



**OPEN MEETING NOTICE**  
**TOTAL TRANSPORTATION POLICY COMMITTEE**  
Commissioner Janeé Hanzlick, Kansas Co-Chair  
Mayor Leonard Jones, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, December 17, 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: November 19, 2024 Meeting Summary\*
3. VOTE: 2024 Suballocated Funding Recommendations\*
4. VOTE: 2025 1st Quarter Amendment to the 2024-28 Transportation Improvement Program\*
5. VOTE: 2025 Unified Planning Work Program – Amendment #1\*
6. REPORT: Climate Action Plan Update
7. REPORT: 2024 Air Quality Report
8. REPORT: MARC Regional Travel Model Program 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](mailto:transportation@marc.org) by Noon on Monday, December 16, 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**  
**November 19, 2024**  
**Meeting Summary**

**Members and Alternates Present**

Kansas Co-Chair Commissioner Janeé Hanzlick, Johnson County, KS  
Missouri Co-Chair Mayor Leonard Jones, Jackson County, MO  
Rick Backlund, FHWA - Kansas Division  
Lorraine Basalo, Overland Park, KS  
Councilmember Eric Bunch, Kansas City, MO  
Cecelie Cochran, FHWA - Missouri Division  
Tom Degenhardt, Clay County, MO  
Councilmember Fred DeMoro, Lee's Summit, MO  
Kyle Dieckmann, Overland Park, KS  
AJ Farris, KCATA  
Councilmember Lindsay French, Kansas City, MO (Northland)  
Tom Gerend, Kansas City Streetcar Authority  
Jeffrey Hardy, MoDOT  
Leslie Herring, Johnson County, KS Municipalities  
A.J. Herrmann, Kansas City, MO  
Mary Jaeger, Olathe, KS  
Dick Jarrold, KCATA  
Joe Johnson, Johnson County, KS Municipalities  
Jenny Johnston, Northland Regional Chamber of Commerce  
Councilmember Jerry Kaylor, Jackson County, MO Municipalities  
Lee Kellenberger, Johnson County, KS  
Michael Kelley, BikeWalkKC  
Melissa Kozakiewicz, Kansas City, MO  
Mayor Norman Larkey, Cass County, MO Municipalities  
Mayor Mike Larson, Jackson County, MO Municipalities  
Jill Lawlor, Kansas City, MO (Northland)  
Lane Massey, Johnson County, KS Municipalities  
Janet McRae, Miami County, KS  
Jack Messer, Overland Park, KS  
Wes Minder, Platte County, MO  
Mike Moriarty, KDOT  
Bill Noll, Leavenworth County, KS  
Tawn Nugent, WTS  
Michael Park, Lee's Summit, MO  
Josh Powers, Johnson County, KS  
Chris Redline, MoDOT  
Trent Salisbury, Cass County, MO  
Michele Silsbee, Miami County, KS Municipalities  
Mayor John Smedley, Platte County, MO Municipalities  
Chuck Soules, Clay County, MO Municipalities  
Mike Spickelmier, Leavenworth County, KS Municipalities  
Leah Suttington, KCATA  
Councilmember Dean Vakas, Olathe, KS  
Mario Vasquez, Kansas City, MO  
Geoffrey Vohs, Johnson County, KS  
Kevin Ward, FHWA - Missouri Division  
Mayor Dana Webb, Jackson County, MO Municipalities  
Doug Wesselschmidt, Jackson County, MO  
Tonya Willim, Ray County, MO Municipalities  
Sabin Yanez, Northland Regional Chamber of Commerce

**MARC Staff Present**

Ron Achelpohl, Director of Transportation & Environment  
Megan Broll, Administrative Program Assistant  
Karen Clawson, Air and Climate Programs Manager  
Beth Dawson, Principal Planner  
Raymart Dinglas, Public Affairs Coordinator II  
Bobby Evans, Principal Planner  
Darryl Fields, Principal Planner  
Marc Hansen, Principal Planner  
Alicia Hunter, Transportation Planner III  
Tom Jacobs, Chief Resilience Officer & Environmental Programs Director  
Cy Smith, Transportation Planner  
Patrick Trouba, Transportation Planner II

**MARC Staff Present (cont.)**

Ryan Umberger, Planner II  
Ray Webb, Traffic Operations Director  
Lukas Yanni, Transportation Planner IIIII

