MARC
MID-AMERICA REGIONAL COUNCIL

Total Transportation Policy Committee meeting

November 19, 2024

Item #1

Welcome and introductions

Zoom attendees, please:

- Sign into the chat box to register your attendance.
- Use your full name for your screen name.
- Mute your microphones unless speaking to the group.
- Turn on your cameras when speaking to the group.
- Type questions in the chat box.

Item #2

VOTE: October 15, 2024, Meeting Summary

Item #3

VOTE: Proposed 2025 Unified Planning Work Program

Presenter: Marc Hansen, MARC

Item #4

REPORT: 2024 Suballocated Funding Recommendations

Presenter: Marc Hansen, MARC

2024 Suballocated Programs Call for Projects

TOTAL TRANSPORTATION POLICY COMMITTEE

NOVEMBER 19, 2024

Programming Timeline

Phase II

☑	June 21, 2024	Phase II Technical Application – Call for Projects launched
☑	June 26, 2024	Phase II Technical Application Workshop
☑	July 26, 2024	Phase II Technical Application Deadline
☑	Mid/Late September	Staff Assessment Complete
☑	November/December	Programming recommendations made to TTPC
☐	Late January 2025	TTPC/MARC Board approval of programming recommendations

Committee Work

October 28, 2024	Transportation Emissions Committee finalized recommendations for 2027-2028 Kansas & Missouri CMAQ and 2025-2028 Kansas & Missouri CRP funding
October 29, 2024	Missouri STP Priorities finalized recommendations for 2027-2028 Missouri STBG funding (Table 4 in the packet)
October 30, 2024	Active Transportation Programming Committee finalized recommendations for 2027-2028 Kansas & Missouri TA funding
October 31, 2024	Kansas STP Priorities finalized recommendations for 2027-2028 Kansas STBG funding (Table 4 in the packet)

Summary information about each of the programs will follow the order of the tables in the agenda packet

CMAQ Summary

Kansas CMAQ	Target	Recommended	% of Target
Alternative Fuel, Outreach, Other (11%)	$490,600	$0	0%
Bicycle/Pedestrian (15%)	$669,000	$660,000	98.7%
Traffic Flow (37%)	$1,650,200	$1,400,000	84.8%
Transit (37%)	$1,650,200	$2,400,000	145.4%

Missouri CMAQ	Target	Recommended	% of Target
Alternative Fuel, Outreach, Other (11%)	$556,600	$0	0%
Bicycle/Pedestrian (15%)	$759,000	$2,402,400	316.5%
Traffic Flow (37%)	$1,872,200	$1,657,600	88.5%
Transit (37%)	$1,872,200	$1,000,000	53.4%

No alternative fuel applications were received in either state
Transit and traffic flow applications were fully funded in Missouri
Funding targets will be under review by the TEC for future programming rounds

CRP Highlights

Kansas

- Investments recommended in Johnson, Leavenworth & Wyandotte counties[1]
- Total program of $8,000,000
- Projects recommended in 4 different jurisdictions
- On average, funded Kansas CRP projects received 88% of their request

Missouri

- Investments recommended in Clay, Jackson, & Platte Counties[2]
- Total program of $14,600,000
- Projects recommended in 6 different jurisdictions
- On average, funded Missouri CRP projects received 91% of their request

1. No applications received from Miami County jurisdictions
2. No applications received from Ray County jurisdictions

CMAQ/CRP Highlights

When developing programming recommendations, the TEC:

- Followed scoring
- Funded projects at full request when possible
- Coordinated with other funding programs to meet requests as possible
- Adhered to CMAQ targets with some adjustment due to submitted project mix and size of requests
- Informally met guidance established for CRP in the last programming round for Bicycle/Pedestrian and Justice 40 considerations
- Developed a Missouri contingency plan should MoDOT be unable to proceed at the recommended funding level

TAP Highlights

Kansas

- Investments recommended in Johnson, Leavenworth & Wyandotte counties[1]
- Total program of $4,300,000
- Projects recommended in 7 different jurisdictions
- On average, funded Kansas TAP projects received 94% of their request

Missouri

- Investments recommended in Cass, Clay, Jackson, Platte, & Ray Counties
- Total program of $12,097,510
- Projects recommended in 13 different jurisdictions
- On average, funded Missouri TAP projects received 93% of their request

1. No applications received from Miami County jurisdictions

TA Highlights

When developing programming recommendations, the ATPC:

- Followed scoring
- Funded projects at full request when possible
- Coordinated with other funding programs to meet requests as possible
- Developed a Missouri contingency plan should MoDOT be unable to proceed at the recommended funding level

Kansas STBG Highlights

Investments recommended in Johnson & Wyandotte counties

- Total Program of $30,000,000
- Projects recommended in 7 different jurisdictions
- Average recommendation of $4,285,714
- On average, funded Kansas STBG projects received 83% of their request
- Followed same programming methodology employed in 2022
  - Fund top agency priorities only and follow scoring
  - Projects funded over 40% by the local jurisdiction received 100% of the request
  - Projects funded at less than 40% by the local jurisdiction received 90% of the request

Missouri STBG Highlights

Investments recommended in Cass, Clay, Jackson, Platte, & Ray Counties

- Total Program of $60,000,000
- Projects recommended in 17 different jurisdictions
- Average recommendation of $2,812,190
- On average, funded Missouri STBG projects received 70% of their request
  - Allocations range from 100% of request to 25%

Missouri STBG Highlights

When programming the Missouri STP committee:

- Heard and discussed scenarios submitted by the cities of Belton and KCMO
- Used the Belton scenario as the basis for programming. The scenario:
  - Followed scoring
  - Unclear relationship between evaluation score and funding allocated
  - Leaves $944,000 unassigned to specific projects but allocated to KCMO

Discussion/Questions

Marc Hansen
mhansen@marc.org

Item #5

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

Presenter: Darryl Fields, MARC

A Plan in Action

Total Transportation Policy Committee Meeting

November 18, 2024 | 9:30 a.m.

Location: Hybrid (MARC and Zoom)

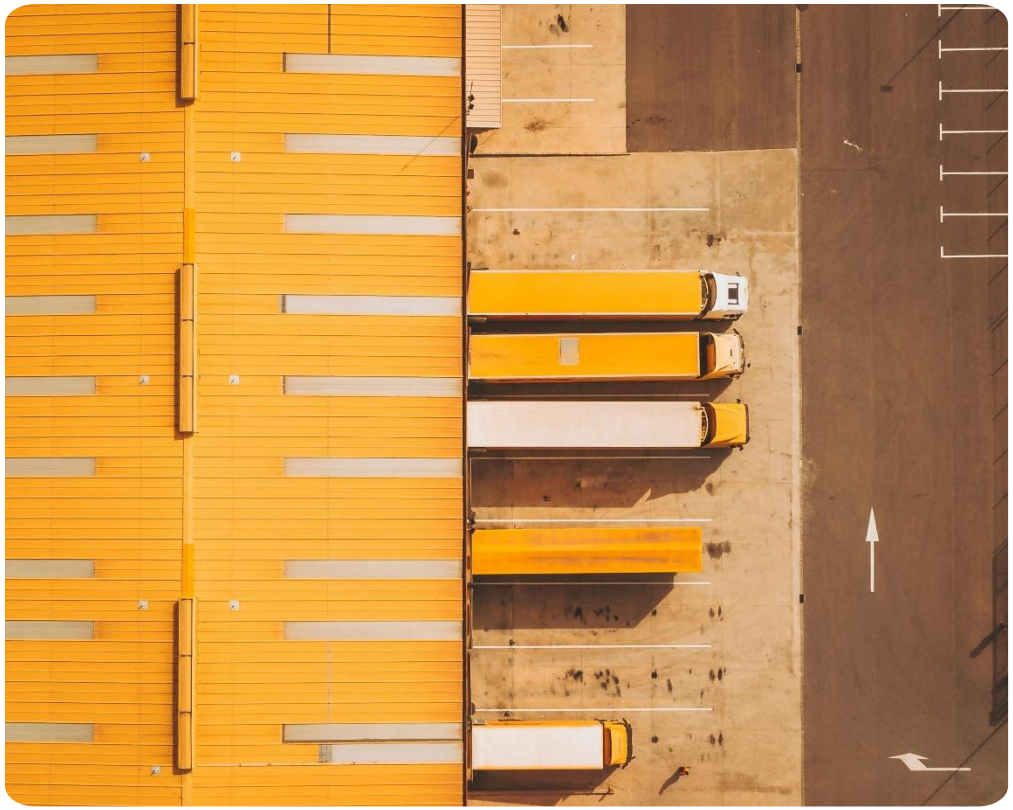
MARC MID-AMERICA REGIONAL COUNCIL

LAWRENCE - DOUGLAS COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

Pioneer Trails REGIONAL PLANNING COMMISSION

Today’s Meeting

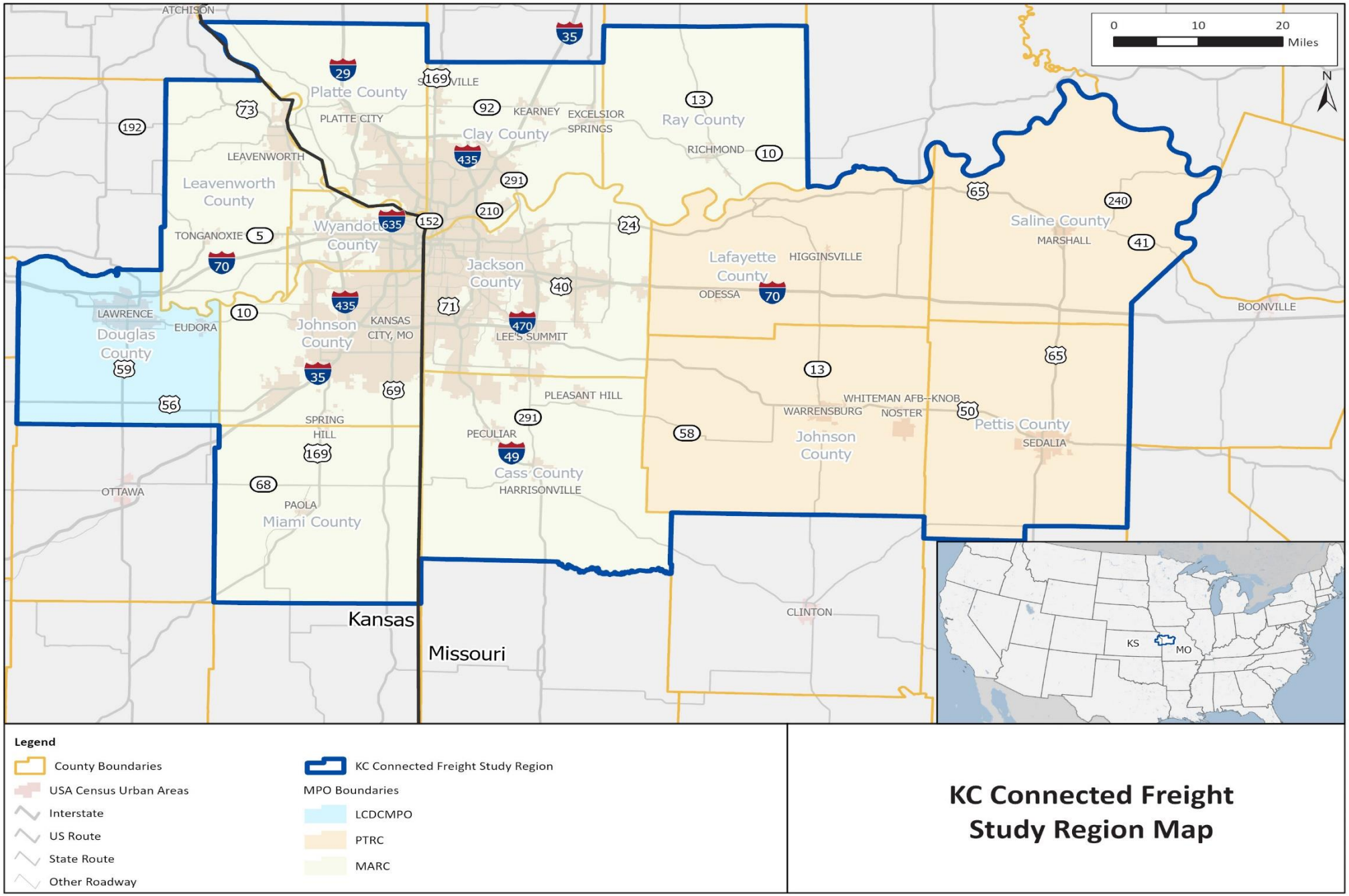
- Project background
- Planning goals
- The Situation Today (Phase 1)
- Proactive Planning (Phase 2)
- Stakeholder outreach
  - Issues
  - Improvements
  - Consideration
  - The future
- Next steps



