



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, November 19, 2024, at 9:30 a.m.** We encourage in-person attendance but virtual participation by Zoom will also be available. This meeting will be held in 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: October 15, 2024 Meeting Summary*
3. VOTE: Proposed 2025 Unified Planning Work Program*
4. REPORT: 2024 Suballocated Funding Recommendations
5. REPORT: Regional Freight Study Update (Connected Freight KC 2050)
6. REPORT: I-70 (I-435 to I-470) Environmental Assessment Study Update
7. REPORT: CKC2050 Public Outreach and Engagement Update
8. REPORT: Climate Action Plan Update
9. Other Business
10. 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, November 18, 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
October 15, 2024
Meeting Summary

Members and Alternates Present

Co-Chair Commissioner Janeé Hanzlick, Johnson County, KS
Co-Chair Mayor Leonard Jones, Jackson County, MO
Cecelie Cochran, FHWA - Missouri Division
Councilmember Fred DeMoro, Lee's Summit, MO
AJ Farris, KCATA
Councilmember Lindsay French, Kansas City, MO (Northland)
Leslie Herring, Johnson County, KS Municipalities
A.J. Herrmann, Kansas City, MO
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)
Lane Massey, Johnson County, KS Municipalities
Joe McAfee, Leavenworth County, KS
Janet McRae, Miami County, KS
Jack Messer, Overland Park, KS
Wes Minder, Platte County, MO
LaVert Murray, Unified Government of Wyandotte County and Kansas City, KS
Matt Nolker, Ray County, MO
Bill Noll, Leavenworth County, KS
Commissioner Jerry Nolte, Clay County, MO
Tawn Nugent, WTS
Luz Ortiz, HETF Wyandotte County
Michael Park, Lee's Summit, MO
Joshua Powers, Johnson County, KS
Eric Rogers, BikeWalkKC
Eric Sandberg, Miami County, KS
Mayor John Smedley, Platte County, MO Municipalities
Chuck Soules, Clay 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
Sabin Yanez, Northland Regional Chamber of Commerce

MARC Staff Present

Ron Achelpohl, Director of Transportation & Environment
Megan Broll, Transportation Program Assistant
Dianna Bryant, Solid Waste Management District Program Director
Raymart Dinglas, Public Affairs Coordinator II
Bobby Evans, Principal Planner
Marc Hansen, Principal Planner
Alicia Hunter, Transportation Planner III
Tom Jacobs, Chief Resilience Officer & Environmental Programs Director
Frank Lenk, Director of Research Services
Martin Rivarola, Assistant Director of Transportation & Land Use Planning
Cy Smith, Transportation Intern
Patrick Trouba, Transportation Planner II
Ryan Umberger, Planner II
Lukas Yanni, Transportation Planner III

Others Present

Alysen Abel, Senator Eric Schmitt's Office
Randy Gorton, BHC
Art Gough
Jason Hanson, Raytown, MO
Bob Heim, Platte County, MO
Mark Hoppe, Affinis Corporation
Katie Jardieu, MoDOT
Krystal Jolly, MoDOT
Adam Jones, Stantec
Garrett Kauss, Garver
Matt Kleinmann, Vibrant Health KC
Jason Langhammer, Garver
Kevin Manning, Shawnee, KS
Kimberly Marotta, KDOT
Stan Meyers, I-Solutions
Mac Milburn, Garver
Alex Miller, Parsons & Associates
Davonna Moore-Edeh, CDM Smith
Fahteema Parrish, Parrish and Sons Construction
Kurt Roterger, Olsson Associates
Laura Schopp, Parsons & Associates
Will Sharp, FHWA - Kansas Division
Allison Smith, KDOT
Mayra Toothman, Smithville, MO
Dan Weitkamp, FHWA - Missouri Division
Brett Wood, GBA
Juan Yin, MoDOT

1) *Welcome/Introductions*

Missouri Co-Chair Mayor Leonard Jones called the meeting to order. Introductions followed, and a quorum for the committee was present.

2) *Approval of September 17, 2024, Meeting Summary*

Co-Chair Jones called for a motion to approve the September 17, 2024 Total Transportation Policy Committee (TTPC) meeting summary.

Committee Action:

Joe Johnson moved to approve the meeting summary. Mayor John Smedley seconded the motion, and the motion passed.

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

Principal Planner Marc Hansen reviewed the latest amendment to the 2024-2028 Transportation Improvement Program (TIP), which would add 3 new projects and modify 5 projects. The amendment was released for public review and comment, and no comments were received. Additional details can be found at <https://www.marc.org/document/2024-tip-4th-quarter-amendment>. The TIP documents all federal transportation investments in the region, and amendments to the TIP are typically triggered when DOT partners need to adjust project schedules or to update budgets.

Committee Action:

Tawn Nugent moved to approve the 2024 4th Quarter Amendment to the 2024-2028 TIP. Janet McRae seconded the motion, and the motion passed.

4) *VOTE: Proposed 2025 Unified Planning Work Program*

Marc Hansen presented the draft 2025 Unified Planning Work Program (UPWP), describing major transportation planning initiatives for the next year. The budget has increased to about \$6.45m, and includes a new activity-based travel demand model. Mr. Hansen reviewed the process and timeline in developing the draft, which will come back before the TTPC for final approval after release for public review. The draft program is available at: <https://www.marc.org/sites/default/files/2024-10/2025-Unified-Planning-Work-Program-DRAFT.pdf>.

Committee Action:

Janet McRae moved to release the proposed 2025 UPWP for public review and comment. Chuck Soules seconded the motion, and the motion passed.

5) *VOTE: FFY23-24 FTA Section 5310 Project Funding Recommendations*

Transportation Planner Lukas Yanni described the funding program for Enhanced Mobility of Seniors & Individuals with Disabilities, which aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding mobility options. Mr. Yanni summarized the programming cycle, which began with a call for projects in June of 2024. MARC partners with KCATA to manage the Mobility Advisory Committee to review and provide funding recommendations for these funds, and monitor and report progress to awarded projects. The program is funded on a two-year cycle. Mr. Yanni reviewed the scoring process and funding recommendations proposed by the committee.

Committee Action:

Mayor Smedley moved to approve the Section 5310 Project Funding Recommendations. Jill Lawlor seconded the motion, and the motion passed.

