets that support multi-modal traffic.
- Are there considerations being made of how to make using public transit more comfortable or inviting?

Air Quality Forum:

- There is a need to outline strategies that create enforcement partnerships to achieve our safety goals.
- Lack of enforcement of traffic regulations impacts safety of the system.
- Have enough complete streets been “completed” to analyze any actual performance improvements? Is there an inclusion of successful examples of Complete Street projects in the region.
- What are the plans to continue community engagement around electric vehicles, climate change, public transportation, etc.?
- Is there room in the plan for incentivizing low-emission vehicles outside of EV’s that are more available. Many commercial and public commitments to fleet conversion will be hard to implement since clean alternatives for commercial heavy vehicles are not available as soon as needed.
- Fleet drivers generally enjoy EVs because they drive better, quieter, cleaner so there are many benefits beyond GHG reduction.

## **Connected KC 2050 Update** **Policy Framework (DRAFT)**

### **Connected KC 2050 Goals**

Connected KC 2050's goals serve as the foundation and direct the development of objectives, strategies and key measures to track regional progress over time. The plan describes six desired outcomes or major policy goals as follows:

- **Access to Opportunities** — Support a connected system that enables access to jobs, education, health care, housing, recreation, shopping and other activities, allowing everyone in the region a chance to succeed by removing transportation barriers
- **Public Health and Safety** — Foster healthy communities and individuals by providing safe and secure places to live, walk, bike, roll, ride the bus and drive with clean air to breathe
- **Climate Resilience** — Prioritize and support investments that protect air and water quality, restore ecosystem health, reduce pollution and greenhouse gas emissions, and adapt to climate change.
- **Transportation Choices** — Expand the range of transportation modes for all communities across the region to allow for ease of travel as well as public health and environmental benefits
- **Economic Vitality** — Maintain a multimodal transportation system that supports the efficient movement of all people and goods and promotes economic development
- **Housing** — Reduce the housing/transportation cost burden for residents and increase attainability of housing by planning for and connecting housing to our region's activity centers and corridors.

### **Broad Connected KC 2050 Strategies**

Connected KC 2050 identifies a set of overarching strategies that play an important role in realizing our regional vision. When implemented, these strategies help the region achieve multiple policy goals established by the regional plan.

- **CENTERS AND CORRIDORS** — Promote development and redevelopment of key activity centers and the corridors that connect them through coordinated land use, housing and transportation planning and investment.
- **CLIMATE MITIGATION AND ADAPTATION** — Ensure that the transportation system's burden on the climate decreases, builds resilience and reduces climate risks.
- **NEW FUNDING SOURCES** — Identify and secure new sources of sustainable public and private funding to support investment in capital and operating costs of the transportation system.
- **PRIORITIZE INVESTMENTS** — Choose multi-benefit investments that advance multiple goals simultaneously to make transportation investments go further.
- **DATA AND TECHNOLOGY** — Manage and share reliable data and preparing for emerging technologies. Ensure innovative transportation technology facilities and services are accessible to residents of all races, ages, abilities and income levels.

### **Goal specific detailed Connected KC 2050 Strategies**

Connected KC 2050 further identifies a set of more goal specific strategies that also play an important role in realizing our regional vision:

- **AIR QUALITY** — Prioritize projects and programs that reduce ozone-forming and particulate emissions to ensure continued compliance with federal air quality standards and consistent with the Clean Air Action Plan.
- **COMPLETE AND GREEN STREETS** — Design, build and maintain streets that are safe and convenient for all travelers, including pedestrians, bicyclists, motorists, transit riders and freight, and that use natural systems to enhance stormwater management, mitigate heat islands, improve air and water quality to create desirable corridors connecting walkable activity centers.
- **DIGITAL CONNECTIVITY & EQUITY** — Support broadband infrastructure investments to serve areas difficult or expensive to service with fiber, particularly for rural areas and urban neighborhoods. Furthermore, set priorities for last mile infrastructure to connect multi-family housing to enable residents to have access to affordable, quality internet services.
- **EMERGENCY PREPAREDNESS AND RESILIENCE** — Integrate emergency preparedness planning into the transportation planning processes, recognizing the important role transportation systems play in emergency response and recovery and emphasizing the needs of vulnerable populations. Strengthen transportation infrastructure against extreme weather like flooding and heat. Enhance operational responses to ensure public safety and mobility. Use technologies to monitor infrastructure integrity and provide real-time data for better responsiveness and mobility.
- **EQUITABLE INVESTMENT** — Support greater investment in transportation projects that address the needs of disadvantaged populations and communities and ensure more equitable outcomes.
- **GOODS MOVEMENT** — Support the safe and efficient multimodal movement of goods across the region's highways and roadways, railroads, ports and airports and ensure that freight and logistics facilities are developed in alignment with land-use, workforce and environmental goals.
- **HOUSING COORDINATION** — Prioritize transportation strategies and funding to support multiple housing types in locations near and within activity centers and corridors with transit and bicycle / pedestrian options. Ensure diverse, high-quality, and affordable housing options are available and accessible to all in the Kansas City region. Support regional coordination, awareness, and collaboration of businesses, organizations, and communities with transportation planning.
- **MOBILITY INNOVATION** — Support new and innovative transportation services, facilities and technologies to ensure safe and efficient travel for people and goods. Collaborate with local governments to create mobility hubs in key areas where transportation options come together. Make it easy to access and switch between bikes, busses, microtransit, rental cars, ride-hailing services and other modes and services.
- **MORE MODE CHOICES** — Prioritize broader implementation of accessible mobility services, such as bicycle, scooter and car-sharing options, as well as microtransit services to supplement fixed-route transit with first/last mile solutions.
- **PUBLIC TRANSPORTATION** — Expand and enhance transit services along high-demand corridors as recommended in the Smart Moves Plan. Provide microtransit, or other on-call, curb-to-curb mobility services for lower-density areas throughout the region to provide an appropriate balance between ridership and coverage goals.
- **REGIONAL CONNECTIONS** — Support improvements to intercity passenger and freight transportation facilities and services that connect our region to domestic and international markets.

- **SAFE SYSTEMS** — Work towards zero fatalities and serious injuries for all modes of travel through engineering, education, enforcement and emergency response solutions. Coordinate policies and investments to enhance safe travelers, safe vehicles, safe roads and modes, safe speeds and post-crash care.
- **SYSTEM EFFICIENCY** — Design, fund and implement projects and programs that improve and maintain reliable, efficient system operations, including transportation demand management strategies, transportation system management and operations, and intelligent transportation systems consistent with regional congestion management policies.
- **SYSTEM PRESERVATION** — Allocate adequate funding and employ effective asset management practices to preserve and maintain the region’s transportation systems in a state of good repair.
- **TRAILS AND BIKEWAYS** — Implement the MetroGreen system with continued planning support as needed, in coordination with the Regional Bikeway Plan. This includes connected trails, greenways and the network of on- and off-road facilities. Develop this system with an increased emphasis on natural resource conservation and restoration of connected stream and riparian corridors.
- **URBAN COOLING AND GREENING** — Reduce heat-absorbing materials in transportation projects using new technologies and best practices. Incorporate extensive tree canopies and green spaces, especially in vulnerable areas, following APWA 5600 standards. Integrate environmental, land use and transportation planning to achieve multiple goals. Implement the regional Green Infrastructure Framework and new stormwater management standards to improve water quality and reduce runoff.
- **ZERO EMISSION VEHICLES** — Develop policies and programs to support the purchase of electric and no-emission vehicles for public and private fleets and personal use. Expand access through discounted electric car-sharing programs for low-income individuals. Encourage local governments to require charging facilities in new buildings. Provide educational programs on the benefits and convenience of fleet electrification.

## TTPC AGENDA REPORT

October 2024  
Item No. 8

### **ISSUE:**

REPORT: Bistate Sustainable Reinvestment Corridor

### **BACKGROUND:**

Passage of the federal Infrastructure Investment and Jobs Act (IIJA) has created new opportunities for federal investment in a wide range of infrastructure needs in communities across the nation. Under the leadership of Congressman Emanuel Cleaver, II and Congresswoman Sharice Davids, MARC is supporting efforts among the cities of Independence, Kansas City, MO, Sugar Creek and the Unified Government of Wyandotte County/Kansas City, KS along with the Kansas City Area Transportation Authority to coordinate development of a bistate corridor connecting key activity centers and promising neighborhoods in need of reinvestment and mobility services along State and Independence Avenues from Village West in Wyandotte County to Truman Square in Independence.