Connected Freight KC 2050 – A Plan in Action

- The final plan will:
  - **Define** roles and responsibilities for planning agencies in regional, state, and national freight planning
  - **Integrate** proactive freight planning into the regional transportation planning process
  - **Support** regional, state, and federal freight goals and objectives

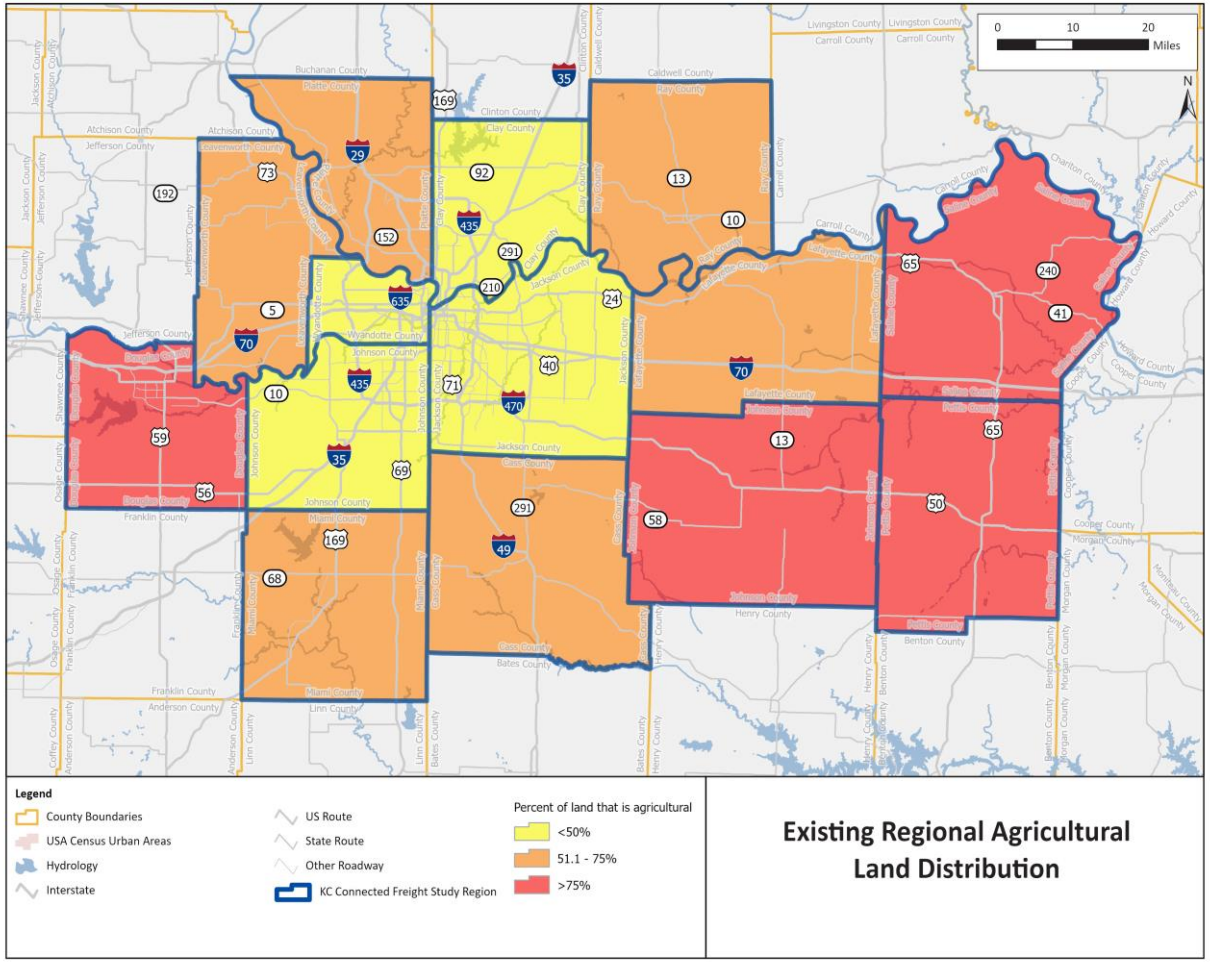
Study Region



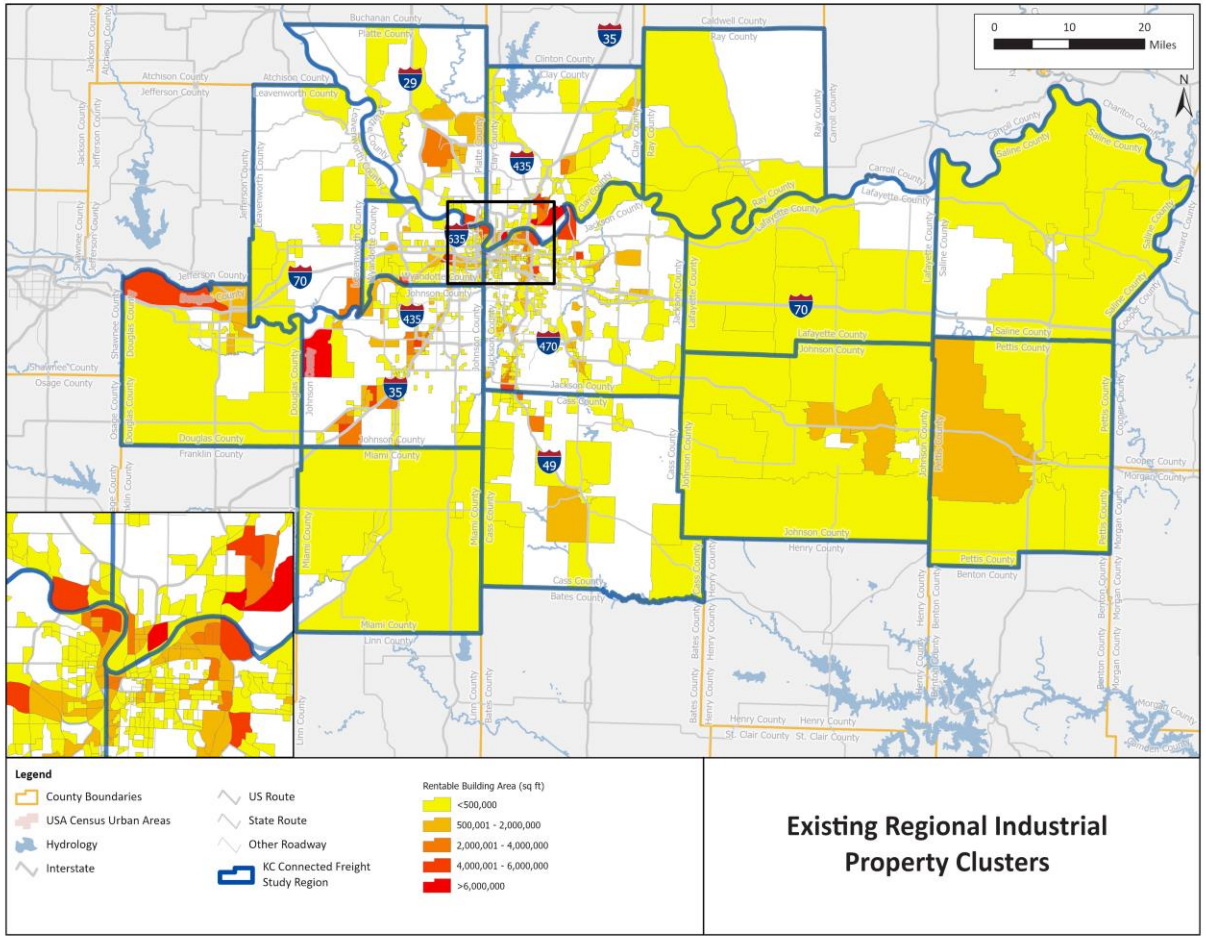
Plan Goals (Harmonizing Goals)

- **Transportation Options and Economic Vitality:** Enhance transportation options and economic vitality with a greater focus on the regional industries/businesses that rely on freight transportation, create high-paying jobs, and enhance workforce skills.
- **Safety, Security, and Resiliency:** Enhance the freight transportation system's safety, security, and resiliency for all users and under all weather conditions.
- **Maintenance and Service:** Maintain freight transportation system assets in good condition and improve connections to multi-customer and multimodal freight service facilities.
- **Mobility and Reliability:** Improve efficiency and reliability of freight operations for all users and all seasons.
- **Public Health and Equity:** Equitably addresses freight-related public health and quality of life issues.
- **Environment and Energy Conservation:** Reduce impacts of freight on the natural environment and support energy conservation by reducing engine idling and encouraging efficient freight operations.
- **Innovation:** Support state and national initiatives and partnerships for advancement in commercial vehicle technology and service innovation.