6) *VOTE: Land Use Population/Household/Employment 2050 Forecast*

Director of Research Service Frank Lenk presented the final regional forecast for the long-range transportation plan update. The forecast will go before the MARC Board for final approval and adoption. As previously reported, birth rates are declining and could continue to decline further; without immigration, the natural increase in births minus deaths for the nation would turn negative in 2047. Mr. Lenk addressed immigration rates and that current projections are based on historical norms, but can be affected by policy choice. The forecast was updated to slightly increase immigration due to low climate risk. The greatest difference between the current and previous population forecasts is due to changes in natural increase, not immigration.

Employment rates for manufacturing in the previous forecast showed a decline, but recent trends, policy action, and the development of the Panasonic plant have led to growth in jobs in that sector. Although the job forecast is slightly higher, nearly half of that growth is due to rebound from the impact of Covid. Mr. Lenk discussed household size and its slight decline, and how household growth can be a better indicator of economic health than the overall population itself.

The Technical Forecast Committee (TFC) developed and oversees the forecast, and is composed of about 40 representatives from across the region. After the MARC Board approves the forecast for use, next steps include applying the regional forecast to census tracts, cities, and counties.

Committee Action:

Jack Messer moved to approve the Land Use Population/Household/Employment 2050 Forecast. Councilmember Lindsay French seconded the motion, and the motion passed.

7) *REPORT: CKC2050 Facilitated Policy Discussions and Policy Framework Update*

Assistant Director of Transportation & Land Use Planning Martin Rivarola shared feedback from the TTPC and other policy committee discussions regarding the Connected KC 2050 update. Three key questions about the proposed policy framework were posed to the TTPC and other committees: does the policy framework reflect public preferences and priorities, will it advance progress towards the goals of the plan, and how can it facilitate balanced outcomes?

Key takeaways from the TTPC and other committees include increasing/focusing on: equity for low-income/disadvantaged areas, planning investments in underserved areas, coordination of transportation planning and housing development, regional transit needs, active transportation and centers and corridors, safety, progress in performance metrics, prioritizing maintenance/asset management over system expansion, and connection to not only downtown KCMO but suburban centers and corridors. Feedback across the board included concerns about progress towards safety, climate resilience, and accessibility to active transportation and public transit. Mr. Rivarola discussed existing goals and strategies and proposed adjustments to the policy framework to incorporate committee and public feedback. Details of these changes were shared with the committee in the meeting packet.

Next steps for the Connect KC 2050 update include completing travel demand modeling and environmental justice analysis around the projects that the region has the resources to implement. There will be a major engagement push starting next month, with both in-person and online meetings to share the work with the public and gather feedback, and MARC staff are available to share presentations with local agencies/jurisdictions by request. Information about the next public meeting is available at <https://bit.ly/CKC2050-fall2024>. The final plan is expected to be ready for review and adoption in the spring of 2025.

The committee discussed rural area connectivity through alternative transportation and transit service needs, especially for teens and young adults. One of the revised goals explicitly states enabling access to education, and committee members expressed specific interest in addressing school bussing needs throughout the region. Lack of education/information was discussed as a possible barrier to using existing transit services.

8) *REPORT: Bistate Sustainable Reinvestment Corridor*

Ron Achelpohl, Director of Transportation & Environment, reviewed the first phase of planning work on the east-west 24-mile corridor connecting Village West in Kansas City, KS and Independence, MO. The vision of the project includes connecting neighborhoods that may be underserved with transportation and other investments to the growing parts of the community, and advances the corridor as a catalyst for growth. This is the largest planning effort in the region to do transportation and land use planning concurrently, and this first phase of work is more conceptual and includes broad public engagement and coordination between state/county/municipal leaders to identify investment strategies. Partners have expressed interest in opportunities for other alignments near the corridor, especially in Kansas City, KS and Independence, MO.

The committee questioned if rail transit would be a consideration of this plan, but partners are interested in prioritizing opportunities that can be feasibly supported by federal funding; building demand through bus transit may be an approach that leads to identifying other modes along the corridor in the future.

9) *REPORT: Transportation Emissions Committee Update*

Transportation Planner Ryan Umberger reviewed the new Transportation Emission Committee, which was developed to evaluate, recommend funding, and monitor progress of projects for the Congestion Mitigation & Air Quality (CMAQ) and Carbon Reduction (CRP) programs. Mr. Umberger reviewed the current committee schedule and details about the applications received for CMAQ and CRP funding. The committee has vacancies for several jurisdictions and agencies:

- Cass County, MO
- Clay County, MO
- Jackson County, MO
- Jackson County, MO Municipalities
- Johnson County, KS Municipalities
- Miami County, KS
- Miami County, KS Municipalities
- Ray County, MO
- Unified Government of Wyandotte County and Kansas City, KS
- Wyandotte County, KS Municipalities
- Kansas City, MO
- Olathe, KS
- Overland Park, KS
- Kansas City Area Transportation Authority

Appointing authorities are encouraged to contact Ryan Umberger to set appointments for this committee.

10) *Other Business*

The next TTPC meeting will be November 19th. No other business was called.

11) *Adjournment*

Seeing no other business, Co-Chair Jones adjourned the meeting.

TTPC AGENDA REPORT

November 2024
Item No. 3

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/transportation/plans-and-studies/unified-planning-work-program>

Major Transportation Planning Initiatives proposed for 2025 include:

- Respond to planning provisions in the IIJA - 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

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

BUDGET CONSIDERATIONS

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

COMMITTEE ACTION

TTPC released the draft 2025 UPWP for public review and comment at its October 15, 2024, meeting.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

Approve the 2025 Unified Planning Work Program.

STAFF CONTACT

Marc Hansen

DRAFT 2025 Unified Planning Work Program Public Comment and Proposed Response

Comment #1 - Transit

“As a Gladstone resident, who lives within the MARC Metropolitan Planning region, as well as the Kansas City, MO--KS 2020 Census Urban Area, I would like to know what you are doing to resume negotiations between KCATA and Gladstone to restore some bus service to Gladstone. The current solution, IRIS, is confusing and frustrating. I feel like when the bus service was removed from Gladstone, not enough time was given to consider the options, gather citizen input, or come up with compromises that serve the population of Gladstone while staying within the required budget.”

Comment #2 - Transit

“We really do need to start planning for metrowide rail transit.”