MARC has received a \$5.6 million RAISE grant through USDOT to develop an implementation plan to invest in coordinated, comprehensive transportation, housing, workforce, broadband, green infrastructure, public safety and economic development strategies to support equitable growth and redevelopment of promising but disadvantaged neighborhoods along the corridor. New resources will accelerate implementation of extensive community-based plans that have already been conducted throughout the corridor. Focused investment along and connected to this corridor will enhance its capacity to catalyze growth and opportunity throughout the Kansas City area using sustainable strategies.

The first phase of this planning work is now underway and a public meeting is scheduled for 5:30-7:00 PM on October 29, 2024, at the Blend Well Cafe, 10725 East U.S. 24 Highway Independence, MO 64054. More information about the project is available at: <https://www.marc.org/bi-state-sustainable-reinvestment-corridor>

Staff will provide more information about the initiative at the meeting.

### **BUDGET CONSIDERATIONS:**

None.

### **COMMITTEE ACTION:**

TTPC first received a briefing on the project in March of 2022.

### **RELATED JURISDICTIONS:**

This item impacts Wyandotte County and Jackson County.

### **RECOMMENDATION:**

None. Information only.

### **STAFF CONTACT:**

Ron Achelpohl

# TTPC AGENDA REPORT

October 2024  
Item No. 9

**ISSUE:**

REPORT: Transportation Emissions Committee Update

**BACKGROUND:**

One of MARC’s fundamental roles as Metropolitan Planning Organization (MPO) is to provide a forum and facilitate processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area. Accordingly, MARC has developed a process to solicit proposals for four Federal Highway Administration funding programs. This year’s application process began in February of 2024.

On May 21, 2024, TTPC established the Transportation Emissions Committee (TEC) as a permanent programming committee tasked with reviewing project applications, providing funding recommendations, and managing funds for the Congestion Mitigation & Air Quality (CMAQ) and Carbon Reduction (CRP) programs. The composition of the TEC reflects the needs for both jurisdictional representation and technical expertise in project selection.

Table 1. Transportation Emissions Committee Membership

<u>Counties</u>	<u>Other Municipalities Representative</u>
Cass County, MO	Cass County, MO
Clay County, MO	Clay County, MO
Jackson County, MO	Jackson County, MO
Johnson County, KS	Johnson County, KS
Leavenworth County, KS	Leavenworth County, KS
Miami County, KS	Miami County, KS
Platte County, MO	Platte County, KS
Ray County, MO	Ray County, MO
Unified Government of Wyandotte County/Kansas City, KS	Wyandotte County, KS
<u>Member Cities</u>	<u>Transit</u>
Independence, MO	KCATA
Kansas City, MO	
Lee’s Summit, MO	<u>MARC Modal Planning &amp; Policy Committees</u>
Olathe, KS	AQF
Overland Park, KS	BPAC
	CEC
<u>State Departments of Transportation</u>	Highway
KDOT	TTPC
MoDOT	

MARC is in need of appointments from several jurisdictions to fill vacancies in the committee’s roster. To date the TEC has held one inaugural meeting. On September 19, 2024, committee members reviewed roles and responsibilities and were introduced to FFY 2027-

2028 CMAQ and FFY 2025-2028 CRP applications. Upcoming meetings for project sponsor presentations and programming are scheduled for October 14<sup>th</sup> and 28<sup>th</sup>, respectively. Staff will provide summary details about the applications and support the committee in the programming process at these meetings.

**POLICY CONSIDERATIONS:**

TTPC adopted a programming policy statement for suballocated federal funding with the adoption of Connected KC 2050 on June 16, 2020.

**BUDGET CONSIDERATIONS:**

On average MARC receives the following amounts annually for the Carbon Reduction Program (CRP) and the Congestion Mitigation/Air Quality Program (CMAQ):

CRP: \$2.1M from Kansas and \$3.2M from Missouri

CMAQ: \$2.8M from Kansas and \$2.9M from Missouri

MARC will collect a 1.0% project fee for all federal funds awarded through this call for projects.

**COMMITTEE ACTION:**

TTPC authorized a call for projects on February 20, 2024.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ryan Umberger