Land Use and Industry Clusters

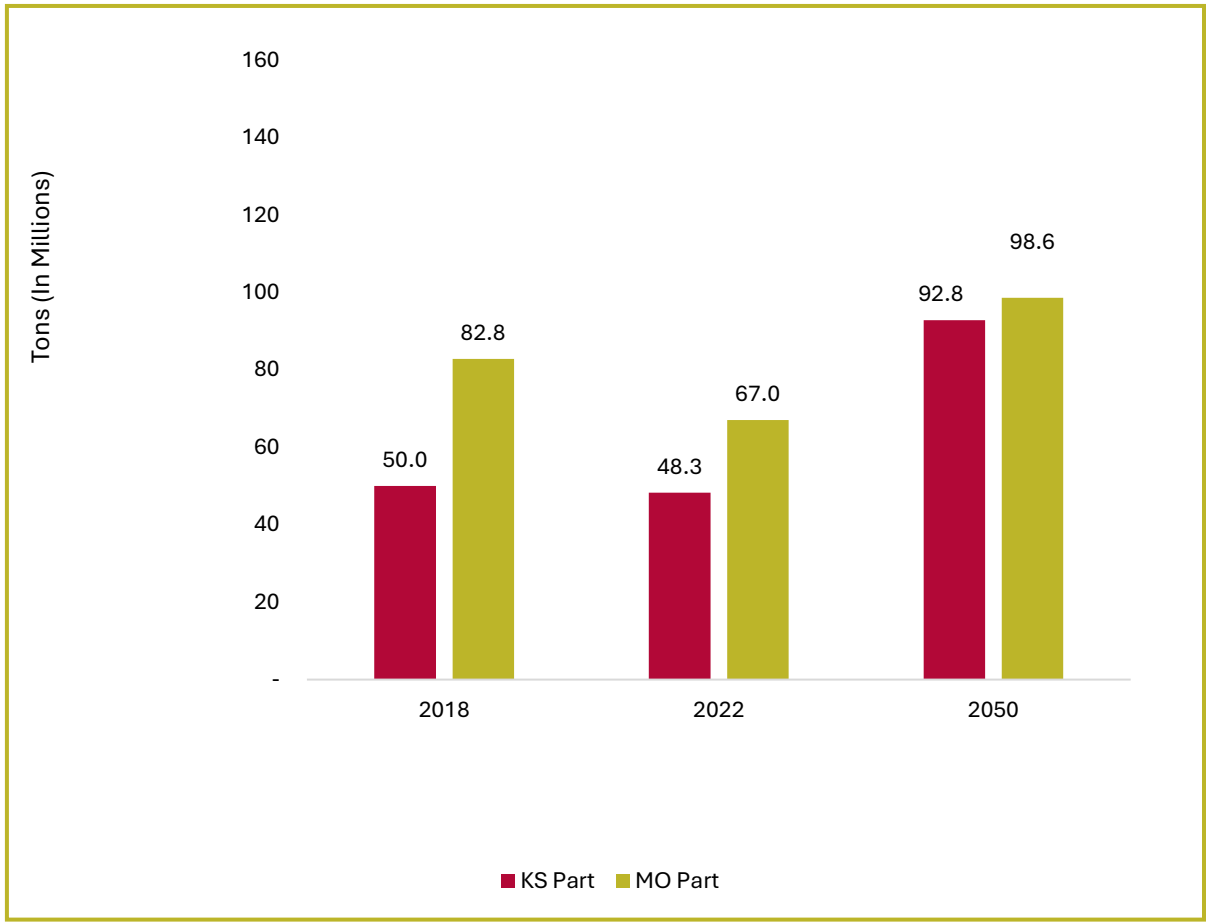


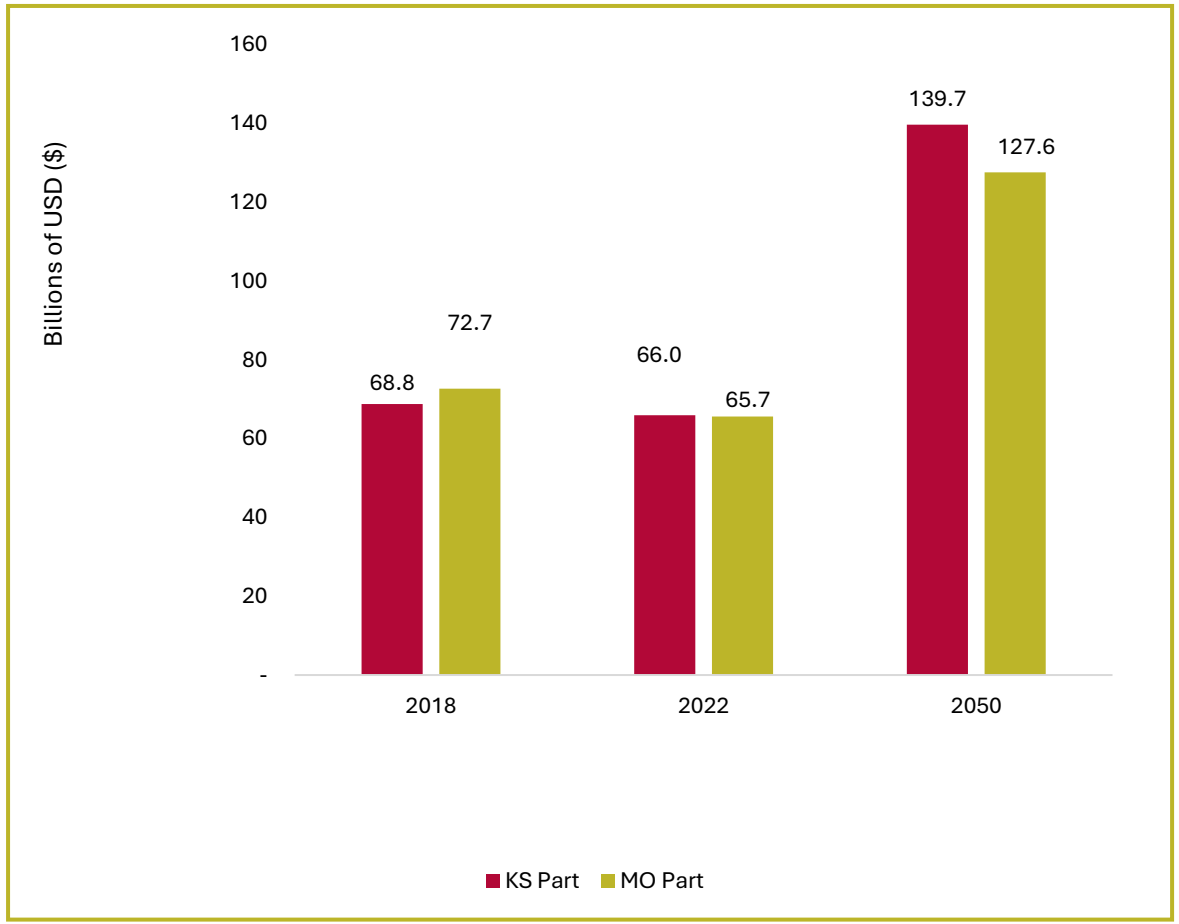
Existing Regional Agricultural Land Distribution



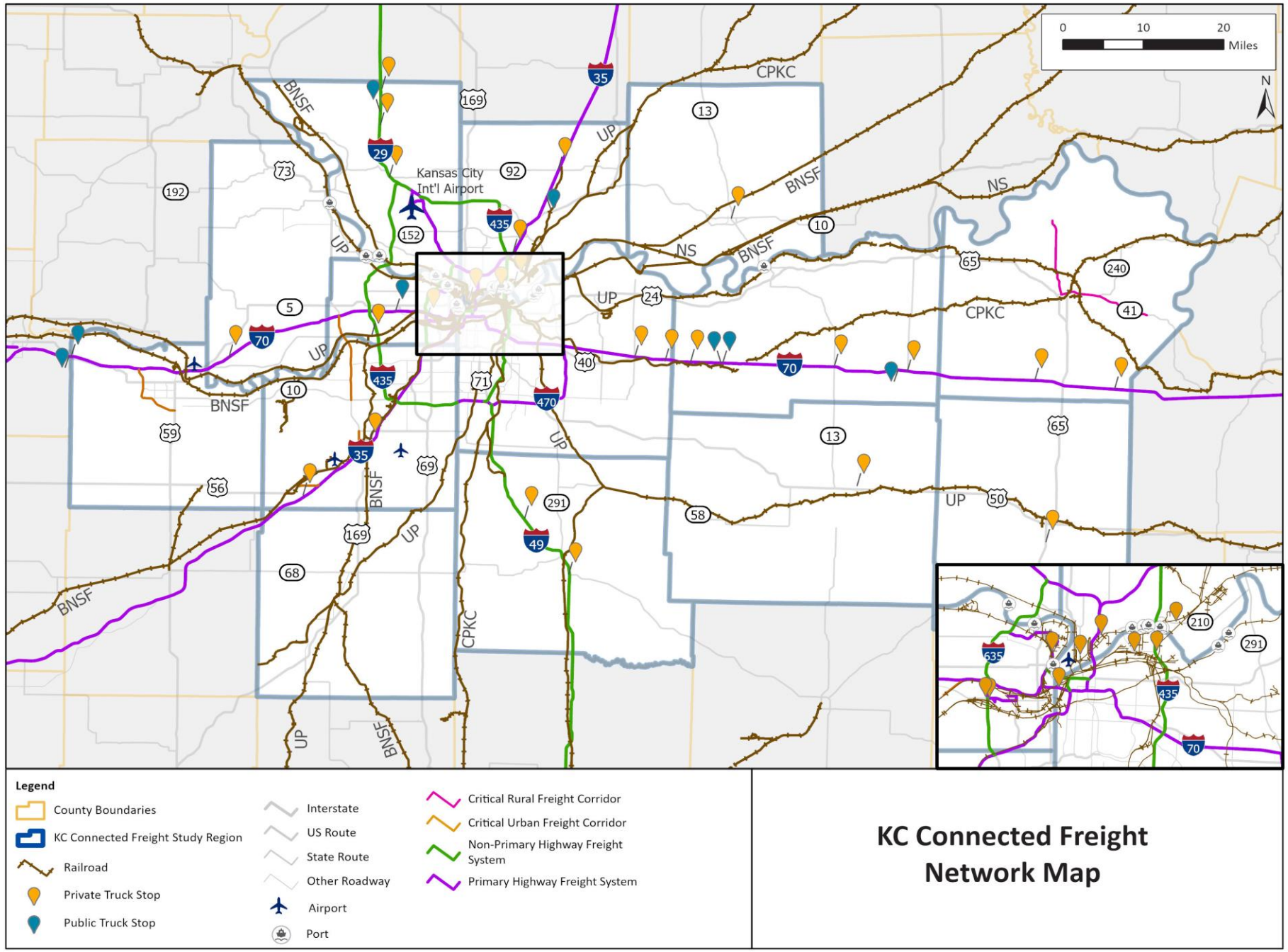
Existing Regional Industrial Property Clusters