Response to Comments #1 - #2

Thank you for your recent comments regarding the proposed *2025 Unified Planning Work Program (UPWP)*. We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

In 2023 and 2024, regional planning partners completed a number of activities in support of existing and potentially future enhanced services. This work included an exploration of how our region funds transit services and how our services’ performance compares against other metropolitan areas around the county (report found [here](#)). We also conducted a statistically valid random 9-county survey to understand transportation-related needs and priorities and willingness for system enhancement with variety of funding mechanisms (report found [here](#)). Finally, another study was conducted which focused on improving transit access to the KCI airport from multiple locations across the region (report found [here](#)).

Overall, this work illustrates a picture of great need for improved transit services in much of our region. Service needs include additional fast, frequent and convenient transit services supported by a variety of mobility options including services like IRIS (Microtransit), and others. A significant funding gap exists to be able to provide needed service enhancements. However, willingness appears to exist for new funding mechanisms to be explored for enhanced transit services.

In 2025, MARC and partners will advance a [Smart Moves Transit and Mobility Plan](#) Update. This plan details the transit system vision for the Kansas City area. This plan update will include an assessment of existing services, prioritization of existing and new routes services and programs, identification of potential capital and operating costs for system enhancement and review of governance and funding models for system enhancement. This work will be conducted with the assistance of local stakeholders and the public. We encourage your involvement and input once this work is underway.

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

Sincerely,

Martin Rivarola, AICP
Assistant Director of Transportation & Land Use
Mid-America Regional Council

Comment #3 – Bicycle/Pedestrian

“Please continue to consider connection Rock IslandKATY trails to Flint Hills Trail in Osawatomie (to Herington KS). 100 riders ride Flint Hills Trail last Sat am (10/12) from KC Metro, JoCo, eastern and central KA , and western MO. Many have ridden the KATY and would like connected to the Flint Hills, Prairie Spirit, Southwinds, Landon network which would make it over 500 miles of interconnected Rails-to-Trails. This could be the supreme destination for hundreds of thousands of US and Intl riders. As KS and MO work on Hwy 68 to MO state line, this would be natural affordable separate roadside path for alternative transportation connecting MO to Louisburg, Paola, and Osawatomie. An 18 mile connector trail north along 169 or 69 would then connect with the hundred(s) of streamside pathways in KC metro. Bikes and e- bikes are the future for alternative to cars and billion dollar highways, esp for "last mile travel" as we develop necessary public transportation.

Comment #4 – Bicycle/Pedestrian

“Katy”

Comment #5 – Bicycle/Pedestrian

“Please continue working on establishing a connection between the Flint Hills Trail in Osawatomie and the Katy Trail/Rock Island Spur in Missouri. I have personally ridden both trails as part of a week-long adventure and believe that an official corridor linking them would have tremendous potential to attract people to our beautiful Kansas trails. The economic impact could be significant, benefiting local communities along the route.”

Comment #6 – Bicycle/Pedestrian

The FB post i read seems to suggest that a new dedicated corridor between the FHT in Kansas and the KATY trail in Missouri. Ive ridden on my bicycle the KATY twice and am planning to ne

Comment #7 – Bicycle/Pedestrian

“Please consider connecting the Missouri trails to Kansas trails. The bike and hiking trails through the Midwest add economic benefit, transportation opportunities and safe fitness options for an underserved community. It will also offer tourist destinations for people across the nation.”

Response to Comments #3 - #7 – Bicycle/Pedestrian

Thank you for your recent comments regarding the proposed *2025 Unified Planning Work Program (UPWP)*. We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

In 2015, recognizing that while many local governments had their own bikeway plans, no regional bikeway plan existed, MARC adopted the Greater Kansas City Regional Bikeway Plan. This plan was designed to help local governments better coordinate investments to create a cohesive, regional system of bikeways and long-distance corridors that serve users of non-motorized, active transportation. Proposed connections to trail systems of regional and national significance, such as the Flint Hills and Katy trails, were also considered in the plan.

One of the activities MARC will undertake in 2025 is a comprehensive update of the regional bikeway plan. The primary goals of this update to the *Regional Bikeway Plan* are to better facilitate implementation of safe and low-stress bicycle facilities in the MARC region and the development of a regional bikeway network that will incentivize cross-jurisdictional route implementation. As with the original bikeway plan, evaluation of the ability of regional corridors to provide connections to these, and other, routes of significance will be a component of the update.

Robust public engagement will be a component of the update process. MARC anticipates using a variety of techniques, including workshops with public agency stakeholders and elected officials, stakeholder bike rides, and surveys, to gather input. The study team will also be challenged to identify and implement new and creative ideas and strategies for public engagement.

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

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

TTPC AGENDA REPORT

November 2024
Item No. 4

ISSUE:

REPORT: 2024 Suballocated Funding Recommendations

BACKGROUND:

One of MARC's fundamental roles as Metropolitan Planning Organization 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.

On June 20, 2024, MARC opened the second phase of the call projects for 2027-2028 federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STBG) and Surface Transportation Block Grant Program - Set Aside (TAP) programs, and 2025-2028 Carbon Reduction Program (CRP) funding. Funding available through these programs for 2027-2028 is estimated to total approximately \$150 million. Across all of the programs MARC received 109 applications for projects requesting more than \$384 million in federal funding by the July 26, 2024, application deadline.

Throughout the fall of 2024, meetings of the Active Transportation Programming Committee, the Kansas and Missouri STP Priorities Committees, and the new Transportation Emissions Committee were held to develop funding recommendations for these programs. These recommendations are presented for review in tables 1-5

Staff will report on additional details about the programming process and the recommendations at the meeting. Committee members will be offered the opportunity to provide questions or comments on the recommendations that may be referred to the appropriate programming committees for further review. Finalized recommendations are expected to be presented for consideration at the meeting on December 17, 2024.

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:

In accordance with the adopted MARC Transportation Program Local Match Policy and Strategy, MARC will collect a 1.0% project fee for all federal funds awarded through this call for projects.

COMMITTEE ACTION:

- The Transportation Emissions Committee approved funding recommendations for the Kansas and Missouri CMAQ and CRP programs unanimously at their meeting on October 28, 2024.
- The Missouri STP Priorities Committee approved funding recommendations for the Missouri STBG program by a 16-4 vote with one abstention (MoDOT) at their meeting on October 29, 2024.