Freight Flow Profiles: Tonnage 2018-2050

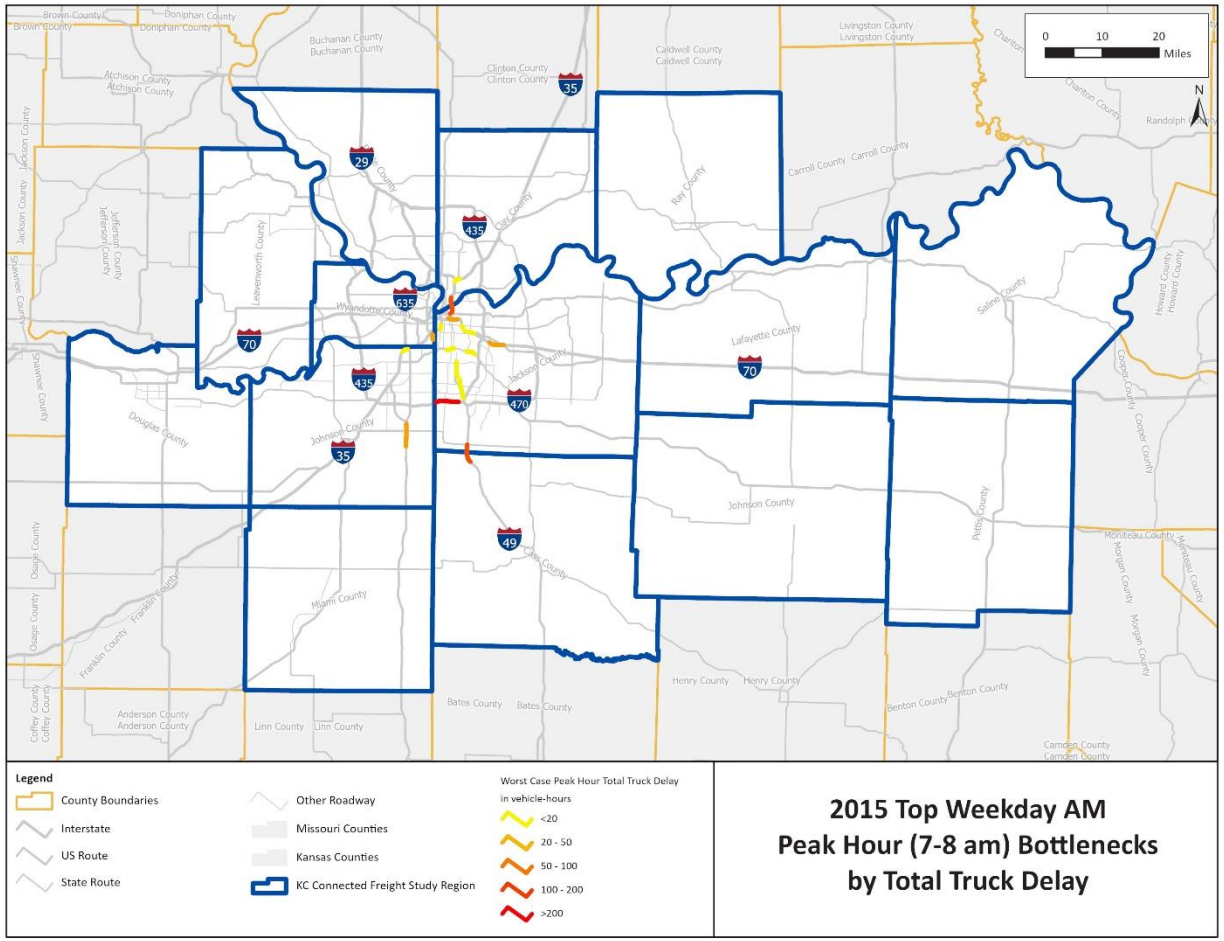


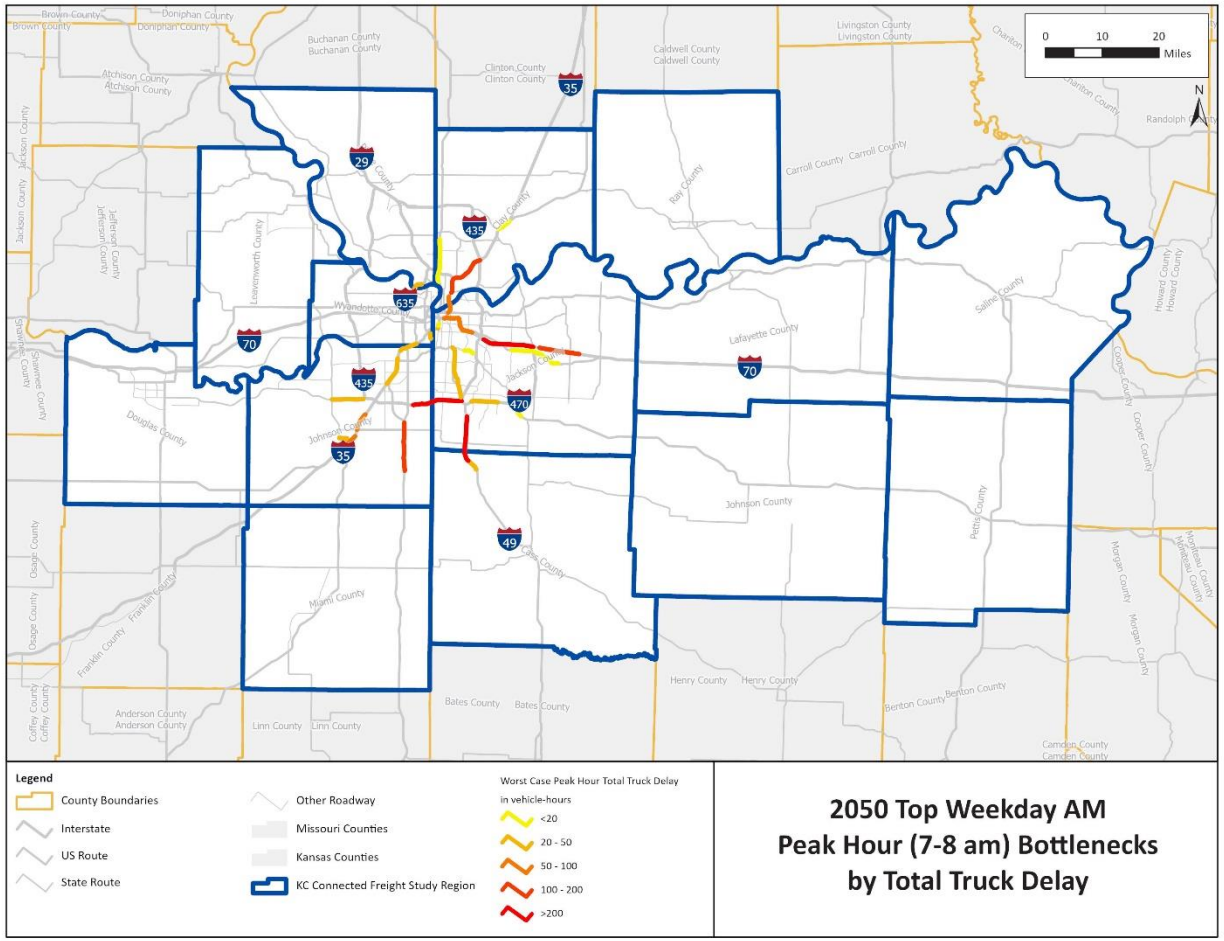


Regional MMFN

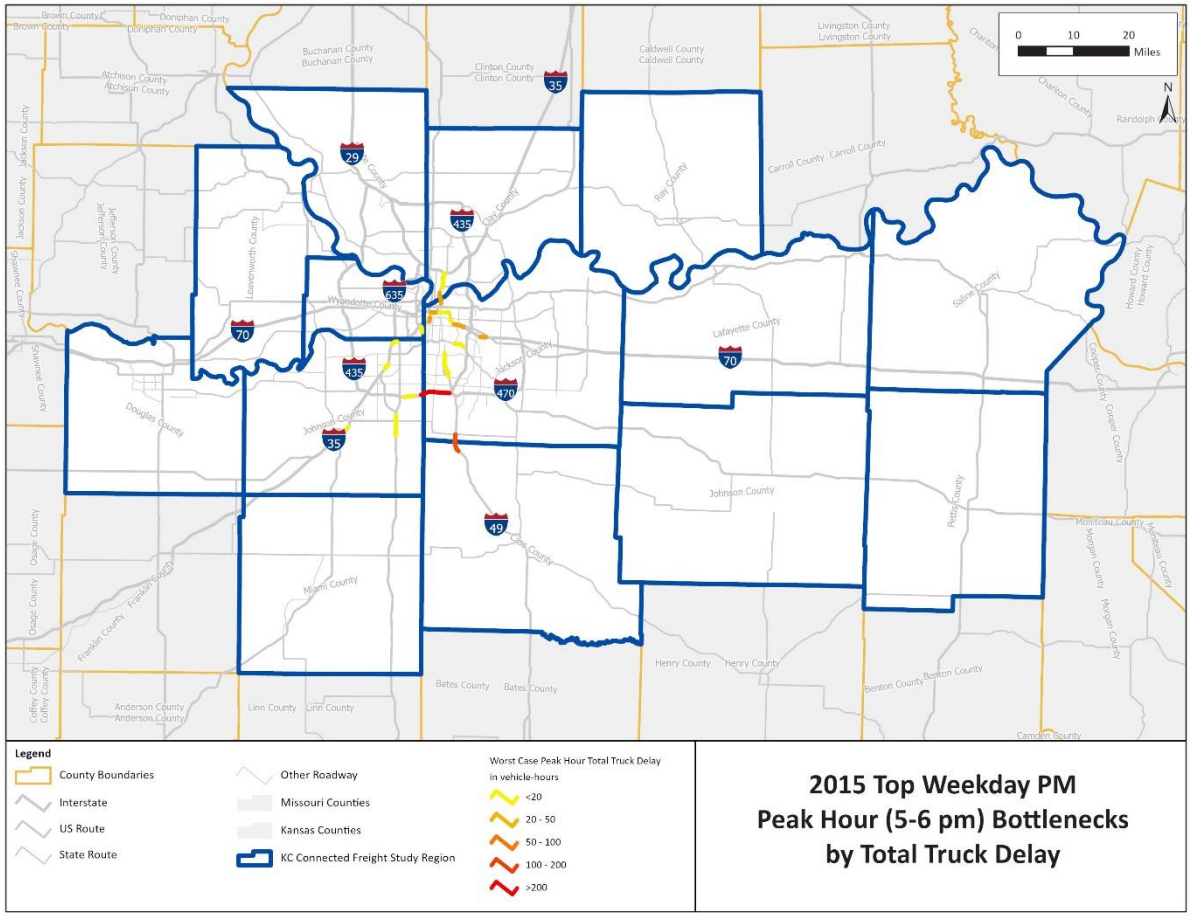


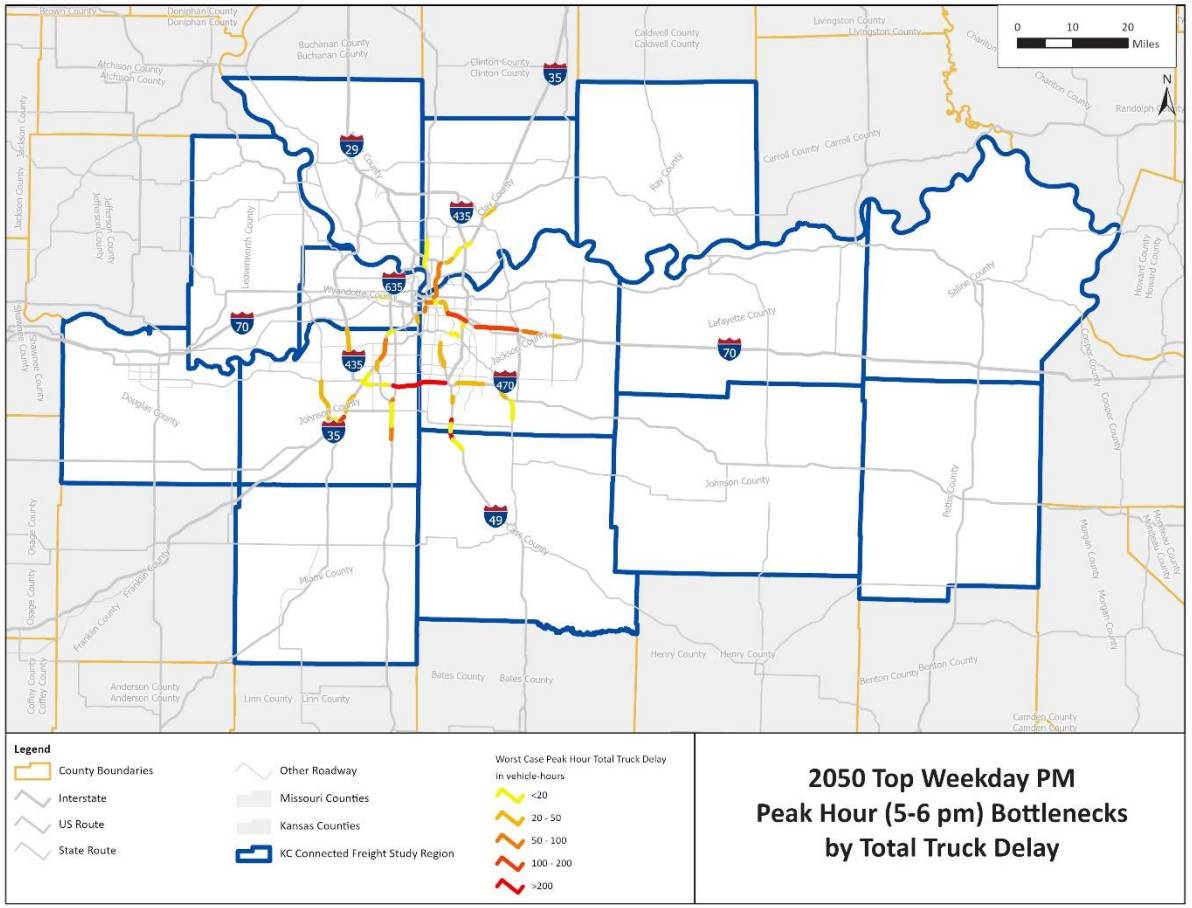
Bottleneck Analysis: AM Peak



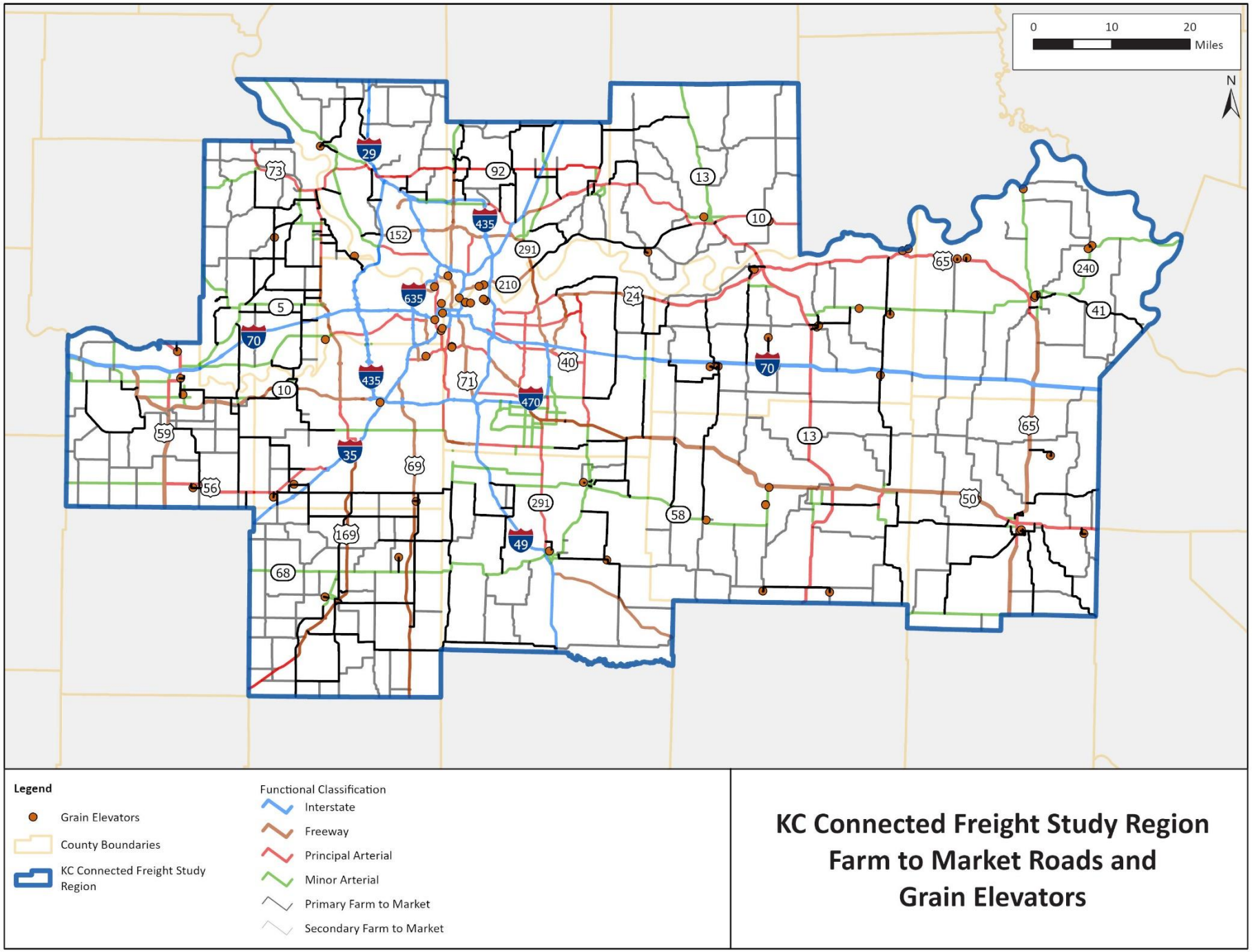


Bottleneck Analysis: PM Peak





Farm to Market Routes



F-M List

No.	Primary Farm to Market Routes	Approximate Length (miles)	County	State		No.	Primary Farm to Market Routes	Approximate Length (miles)	County	State
1	2200 Rd	11.00	Douglas	KS		22	Highway A/136th St/Stark Ave	12.75	Clay	MO
2	1700 Rd/High St	13.50	Douglas	KS		23	MO-210/Highway H/Highway EE	17.75	Clay	MO
3	1150 Rd/KS-1023	16.75	Douglas	KS		24	Highway F/Highway D/Commercial Ave	10.00	Clay	MO
4	Connecticut St/KS-442	10.00	Douglas	KS		25	E Colburn Rd/Buckner Tarsney Rd	16.75	Jackson	MO
5	W 199th St	21.00	Johnson	KS		26	Sibley St/Blue Mills Rd	10.25	Jackson	MO
6	W 135th St/Kill Creek Rd/Gardner Rd	10.75	Johnson	KS		27	Highway WV/Highway D/SE 23 Highway	17.50	Johnson	MO
7	W 143rd St/Edgerton Rd/W 151st St/Four Corners Rd/W 175th St	12.00	Johnson	KS		28	NE 23 Highway	12.00	Johnson	MO
8	307th St/KS-92	13.25	Leavenworth	KS		29	MO-131	16.25	Johnson	MO
9	Tonganoxie Dr/187th St	14.00	Leavenworth	KS		30	MO-23	18.75	Lafayette	MO
10	Fairmount Rd/175th St/Tonganoxie Rd	11.75	Leavenworth	KS		31	Highway O	10.25	Lafayette	MO
11	158th St/Golden Rd	12.25	Leavenworth	KS		32	MO-131	15.50	Lafayette	MO
12	W 223rd St	14.00	Miami	KS		33	Highway Z/Highway TT/Highway OO	9.75	Lafayette	MO
13	Metcalf Rd	15.75	Miami	KS		34	Highway U	11.25	Pettis	MO
14	311th St	10.00	Miami	KS		35	Highway M	16.50	Pettis	MO
15	Plum Creek Rd/Old Kansas City Rd	14.25	Miami	KS		36	MO-127/Highway B	17.25	Pettis	MO
16	Hospital Dr/ Hedge Ln Rd/W 391st St	15.75	Miami	KS		37	Highway HH	10.50	Pettis	MO
17	343rd St/Block Rd/351st St/Somerset Rd/359th St	19.25	Miami	KS		38	Highway Y/Winchester Drive	13.50	Pettis	MO
18	E 347th St	15.50	Cass	MO		39	Highway P/MO-391	18.50	Platte	MO
19	Highway D	10.00	Cass	MO		40	MO-210	11.75	Ray	MO
20	Holmes Rd	10.75	Cass	MO		41	Highway D	10.75	Ray	MO
21	Highway C/CC/MO-33	13.50	Clay	MO		42	MO-41	11.50	Saline	MO

Infrastructure Mileage

Highway Miles – 464.63

Rail – 1286.06

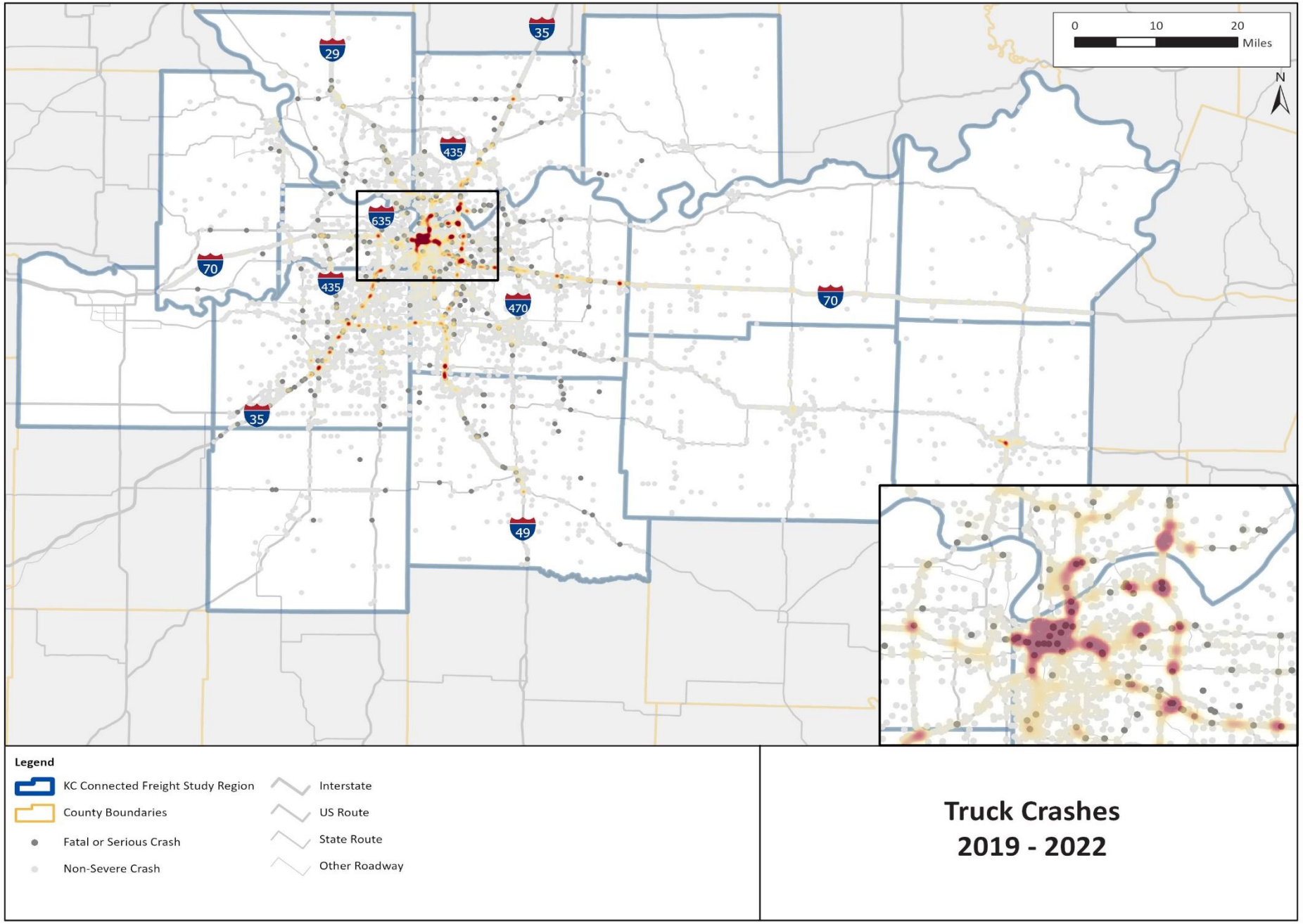
Infrastructure Mileage: Waterway

Waterway Mile	Name of Port	Operator	Riverbank Location	County	State
367	Mid-West	Mid-West	Right	Jackson	MO
368	Kansas City – River Rail	Bartlett	Right	Wyandotte	KS
356	Sugar Creek	Farmland	Right	Jackson	MO
355	LaFarge Concrete	LaFarge Concrete	Right	Jackson	MO
362	Cargill Inc	Cargill Inc	Left	Clay	MO
360	Holliday	Holliday	Left	Clay	MO
372	Holliday	Holliday	Left	Platte	MO
361	Harvest S	Harvest S	Left	Clay	MO
361	HCI Chemtech	HCI Chemtech	Left	Clay	MO
373	Farmland	Farmland	Right	Wyandotte	KS
377	Intercontinental Engineering	Intercontinental Engineering	Left	Platte	KS
317	Lexington	Lexington	Left	Ray	MO
386	Westway Terminal	Westway Terminal	Right	Leavenworth	KS
387	ADM/Growmark	ADM/Growmark	Right	Leavenworth	KS
385	Massman Construction	Massman Construction	Left	Platte	MO
396	Chemtronics	Chemtronics	Right	Leavenworth	KS

Truck Crash Hotspots

County	Fatal Crashes	Suspected Serious Injury Crashes	Minor Injury Crashes	Property Damage Only (PDO) Crashes	Total Crashes
Douglas	N/A	N/A	N/A	N/A	N/A
Johnson	16	33	405	1,939	2,393
Leavenworth	4	3	42	180	229
Miami	1	6	18	74	99
Wyandotte	9	19	195	732	955
Kansas Counties Sub-Total	**30**	**61**	**660**	**2,925**	**3,676**
Cass	8	25	82	580	695
Clay	4	35	247	1,409	1,695
Jackson	31	107	1,252	4,743	6,133
Johnson	3	23	65	312	403
Lafayette	8	11	69	477	565
Pettis	3	7	101	364	475
Platte	9	12	97	577	695
Ray	1	2	8	75	86
Saline		15	34	367	416
Missouri Counties Sub-Total	**67**	**237**	**1,955**	**8,904**	**11,163**
Regional Total	**97**	**298**	**2,615**	**11,829**	**14,839**

Truck Crash Hotspots



PHASE 2: PROACTIVE PLANNING

Leverage MARC-LDCMPO- PTRPC Partnership

Establish a Proactive Freight Planning Process

Preservation and improvement of the MMFN

Convey economic resilience to freight industry success

MARC
Mid-America Regional Council

Lawrence - Douglas County MPO
Metropolitan Planning Organization

Pioneer Trails Regional Planning Commission

PHASE 2 Tasks

4.1 Economic Impact of Freight in the Region

4.2 Land Use-Industrial Development

4.3 Complete Streets

4.4 Scenario Planning

Stakeholder Outreach

Meetings Held

- KC Smartport
- Port KC
- Pioneer Trails Regional Planning Commission
- Douglas County Food Policy Council
- Lawrence-Douglas County Business and Industry Representatives
- Kansas City Industrial Council – Infrastructure Committee
- Canadian Pacific/Kansas City Southern Railroad
- Sustainable Places Policy Committee
- KCI Airport

Upcoming

- Owner Operated Independent Drivers Association (November 25)
- Hunt Midwest (reaching out)