- The Active Transportation Programming Committee approved funding recommendations for the Kansas and Missouri TAP programs unanimously at their meeting on October 30, 2024.
- The Kansas STP Priorities Committee approved funding recommendations for the Kansas STBG program by a 13-4 vote at their meeting on October 31, 2024.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Marc Hansen

Transportation Emissions Committee - Kansas and Missouri Congestion Mitigation/Air Quality (CMAQ) Recommendations - Approved October 28, 2024

Kansas

Sponsor	Project	Alignment	Total Score	Total Project Cost	CMAQ Request	Funding Recommended	% of Request Met
Johnson County Transit	Airport Express Services Pilot	Aligned	95	\$3,000,000	\$2,400,000	\$2,000,000	83%
BikeWalkKC	Kansas Safe Routes to School Program*	Aligned	95	\$375,000	\$300,000	\$300,000	100%
KCATA	New Bus and Micromobility Services	Highly Aligned	93	\$1,200,000	\$600,000	\$0	0%
KCATA	Expanded Flex Service	Highly Aligned	81	\$1,000,000	\$400,000	\$400,000	100%
Lenexa, KS	Signalization and Pedestrian accommodations at 87th St and Scarborough*	Aligned	67	\$1,600,000	\$1,100,000	\$360,000	33%
Lenexa, KS	95th Street and Lackman	Aligned	43	\$3,800,000	\$2,600,000	\$1,400,000	54%
Overland Park, KS	179th Street and Grant Street Roundabout*	Aligned	29	\$4,890,000	\$750,000	\$0	0%
Lenexa, KS	Pedestrian Accommodations at Traffic Signals and connecting sidewalk links*	Aligned	20	\$1,700,000	\$1,100,000	\$0	0%
Mission, KS	Martway Complete Streets	Highly Aligned	17	\$1,630,000	\$1,141,000	\$0	0%
Total						\$4,460,000	

Missouri

Sponsor	Project	Alignment	Total Score	Total Project Cost	CMAQ Request	Funding Recommended	% of Request Met
BikeWalkKC	Missouri Safe Routes to School Program*	Aligned	95	\$500,000	\$400,000	\$400,000	100%
KCATA	New Bus and Micromobility Services	Highly Aligned	93	\$1,200,000	\$600,000	\$600,000	100%
KCATA	Expanded Flex Service	Highly Aligned	81	\$1,000,000	\$400,000	\$400,000	100%
Lee's Summit, MO	Chipman Road Signal Controller and Detection Upgrades	Highly Aligned	80	\$324,000	\$200,000	\$200,000	100%
Independence, MO	23rd Street Mobility & Safety Improvement Project*	Highly Aligned	79	\$25,112,545	\$1,000,000	\$1,000,000	100%
Liberty, MO	South Liberty Parkway Traffic Signal Interconnect*	Highly Aligned	73	\$800,000	\$640,000	\$640,000	100%
Grandview, MO	Highgrove Rd and Byars Rd Intersection Improvements	Aligned	52	\$1,251,700	\$817,600	\$817,600	100%
BikeWalkKC	Missouri Bike Share Program*	Highly Aligned	48	\$2,050,000	\$300,000	\$300,000	100%
Platte County, MO	Route 152 Trail Segment 1*	Highly Aligned	43	\$3,340,000	\$2,750,000	\$0	0%
Platte County, MO	Route 152 Trail Segment 2*	Highly Aligned	36	\$3,445,000	\$2,750,000	\$0	0%
MoDOT	Adding a shared use path on Rte 291 NB bridge over Missouri River *	Aligned	32	\$13,000,000	\$1,000,000	\$0	0%
Platte County, MO	Route 152 Trail Completion Platte County*	Highly Aligned	29	\$6,789,000	\$5,400,000	\$702,400	13%
Total						\$5,060,000	

* Project applied for multiple funding sources

Transportation Emissions Committee - Kansas and Missouri Carbon Reduction Program (CRP) Funding Recommendations - Approved October 28, 2024

Kansas

Sponsor	Project	Alignment	Total Score	Total Project Cost	CRP Request	Funding Recommended	% of Request Met
KCATA	Regional Alternate Fuel Buses, Charging Infrastructure and Training (KS & MO)	Highly Aligned	87	\$7,500,000	\$3,000,000	\$2,860,000	95%
BikeWalkKC	Kansas Safe Routes to School Program*	Aligned	77	\$375,000	\$300,000	\$0	0%
Olathe, KS	Olathe LED Streetlights	Aligned	64	\$770,000	\$500,000	\$475,000	95%
Basehor, KS	Trails at Basehor Town Center *	Highly Aligned	60	\$3,140,000	\$2,512,000	\$2,512,000	100%
Basehor, KS	Coralberry Trail - Metro Green Extension*	Highly Aligned	57	\$2,105,000	\$1,684,000	\$1,513,000	90%
Lenexa, KS	Signalization and Pedestrian accommodations at 87th St and Scarborough*	Aligned	54	\$1,600,000	\$1,100,000	\$640,000	58%
Lenexa, KS	Pedestrian Accommodations at Traffic Signals and connecting sidewalk links*	Aligned	46	\$1,700,000	\$1,100,000	\$0	0%
Lenexa, KS	95th Street and Lackman*	Aligned	43	\$3,800,000	\$2,600,000	\$0	0%
Total						\$8,000,000	