Issues

- Planning can be slow, and freight is quickly evolving
- Lack of truck parking and parking on on/off ramps
- Longer trains = longer blocks at crossings = delays in business
- Safety – Larger and heavier trucks, distracted drivers, incomplete and expensive safety countermeasures
- First mile of freight – rural/farm-to-market road capacity, maintenance, and safety
- Last mile of freight – lack of or undersized drop-off/loading spots, number of trucks on road, delivery scheduling, bike/ped interactions
- River barge traffic (data needed)
- Access to properties that can be rail served
- Increasing amounts of air freight

Improvements

- Greater accountability for freight companies moving into an area
- Better contingency planning for disruptions and ability to be nimble during large events
- Improve vertical-readiness of sights to attract freight companies
- Expansion of ports, air, and rail to move freight from roads
- Better freight project readiness including infrastructure, utilities, capacity, and workforce quality of life
- Improve skill level and availability of truck drivers
- Intermodal facilities should be careful not to “box in” freight
- Finding land for rail (topography considerations)
- Additional space for air cargo

Considerations

- Climate – temperature for refrigeration, flooding, hotter road surfaces
- More trucks = more traffic = more pollution
- Ensuring projects not being done at expense of marginalized communities
- Land use and development codes
- Increased need for power and difficulty keeping up with demand
- More and greater funding opportunities for maritime freight
- Inefficient home delivery market
- Land for rail
- System resiliency and diversity

The Future

- Amazon effect / Chips Act / other freight shifts or disruptors
- Policy enforcement with AI, EV, and CAV
- Keeping KC globally competitive for future freight development
- Expanding port network on the Missouri River
- Shorten and shift planning process to be more dynamic and current
- Plan for more and larger data centers competing with warehousing
- Determining where future freight projects can and will develop
- Railroads can only go certain places via certain routes (competition)
- Workforce connectivity and resiliency
- Ability to pay for expansions

GMC Roles

- Attend freight-related industry meetings and events
- Convey how goods are moved and the importance of freight movement
- Oversee a funding source = gain private interest and input
- Include GMC in the TTPC to educated on the importance of freight
- Focus on both suburban and urban
- Proactively talk with impacted railroads

GMC Goals

- Consider quarterly meetings
- Gather input from private sector freight producers and movers
- Remove “committee” from name to attract participation
- Engage railway and waterway associations
- Consider urban, rural, agricultural and suburban contexts
- Context sensitive solutions
- Long-range transit planning
- Increase connectivity and distribution
- Increase interstate capacity (I-70, air cargo is tied to the interstate)
- Keeping aviation in the freight conversation

Sustainable Places

- Freight impact on corridors and activity centers
  - Nearby residents could get jobs
  - Mixing land uses and providing safe connections
  - Provide incentives/reinvestment for targeted locations
  - Understand the relationship between goods movement and goods production
- Freight integration with other modes of transportation
  - Consider location proximity to jobs, housing (lengthy trips)
  - Funding for transit hubs
  - Last mile delivery is key
- Freight-focused PSP Atlas data layer

Next Steps

Winter to Fall 2024

Phase 01:
The Situation Today

- Detailed analyses of existing conditions
- Stakeholder meetings
- Opinion survey
- GMC and TTPC meetings

Fall 2024 to Winter 2025

Phase 02:
Proactive Planning Scenarios

- Scenarios development and workshop
- Stakeholder meetings (as needed)
- GMC and TTPC meetings

Winter to Spring 2025

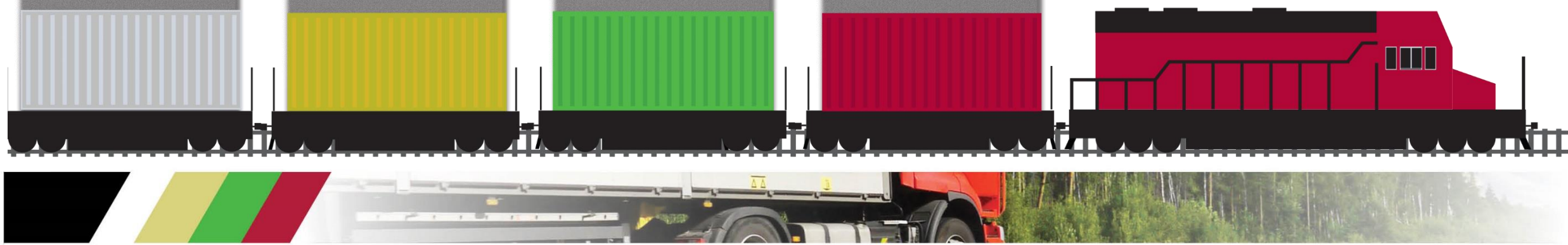
Phase 03:
Future Freight Trends

- Topic-based guidance, best practices, and outcomes
- Stakeholder meetings (as needed)
- GMC and TTPC meetings

Spring 2025

Phase 04:
Recommendations

- Draft and final plans
- Stakeholder meetings (as needed)
- Public meeting
- GMC and TTPC meetings



Thank you!

bit.ly/ConnectedFreight-2050

Darryl Fields, MARC Principal Planner
816-474-4240 or dfields@marc.org

Davonna C. Moore-Edeh, CDM Smith Project Manager
816-412-3131 or mooredc@cdmsmith.com

Item #6

REPORT: I-70 (I-435 to I-470) Environmental Assessment Study Update

Presenter: Derek Vap, HNTB

I-70 Environmental Assessment

(I-435 to I-470) in Jackson County

Mid-America Regional Council

November 19, 2024

Related but not a part of the greater statewide Improve I-70 project.

Today's Meeting

- Welcome
- Introductions and roles
- What's happening
- Your input is important
- Next steps

West view of I-70 on the Blue Ridge Cutoff overpass

I-70 Environmental Assessment: I-435 to I-470

Roles and Introductions

- MoDOT
- Consultant Team
- I-70 stakeholders

West view of I-70 on Blue Ridge Boulevard overpass

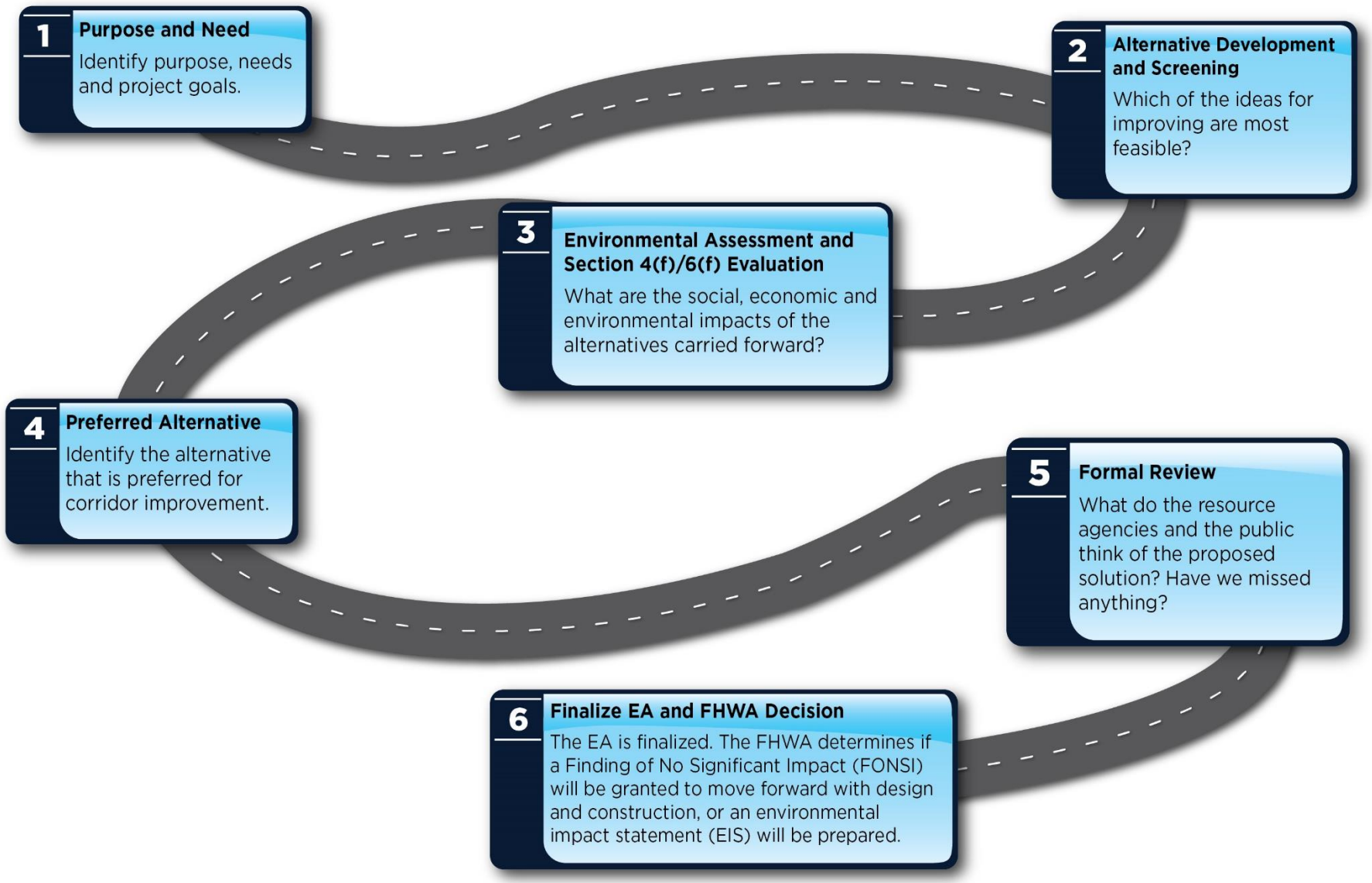
Study Area: I-435 to I-470

Goals

- Validate and update the purpose and need for improvements
- Identify improvement alternatives that will
  - Improve safety
  - Reduce congestion
  - Improve accessibility and goods movement
  - Restore and maintain existing infrastructure

West view of I-70 on Little Blue Parkway overpass

The Study Process

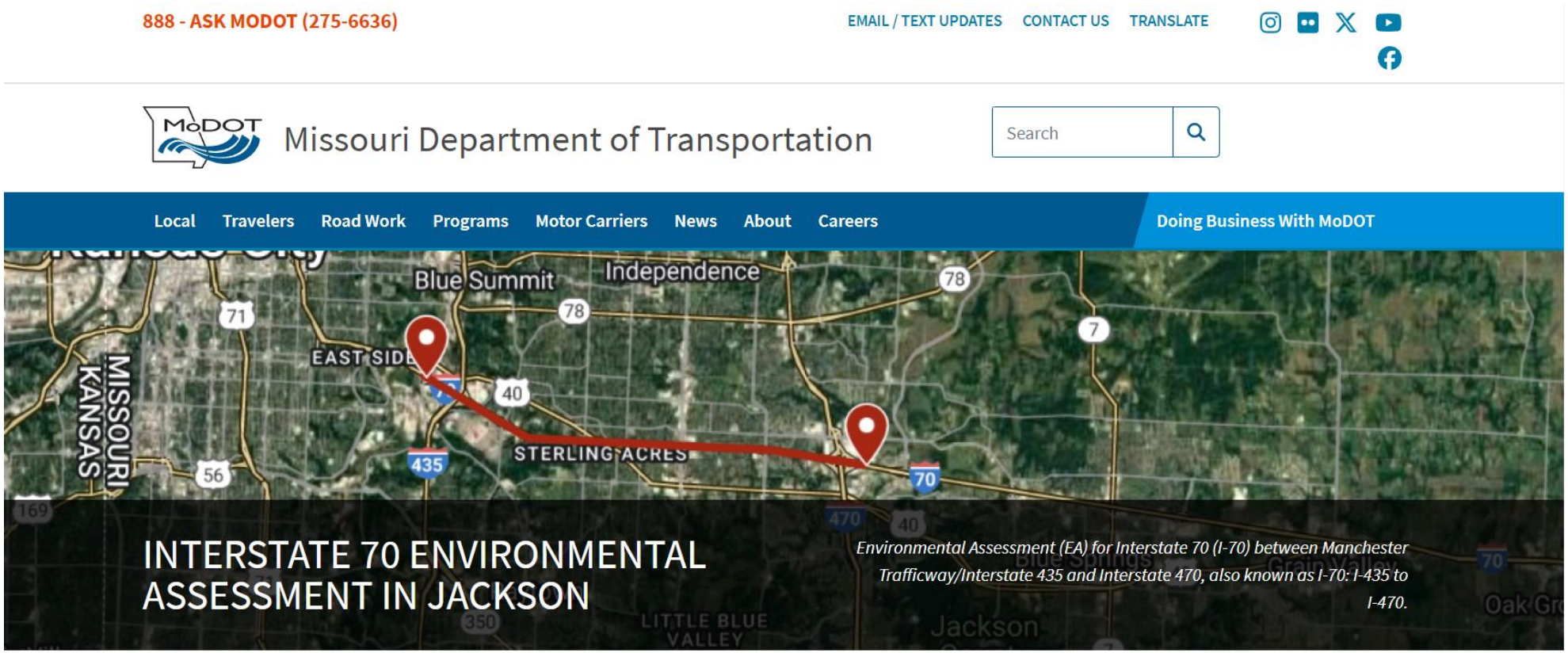


Additional Engagement Opportunities

- Fall 2024 to Fall 2025: Improvement Alternatives
  - Stakeholder and Agency Coordination Meetings
  - Community Advisory Committee Meetings
  - Elected Officials Briefings
  - Public Meeting #2
  - Opinion Survey #2

I-70 Environmental Assessment Website

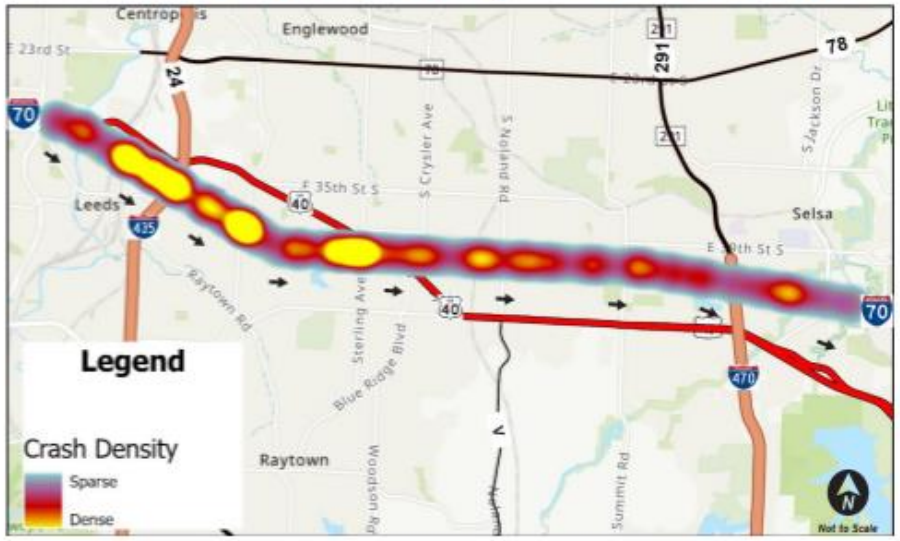
www.modot.org/interstate-70-environmental-assessment-jackson



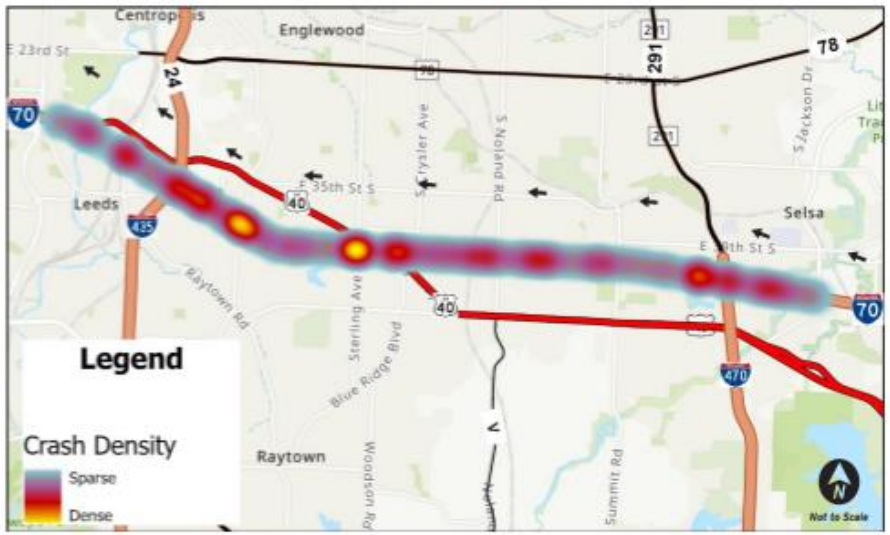
Baseline Conditions: Safety

- Between 2018 and 2022 there were a reported 2,837 crashes within the study area. As part of the safety analysis, the highway was split into 11 segments. Nine of the 11 had a higher crash rate than the state average. Manchester Trafficway to I-435 had a crash rate more than double the state average.

I-70 Crash Density - Eastbound



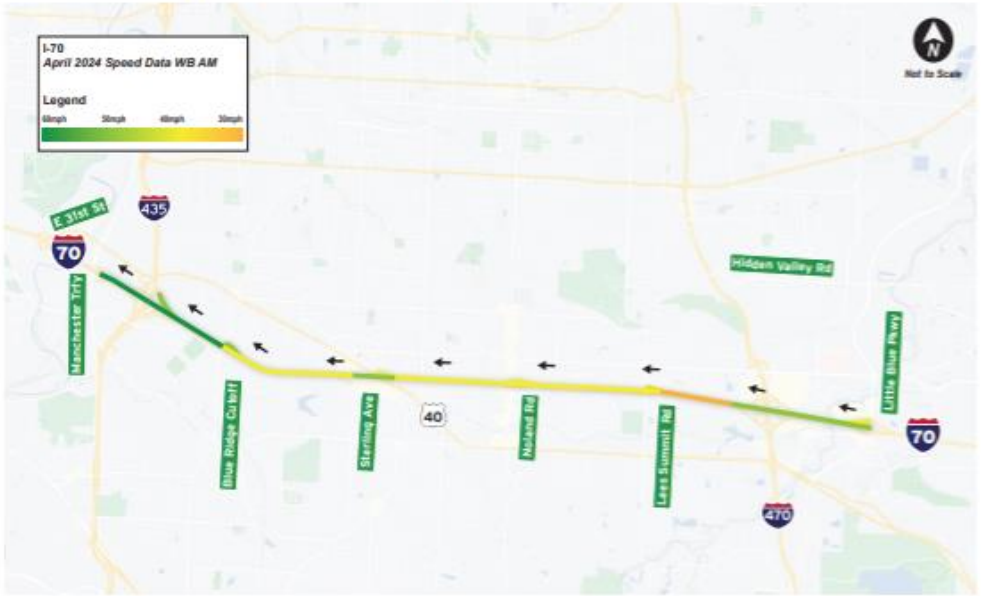
I-70 Crash Density - Westbound



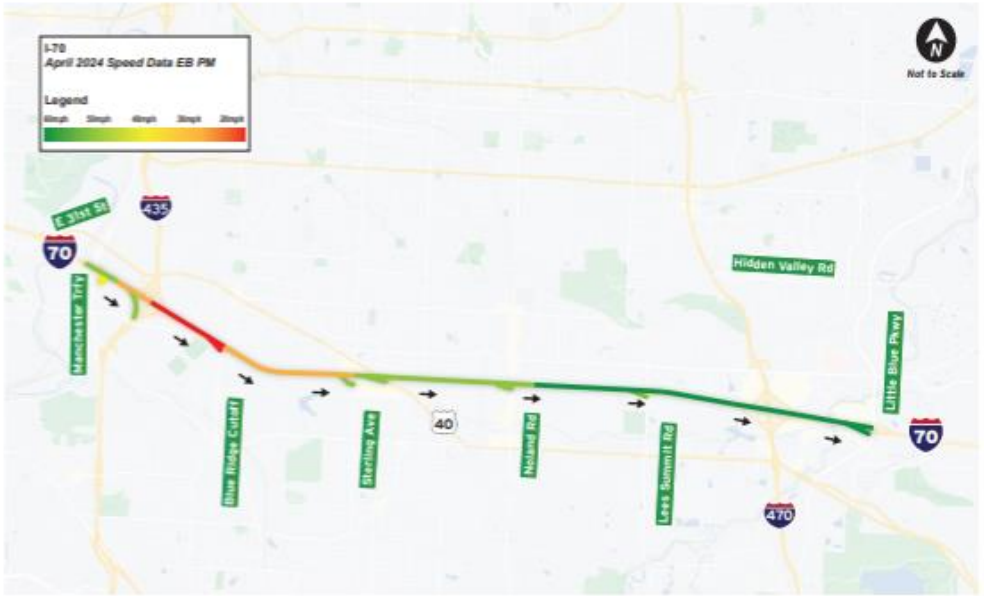
Baseline Conditions: Safety

These graphics show the eastbound and westbound speeds during peak travel periods, from 7-8 a.m. and 4-5 p.m.

I-70 April 2024 Speed Data - WB AM



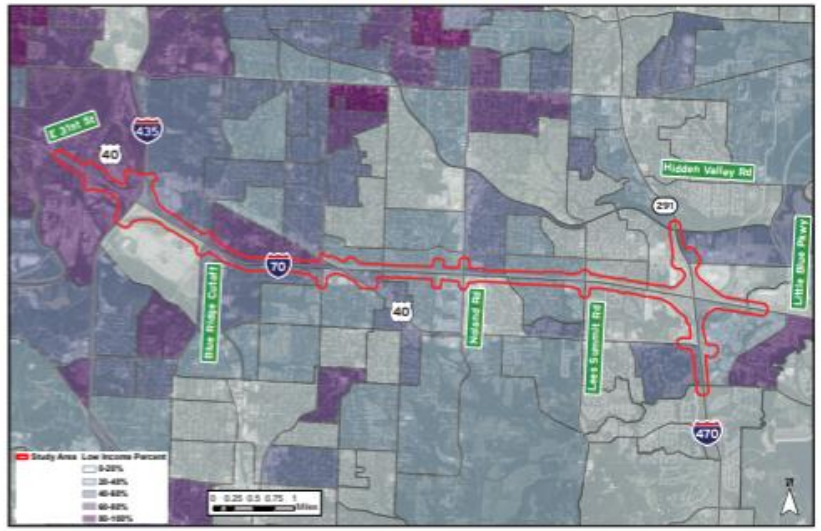
I-70 April 2024 Speed Data - EB PM



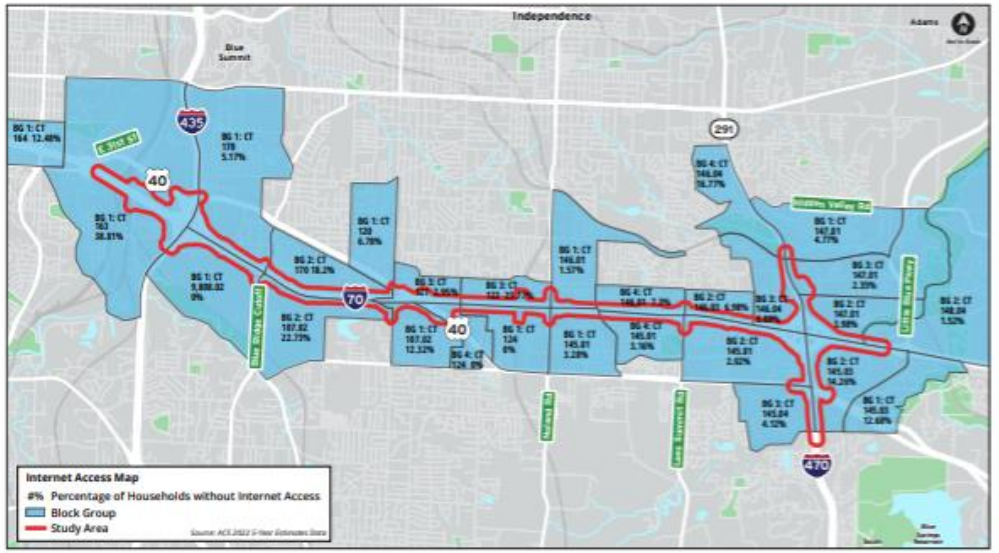
Community Characteristics

Low income and disadvantaged communities are being considered as part of any proposed improvement plan. Access to the internet is an important consideration in how information is shared, and how people are notified.