Missouri

Sponsor	Project	Alignment	Total Score	Total Project Cost	CRP Request	Funding Recommended	% of Request Met	Contingency Scenario
KCATA	Regional Alternate Fuel Buses, Charging Infrastructure and Training (KS & MO)	Highly Aligned	87	\$7,500,000	\$3,000,000	\$2,860,000	95%	\$3,000,000
Platte County, MO	Route 152 Trail Completion Platte County*	Highly Aligned	75	\$6,789,000	\$5,400,000	\$3,500,000	65%	\$3,760,000
BikeWalkKC	Missouri Bike Share Program*	Highly Aligned	73	\$2,050,000	\$1,040,000	\$1,040,000	100%	\$1,040,000
Platte County, MO	Route 152 Trail Segment 1*	Highly Aligned	71	\$3,340,000	\$2,750,000	\$0	0%	\$0
Independence, MO	23rd Street Mobility & Safety Improvement Project*	Aligned	71	\$25,112,545	\$3,000,000	\$2,900,000	97%	\$3,000,000
Platte County, MO	Route 152 Trail Segment 2*	Highly Aligned	69	\$3,445,000	\$2,750,000	\$0	0%	\$0
Platte County, MO	Brush Creek Trail North Segment 1	Highly Aligned	59	\$2,013,000	\$1,500,000	\$1,350,000	90%	\$1,500,000
Liberty, MO	Little Shoal Creek Trail*	Aligned	58	\$1,490,750	\$1,000,000	\$950,000	95%	\$1,000,000
Independence, MO	23rd Street (M-78) Sidewalks Speck Rd. to Jackson Dr. *	Highly Aligned	57	\$4,467,262	\$1,191,269	\$1,000,000	84%	\$1,000,000
MoDOT	Adding a shared use path on Rte 291 NB bridge over Missouri River*	Highly Aligned	51	\$13,000,000	\$1,000,000	\$1,000,000	100%	\$0
Liberty, MO	South Liberty Parkway Traffic Signal Interconnect*	Aligned	48	\$800,000	\$640,000	\$0	0%	\$0
Harrisonville, MO	EV charging stations	Aligned	33	\$1,200,000	\$300,000	\$0	0%	\$0
Total						\$14,600,000		

Contingency Scenario would apply if If MoDOT is unable to move forward their project. Under this scenario, a balance of \$300,000 would remain that the committee will make a new recommendation for.

* Project applied for multiple funding sources

Active Transportation Programming Committee - Kansas and Missouri Transportation Alternatives (TA) Recommendations - Approved October 30, 2024

Kansas

Sponsor	Project	Alignment	Total Score	Total Project Cost	TA Request	Funding Recommended	% of Request Met
BikeWalkKC	Kansas Safe Routes to School Program*	Aligned	92	\$375,000	\$300,000	\$0	0%
Overland Park, KS	143rd St Bike/Hike Trail Improvement*	Highly Aligned	60	\$470,000	\$240,000	\$240,000	100%
Basehor, KS	Coralberry Trail - Metro Green Extension*	Highly Aligned	56	\$2,105,000	\$1,500,000	\$171,000	11%
Lenexa, KS	Pedestrian Accommodations at Traffic Signals and connecting sidewalk links*	Aligned	56	\$1,700,000	\$1,100,000	\$1,100,000	100%
Roeland Park, KS	Nall Park Trail Improvements and Riparian Restoration	Highly Aligned	53	\$1,117,821	\$804,080	\$804,080	100%
Shawnee, KS	Trail Linking Merriam and Shawnee	Aligned	53	\$979,616	\$783,621	\$783,621	100%
Lenexa, KS	Signalization and Pedestrian accommodations at 87th St and Scarborough*	Aligned	50	\$1,600,000	\$1,100,000	\$0	0%
Basehor, KS	Trails at Basehor Town Center *	Highly Aligned	49	\$3,140,000	\$1,500,000	\$0	0%
Overland Park, KS	Metcalfe Avenue Sidewalk, 65th to 71st	Aligned	48	\$2,450,000	\$1,500,000	\$0	0%
Spring Hill, KS	East Streamway Trail - 199th Street to 207th Street	Aligned	47	\$1,365,382	\$953,384	\$953,384	100%
Edwardsville, KS	104th Sidewalk Extension	Aligned	41	\$690,000	\$400,000	\$247,915	62%
Olathe, KS	Cedar Creek Trail Phase IV	Aligned	41	\$2,255,000	\$500,000	\$0	0%
Olathe, KS	Indian Creek Trail Extension - Hampton Park to 167th St.	Aligned	39	\$2,175,000	\$500,000	\$0	0%
Shawnee, KS	ADA Intersection Improvements in Shawnee	Aligned	32	\$600,000	\$480,000	\$0	0%
Total						\$4,300,000	

Missouri

Sponsor	Project	Alignment	Total Score	Total Project Cost	TA Request	Funding Recommended	% of Request Met	Contingency Funding
BikeWalkKC	Missouri Safe Routes to School Program*	Aligned	92	\$500,000	\$400,000	\$0	0%	
Riverside, MO	Missouri River North Trail PSP (Riverside Section)*	Aligned	69	\$4,255,000	\$1,500,000	\$1,500,000	100%	
Kearney, MO	Kearney Pathways	Aligned	66	\$2,778,000	\$1,500,000	\$1,500,000	100%	
BikeWalkKC	Missouri Bike Share Program*	Highly Aligned	64	\$2,050,000	\$300,000	\$300,000	100%	
Platte County, MO	Route 152 Trail Completion Platte County*	Highly Aligned	64	\$6,789,000	\$1,500,000	\$0	0%	
Lee's Summit, MO	Douglas Street Improvements - 4th Street to Blue Parkway	Highly Aligned	63	\$5,000,000	\$1,500,000	\$1,500,000	100%	
Blue Springs, MO	7 Highway Sidewalk - South*	Highly Aligned	62	\$4,390,000	\$1,000,000	\$1,000,000	100%	
Platte County, MO	Route 152 Trail Segment 1*	Highly Aligned	61	\$3,340,000	\$1,500,000	\$0	0%	
Grandview, MO	Harry S Truman Presidential Trail Enhancement	Highly Aligned	59	\$1,021,000	\$665,000	\$665,000	100%	
Independence, MO	23rd Street (M-78) Sidewalks Speck Rd. to Jackson Dr.*	Aligned	59	\$25,112,545	\$1,191,270	\$1,000,000	84%	\$120,000
Independence, MO	23rd Street Mobility & Safety Improvement Project*	Highly Aligned	59	\$4,467,262	\$1,500,000	\$1,500,000	100%	
Platte County, MO	Route 152 Trail Segment 2*	Highly Aligned	59	\$3,445,000	\$1,500,000	\$0	0%	
Lawson, MO	Lawson Sidewalk Masterplan Phase 4	Highly Aligned	58	\$938,200	\$651,360	\$651,360	100%	
MoDOT	Adding a shared use path on Rte 291 NB bridge over Missouri River*	Aligned	57	\$13,000,000	\$1,000,000	\$1,000,000	100%	
Platte County, MO	Brush Creek Trail North Segment 1	Highly Aligned	53	\$2,013,000	\$1,500,000	\$0	0%	
Smithville, MO	Maple Lane Sidewalk	Aligned	53	\$745,000	\$480,000	\$480,000	100%	
Grain Valley, MO	Sni-A-Bar Blvd Shared Trail Phase 1	Aligned	52	\$576,440	\$401,150	\$401,150	100%	
Liberty, MO	Little Shoal Creek Trail*	Aligned	50	\$1,490,750	\$1,000,000	\$0	0%	\$50,000
Kansas City, MO	Swope Park Blue River Trail-Lagoon Area to Swope Dog Park	Highly Aligned	49	\$950,000	\$750,000	\$0	0%	\$750,000
Raytown, MO	53rd Street Rock Island Trail Connection*	Highly Aligned	47	\$1,400,000	\$977,600	\$0	0%	
Harrisonville, MO	Town Creek Trail*	Aligned	47	\$500,000	\$400,000	\$400,000	100%	
Harrisonville, MO	Harrisonville Entry Sign	Aligned	45	\$100,000	\$80,000	\$0	0%	\$80,000
Platte County, MO	Brush Creek Trail Neighborhood Connector 1	Highly Aligned	45	\$1,281,000	\$1,030,000	\$0	0%	
Smithville, MO	Eagle Parkway Nexus Trail Phase I	Aligned	45	\$2,500,000	\$1,500,000	\$0	0%	
Kansas City, MO	Trolley Track Bridge	Aligned	44	\$1,080,000	\$864,000	\$0	0%	
Platte County, MO	Leavenworth-Weston Bluff Connector Segment 2	Highly Aligned	44	\$2,359,000	\$1,500,000	\$0	0%	
Pleasant Hill, MO	Lexington Road - Sidewalks	Aligned	42	\$1,898,000	\$1,350,000	\$0	0%	
Clay County, MO	Smithville Lake to Kearney Trails Project Phase II	Aligned	41	\$8,550,000	\$8,550,000	\$0	0%	
Platte County, MO	Leavenworth-Weston Bluff Connector Segment 1	Highly Aligned	41	\$1,886,800	\$1,500,000	\$0	0%	
Platte County, MO	NW 76th Street Bridge/Brush Creek Connector*	Highly Aligned	38	\$2,658,000	\$1,500,000	\$200,000	13%	
Total						\$12,097,510		