Low Income



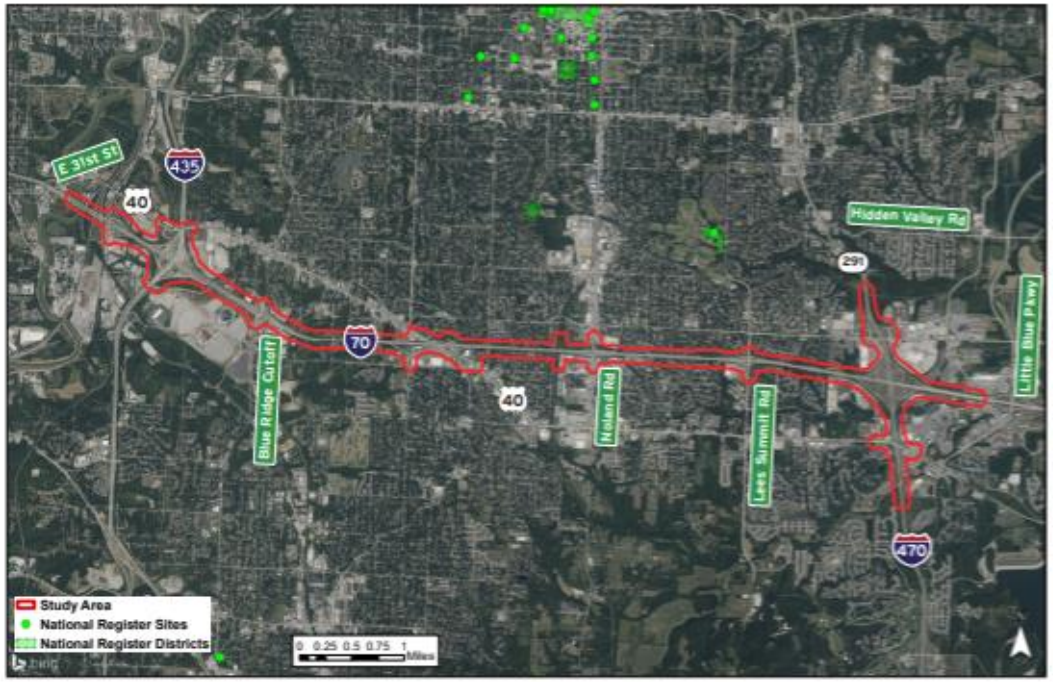
Internet Access Map



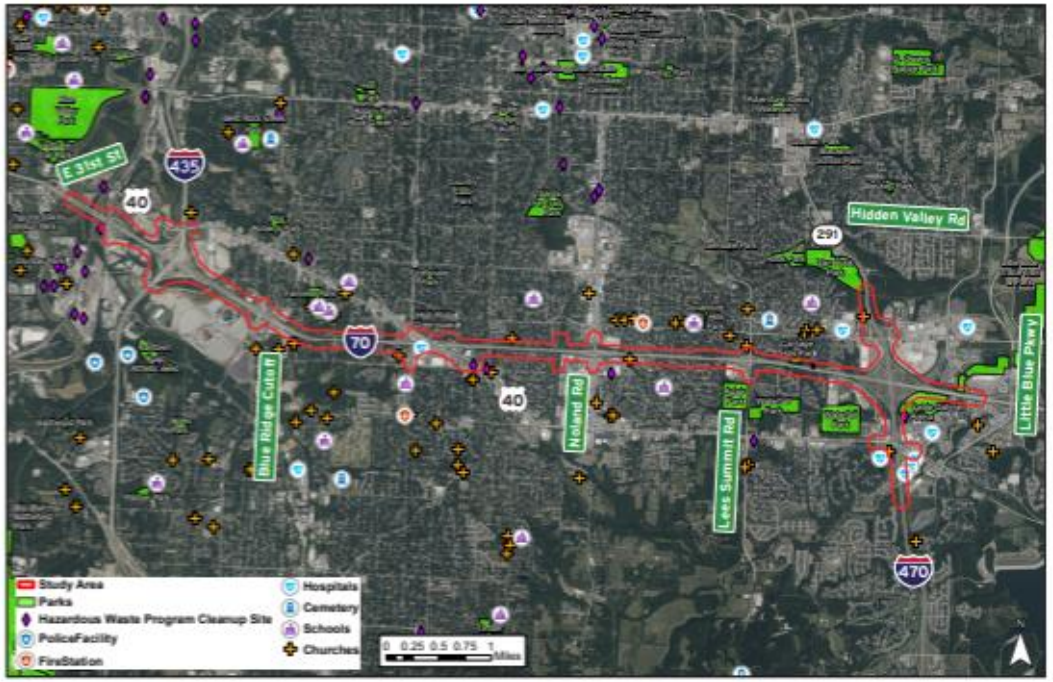
Community Resources

These historical and community resources are being considered as part of the proposed improvement plan.

Historical Sites

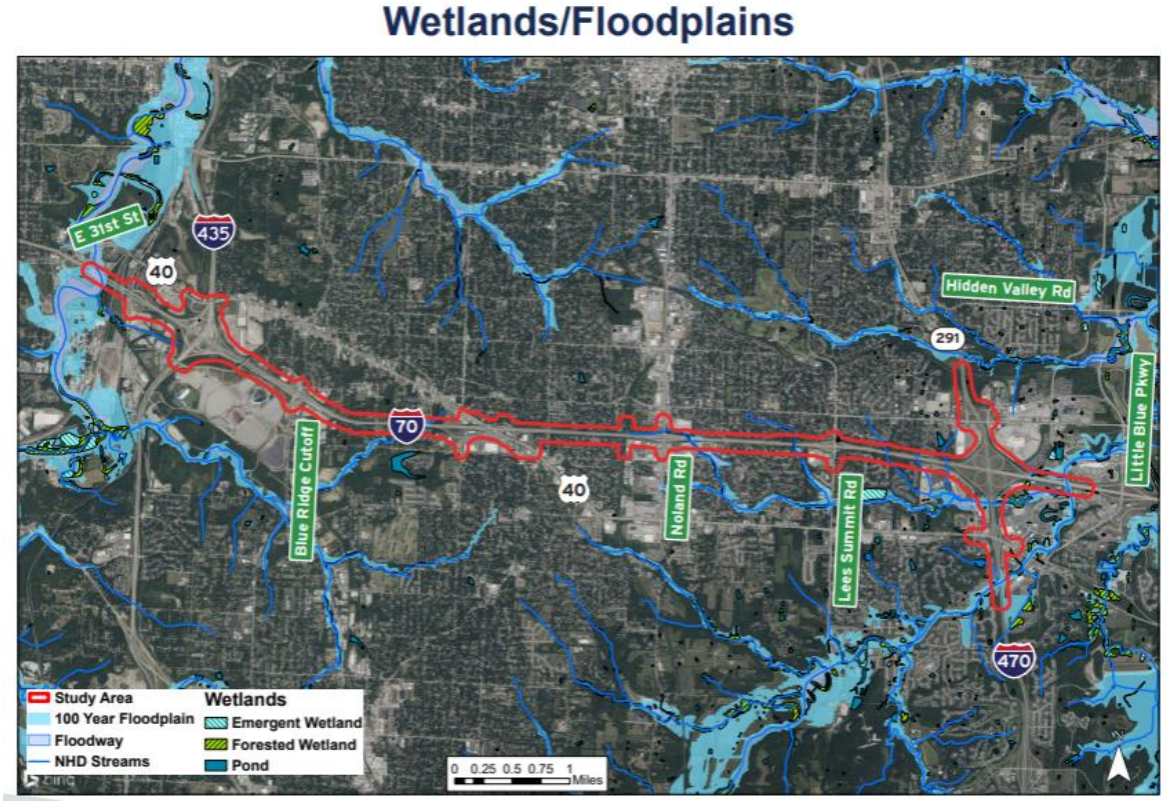


Community Sites



Environmental Factors

There are environmental factors to consider when planning improvements.

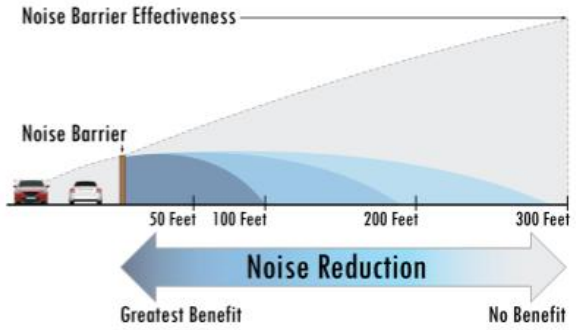


Noise

- As part of the Environmental Assessment, MoDOT is conducting a noise study to determine if noise walls would be feasible and cost-effective.

Noise Study Process

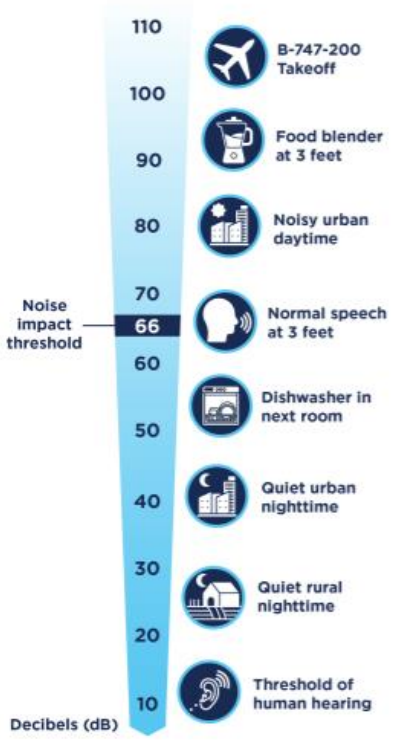
1. **Identifying Noise Impacts**: A detailed software model, validated with field measurements, is used to assess existing noise and predict future noise levels.
2. **Evaluating Noise-Reduction Strategies**: Where noise impacts are identified, noise-reduction strategies will be evaluated. Noise walls are the most common strategy on a corridor like I-70. Noise walls must meet certain criteria in order to be recommended for construction.



Per MoDOT and Federal Highway Administration (FHWA) noise policies, noise abatement strategies are considered feasible and reasonable if:

- They are physically constructible without significantly impacting maintenance, safety, drainage, etc.
- They do not exceed 1,300 square feet of wall per residence that would benefit from the wall. A benefit is defined as a 7 decibel reduction.
- They are desired by the owners and residents of the properties that would benefit from the wall.

What is noise?



EA Timeline

EA Activity	2024	2025	Future		
Begin EA	●				
Purpose and Need Submittal	●				
Public Meetings	●				
Preferred Alternative Selected		●			
Public Hearing		●			
EA Documents for Public Review		●			
EA NEPA Decision Submitted to FHWA		●			
Final Design and Engineering*			▬	▬	
Construction Anticipated*					▬▶

** Dependent on funding*

Your Input Is Important

- Benefits
- Improvements
- Traffic concerns
- Multimodal connectivity
- Impacts
- Other comments

This QR code takes you to a comment form for I-70: I-435 to I-470 EA

Next Steps

- Fall 2024 to Fall 2025:
  - Alternatives Development Screenings
  - Stakeholder and Agency Coordination Meetings
  - Elected Officials briefings
  - Name Purpose and Need
  - Public Meeting #2 (Fall 2025)

East view of I-70 on the Lee's Summit Road overpass

Thank you!

www.modot.org/interstate-70-environmental-assessment-jackson

i70_ea_i435_i470@modot.mo.gov

Item #7

REPORT: Climate Action Plan Update

Deferred to December meeting

Presenter: Tom Jacobs, MARC

Item #8

REPORT: CKC2050 Public Outreach and Engagement Update

Deferred to December meeting

Presenter: Cy Smith, MARC

Item #9

Other Business

Item #10

Adjournment