Contingency Scenario would apply if MoDOT is unable to move forward with their project.

* Project applied for multiple funding sources

Kansas STP Committee - Kansas Surface Transportation Block Grant (STBG) Recommendations - Approved October 31, 2024

Sponsor	Project	Alignment	Total Score	Total Project Cost	STBG Request	Funding Recommended	% of Request Met
MARC	Planning Sustainable Places 2027	Highly Aligned	102	\$1,000,000	\$800,000	\$720,000	90%
Merriam, KS	Merriam Drive, 55th St. to W. 50th Terr.	Highly Aligned	89	\$4,500,000	\$3,180,000	\$2,862,000	90%
Overland Park, KS	143rd Street Bike/Hike Trail Improvement*	Highly Aligned	83	\$470,000	\$240,000	\$0	0%
Basehor, KS	Coralberry Trail - Metro Green Extension*	Highly Aligned	81	\$2,105,000	\$1,684,000	\$0	0%
Gardner, KS	167th street improvements	Aligned	79	\$11,646,000	\$7,190,000	\$6,471,000	90%
Overland Park, KS	175th Street Improvements - 179th St to Antioch Rd	Highly Aligned	76	\$21,460,000	\$7,000,000	\$7,000,000	100%
Olathe, KS	Dennis Avenue, Hedge Lane to Parker, Improvements	Not Aligned	75	\$18,786,000	\$5,000,000	\$5,000,000	100%
Basehor, KS	Trails at Basehor Town Center*	Highly Aligned	69	\$3,140,000	\$2,512,000	\$0	0%
KCATA	Regional Replacement Clean Vehicles	Highly Aligned	66	\$5,000,000	\$4,000,000	\$2,300,000	58%
Spring Hill, KS	207th Street - Woodland Road to Ridgeview Road	Highly Aligned	66	\$15,069,546	\$10,576,276	\$5,647,000	53%
KCATA	Bus Stop Improvements	Aligned	62	\$937,500	\$750,000	\$0	0%
Edwardsville, KS	98th Street Part 3	Highly Aligned	62	\$9,850,000	\$6,500,000	\$0	0%
Roeland Park, KS	Nall Avenue Complete Street - 51st St to Nall Park	Aligned	60	\$3,181,717	\$2,231,151	\$0	0%
MARC	Regional Bicycle/Pedestrian Counting Program	Aligned	58	\$300,000	\$240,000	\$0	0%
Olathe, KS	Lone Elm, 119th Street to Harold	Highly Aligned	58	\$15,860,000	\$5,000,000	\$0	0%
Shawnee, KS	I-435 and Johnson Drive Intersection Improvements	Highly Aligned	57	\$1,075,000	\$800,000	\$0	0%
Lansing, KS	4H Road Complete Street and Safety Upgrades	Aligned	54	\$8,740,000	\$5,600,000	\$0	0%
Lenexa, KS	83rd Street Clare to Gleason	Aligned	53	\$13,700,000	\$8,200,000	\$0	0%
Overland Park, KS	179th Street and Grant Street Roundabout*	Aligned	52	\$4,890,000	\$2,710,000	\$0	0%
Lenexa, KS	Renner 84th to 79th Street	Aligned	51	\$4,500,000	\$3,100,000	\$0	0%
Shawnee, KS	Woodland Drive - 71st Street to 7900 Block	Not Aligned	51	\$14,400,000	\$8,000,000	\$0	0%
De Soto, KS	83rd Street Bridge Replacement Project	Aligned	41	\$7,954,970	\$2,900,000	\$0	0%
Lenexa, KS	Roundabout Improvements	Not Aligned	40	\$3,500,000	\$2,400,000	\$0	0%
Total						\$30,000,000	

* Project applied for multiple funding sources

Missouri STP Committee - Missouri Surface Transportation Block Grant (STBG) Recommendations - Approved October 29, 2024

Sponsor	Project	Alignment	Total Score	Total Project Cost	STBG Request	Funding Recommended	% of Request Met
MARC	Planning Sustainable Places 2027	Highly Aligned	102	\$ 1,125,000	\$ 900,000	\$ 500,000	56%
Platte County, MO	AA/Waukomis Drive Complete Street Reconstruction	Highly Aligned	98	\$ 17,100,000	\$ 13,680,000	\$ 6,800,000	50%
Kansas City, MO	63rd Reconstruction from Woodland to Troost	Aligned	97	\$ 15,600,000	\$ 10,000,000	\$ 6,000,000	60%
Grandview, MO	Blue Ridge Blvd Complete Streets Phase 1	Highly Aligned	97	\$ 14,090,000	\$ 4,844,000	\$ 4,000,000	83%
Lee's Summit, MO	Lakewood Way - Woods Chapel Road to Bowlin Road	Highly Aligned	96	\$ 4,350,000	\$ 1,400,000	\$ 1,190,000	85%
Kearney, MO	19th Complete Street Project	Highly Aligned	95	\$ 6,542,050	\$ 4,639,120	\$ 4,200,000	91%
Grain Valley, MO	Eagles Parkway Improvements Phase A	Highly Aligned	85	\$ 3,287,000	\$ 2,253,600	\$ 2,250,000	100%
Kansas City, MO	Pleasant Valley Rd – N Brighton to Searcy Creek Pkwy including Bridge	Highly Aligned	84	\$ 16,500,000	\$ 11,000,000	\$ 4,400,000	40%
Independence, MO	23rd Street Mobility & Safety Improvement Project*	Highly Aligned	81	\$ 25,112,545	\$ 13,090,036	\$ 6,000,000	46%
Belton, MO	Markey Parkway Phase 2	Aligned	81	\$ 14,300,000	\$ 9,600,000	\$ 5,000,000	52%
Riverside, MO	Missouri River North Trail PSP (Riverside Section)*	Aligned	81	\$ 4,255,000	\$ 1,904,000	\$ 1,000,000	53%
Harrisonville, MO	I-49 @ Mechanic East to Commercial Street	Not Aligned	77	\$ 6,630,000	\$ 5,304,000	\$ 4,200,000	79%
Kansas City, MO	Grand Blvd Bike Ped Bridge	Aligned	76	\$ 14,300,000	\$ 9,760,000	\$ 2,600,000	27%
Liberty, MO	Richfield Road Bridge Replacement	Highly Aligned	75	\$ 2,380,000	\$ 1,800,000	\$ 1,800,000	100%
Kansas City, MO	Holmes Road Reconstruction- Blue Ridge Blvd. to 135th St.	Aligned	74	\$ 11,150,000	\$ 8,000,000		
Smithville, MO	Smithville Wayfinding Signage Implementation	Aligned	74	\$ 1,200,000	\$ 800,000	\$ 600,000	75%
Harrisonville, MO	Jefferson Parkway, Waters Road to Locust Street	Highly Aligned	72	\$ 5,848,000	\$ 4,678,400		
Independence, MO	23rd Street (M-78) Sidewalks Speck Rd. to Jackson Dr.*	Aligned	71	\$ 4,467,262	\$ 1,191,270		
Parkville, MO	Downtown Parkville Wayside Horns	Aligned	71	\$ 675,000	\$ 540,000	\$ 540,000	100%
Kearney, MO	Nation Road Complete Street Project	Highly Aligned	70	\$ 11,047,200	\$ 7,557,760		
Lee's Summit, MO	Scherer Road Reconstruction	Highly Aligned	70	\$ 14,100,000	\$ 4,100,000	\$ 4,100,000	100%
Blue Springs, MO	7 Highway Sidewalk - South*	Highly Aligned	70	\$ 4,390,000	\$ 3,000,000	\$ 1,500,000	50%
Harrisonville, MO	MO Hwy 2 (South Street) & Independence Avenue (Intersection)	Highly Aligned	68	\$ 1,641,600	\$ 1,313,280		
BikeWalkKC	Missouri Safe Routes to School Program*	Aligned	67	\$ 500,000	\$ 400,000		
KCATA	Regional Replacement Clean Vehicles	Highly Aligned	66	\$ 5,000,000	\$ 4,000,000	\$ 1,000,000	25%
Harrisonville, MO	East Elm Street from Mechanic Street (MO Hwy 7 to Lincoln Road	Not Aligned	66	\$ 4,510,050	\$ 3,608,040		
Independence, MO	Kentucky Ave. Bridge over Rock Creek	Aligned	66	\$ 1,596,451	\$ 1,277,161		
Kansas City, MO	Lee's Summit Road-Lakewood to Gregory	Highly Aligned	64	\$ 13,100,000	\$ 8,800,000		
Raytown, MO	Woodson Road, 67th to 75th Improvements	Highly Aligned	63	\$ 12,650,000	\$ 8,840,000		
Liberty, MO	104th St. Improvement	Highly Aligned	63	\$ 7,000,000	\$ 5,600,000		
KCATA	Bus Stop Improvements	Aligned	62	\$ 937,500	\$ 750,000		
MoDOT	Adding a shared use path on Rte 291 NB bridge over Missouri River*	Aligned	61	\$ 13,000,000	\$ 3,000,000		
Kansas City, MO	NE 96th Street from N Oak to Maplewoods Parkway	Highly Aligned	60	\$ 11,850,000	\$ 9,000,000		
Grain Valley, MO	Buckner Tarsney (Route BB)/Duncan Road Intersection Improvements	Aligned	60	\$ 4,618,270	\$ 2,769,736		
Harrisonville, MO	Town Creek Trail *	Aligned	58	\$ 500,000	\$ 400,000		
MARC	Regional Bicycle/Pedestrian Counting Program	Aligned	58	\$ 300,000	\$ 240,000		
Blue Springs, MO	Walnut Street Improvements	Aligned	53	\$ 6,600,000	\$ 5,280,000		
Raytown, MO	53rd Street Rock Island Trail Connection*	Highly Aligned	52	\$ 1,400,000	\$ 977,600	\$ 980,000	100%
Kansas City, MO	KCI 29 Logistics Park - N Mexico City Ave Extension	Aligned	51	\$ 37,200,000	\$ 17,200,000		
Independence, MO	Crysler Ave. over UPRR Bridge	Aligned	48	\$ 1,260,245	\$ 1,008,196		
Liberty, MO	At Grade Rail Crossing Removal - Birmingham Dr.	Highly Aligned	47	\$ 9,376,000	\$ 6,200,000		
Platte County, MO	NW 76th Street Bridge/Brush Creek Connector*	Highly Aligned	46	\$ 2,658,000	\$ 2,100,000		
Harrisonville, MO	Commercial Street - M-291 to Independence	Not Aligned	46	\$ 800,000	\$ 600,000		
Clay County, MO	Salem Road Bike Lane and Stabilization Improvements	Aligned	43	\$ 2,700,000	\$ 2,160,000		
Orrick, MO	Orrick School Sidewalk Safety Construction Project	Aligned	43	\$ 495,000	\$ 396,000	\$ 396,000	100%
Independence, MO	Southside Blvd. Over UPRR Bridge	Aligned	41	\$ 617,500	\$ 494,000		
Total						\$ 59,056,000	

The Missouri STP Committee programming target was \$60M. The balance of \$944,000 remaining will be allocated to Kansas City, MO projects.

* Project applied for multiple funding sources

TTPC AGENDA REPORT

November 2024
Item No. 5

ISSUE:

REPORT: Regional Freight Study Update (Connected Freight KC 2050)

BACKGROUND:

Freight transportation and logistics is a key industry for the Kansas City regional economy as well as a required element of MARC's metropolitan transportation planning responsibilities. MARC has a strong history of effective public and private sector strategic planning for freight transportation dating back to the 1995 Intermodal Freight Strategies Study, 1999 Mid-Continent TradeWay Study, 2009 Regional Freight Outlook and 2020 Heartland Freight Technology Plan. Given the rapid changes in freight technology and service delivery since the COVID pandemic, MARC is updating this foundational planning work in partnership with the Lawrence/Douglas County Metropolitan Planning Organization (LDCMPO) and Pioneer Trails Regional Planning Commission (PTRPC).

The Study is developing a planning process to position the region to take advantage of goods movement changes that are occurring around us. The process will integrate into local, regional, statewide and national freight planning processes. Allowing agencies an opportunity to identify, select and prioritize local, regional, state and national multimodal freight projects. Additionally, outcomes of this study are to provide planners and public agencies with abilities to identify, define and communicate the freight transportation system's:

1. Reliability (connectivity, travel time and capacity) and Predictability (as it relates to reliability and efficiency)
2. Resiliency,
3. Industry/farm to market and Infrastructure
4. Logistics/economic development support/land use
5. Truck parking,
6. Public Policy considerations/Best use of resources
7. Carbon reduction, alternative fuel, Electric Vehicles (EV) and artificial intelligence (AI)
8. Workforce development

POLICY CONSIDERATIONS:

None

BUDGET CONSIDERATIONS:

None

COMMITTEE ACTION:

None

RELATED JURISDICTIONS:

Counties of MARC, Lawrence/Douglas County MPO, and Pioneer Trails Regional Planning Commission

RECOMMENDATION:
Information only

STAFF CONTACT:
Darryl Fields

TTPC AGENDA REPORT

November 2024
Item No. 6

ISSUE:

REPORT: I-70 (I-435 to I-470) Environmental Assessment study update

BACKGROUND:

MoDOT, in coordination with the Federal Highway Administration (FHWA), is currently in the process of advancing an Environmental Assessment (EA) for the Interstate 70 (I-70) between I-435 and I-470 to determine improvement goals for the corridor and evaluate alternatives for consideration. More information regarding the study can be found [here](#). At the TTPC meeting this month, MoDOT will provide an overview of this work.

MARC Transportation & Environment staff would like to note that agency comments were submitted on behalf of MARC for consideration by the study team as the EA advances. MARC staff finds a high degree of alignment between stated EA study goals and Connected KC 2050 (CKC2050) policy goals. Some areas for improved alignment between this study and CKC 2050 were noted, as follows:

1. Suggested adding a “healthy environment” goal to EA’s *Purpose & Need* statement. Lack of inclusion of an environmental goal in EA can lead to de-emphasizing transportation demand management and system management strategies including multi-modal transportation options and green infrastructure.
2. Suggested that full suite of congestion management strategies from MARC’s congestion management process toolbox be considered as a means to reduce congestion in the corridor.
3. Suggested that existing and proposed bicycle facilities in the corridor be considered through the EA process. Further, it was suggested that the study consider enhanced pedestrian accommodations across the corridor.

RELATED JURISDICTIONS:

This item impacts communities across the I-70 corridor in Jackson County, Missouri, particularly the Cities of Independence and Kansas City, Missouri.

COMMITTEE ACTION:

N/A.

RECOMMENDATION:

None. This item is for information only.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

November 2024
Item No. 7

ISSUE:

REPORT: CKC2050 Public Outreach and Engagement 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.

In fall 2024, MARC will conduct another round of public outreach & engagement to gather feedback regarding the projects to be included in the plan and proposed policy framework revisions. In the spring of 2025, the draft plan will be reviewed by the public before final adoption in summer 2025.

At the TTPC meeting this month, MARC staff provide a brief update around ongoing public engagement and outreach efforts, scheduled to be live between November 14 and December 13, 2025. More information can be found here: <https://connectedkc.org/2025-update/>

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, as well as Planning Modal Committees and the MARC Board of Directors.

RECOMMENDATION:

None. This item is for information only.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

November 2024
Item No. 8

ISSUE:

REPORT: Climate Action Plan Update

BACKGROUND:

In April 2023, the MARC Board of Directors authorized receipt of a \$1 million formula grant from the EPA Climate Pollution Reduction Planning Grant program to update the current Regional Climate Action Plan. An early requirement of the EPA planning grant included the development of a [Priority Climate Action Plan](#) (PCAP) which was completed and submitted to EPA earlier this year. The final planning deliverable for the grant is the Comprehensive Climate Action Plan (CCAP), due December 2025. This effort to develop a CCAP is considered the full update of the Regional Kansas City Climate Action Plan and will entail a more complete inventory of greenhouse gas emissions, a scenario planning analysis and a workforce planning analysis.

A multi-faceted committee and community engagement process will guide the update of the Climate Action Plan. In addition to leadership from the Climate and Environment Council, MARC staff will engage with multiple other MARC committees, and all interested local governments; staff also will host several community engagements (focus groups, technical working groups, public meetings, etc.) to facilitate the review and further development of existing climate resilience strategies and the building of community-based partnerships focused on priority actions. Community engagement will build on prior engagement of the Priority Climate Action Plan and local engagement processes.

MARC staff will provide an update on this process, with a focus on transportation elements of the planning effort.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Karen Clawson
Tom Jacobs