**Others Present**

Alysen Abel, Spring Hill, KS  
Marshall Allen, HNTB  
Santos Arellano, Office of U.S. Senator Eric Schmitt  
Alexzander Chavez, Vireo  
Shelie Daniel, Kearney, MO  
Mayor Bryant DeLong, North Kansas City, MO  
Mike Duffy, Riverside, MO  
Jim Dunn, HNTB  
John Findlay, Liberty, MO  
Marty Galicia, Central Avenue Betterment Association  
Randy Gorton, BHC  
Art Gough  
AJ Graham, Parrish and Sons Construction  
Andrya Haase  
Zeke Hall, MoDOT  
Jason Hanson, Raytown, MO  
Ryan Haupt, Belton, MO  
Bob Heim, Platte County, MO  
Patty Hilderbrand, Harrisonville, MO  
Nathan Hladky, HG  
Mark Hoppe, Affinis  
Dawn Hueske, KDOT  
Katie Jardieu, MoDOT  
Krystal Jolly, MoDOT  
Travis Jones, Cass County, MO  
Mayor Dean Katerndahl, Parkville, MO  
Garrett Kaus, Garver  
Matt Kleinmann, Vibrant Health KC  
Todd Latorella, Kansas City, MO  
Sarah Long, MoDOT  
Kimberly Marotta, KDOT  
Tim McEldowney, Gardner, KS  
Stan Meyers, I-Solutions  
Davonna Moore-Edeh, CDM Smith  
Angela Nelson, HG  
Gina Pate, Smithville, MO  
Drew Pearson, Wilson & Company  
Kim Pemberton, Advantage Project Management  
Carmen Pendelton, Parrish and Sons Construction  
Mitchell Quigley, SE3, LLC  
Greg Rokos, Belton, MO  
Kurt Rotering, Olsson  
Melissa Schmitz, MoDOT  
Steve Schultz  
Will Sharp, FHWA - Kansas Division  
Bryce Shields, KCATA  
David Slater, Pleasant Valley, MO  
Allison Smith, KDOT  
Ethan Stanfill, MegaKC  
Chad Thompson, Lamp Rynearson  
Mayra Toothman, Smithville, MO  
Cate Tucker, MoDOT  
Dick Tuttle, Grain Valley, MO  
Derek Vap, HNTB  
Matt Vocke, Office of U.S. Representative Sam Graves  
Cynthia Wagner, Smithville, MO  
Jason Waldron, Kansas City, MO  
Dan Weitkamp, FHWA - Missouri Division  
Ashley Winchell, Wilson & Company  
Brett Wood, GBA  
Chris Wright, Platte County, MO  
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 October 15, 2024, Meeting Summary***

Co-Chair Hanzlick called for a motion to approve the October 15, 2024 Total Transportation Policy Committee (TTPC) meeting summary.

**Committee Action:**

Jack Messer made a motion to approve the meeting summary. Chuck Soules requested a correction to the meeting summary attendance, updating Alysen Abel’s organization to Spring Hill, KS. Jack Messer updated his motion to approve the meeting summary with the proposed change. Mayor John Smedley seconded the motion, and the motion passed.

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

Principal Planner Marc Hansen reviewed the draft 2025 Unified Planning Work Program (UPWP), which is available at: <https://www.marc.org/transportation/plans-and-studies/unified-planning-work-program>. The UPWP describes the transportation planning activities MARC and other agencies will undertake during the year, documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants, and provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. The draft was released for public review and comment, and seven comments were received; comments and proposed responses were shared with the committee.

**Committee Action:**

Jack Messer made a motion to approve the Proposed 2025 Unified Planning Work Program. Tawn Nugent seconded the motion, and the motion passed.

**4) *REPORT: 2024 Suballocated Funding Recommendations***

Marc Hansen presented the funding recommendations for 2027-2028 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. He explained the review and recommendation process, managed by the Active Transportation Programming Committee (ATPC), the Kansas and Missouri Surface Transportation Program (STP) Priorities Committees, and the new Transportation Emissions Committee (TEC). Funding recommendations were provided by these committees as an informational report to the TTPC, to allow for TTPC members to provide the committees with feedback/ask questions prior to review for final consideration. On November 15, 2024, TTPC Co-Chairs received a letter from the City of Kansas City, MO to protest the process and funding recommendations for Missouri STBG funds provided by the Missouri STP Priorities Committee; that letter was shared with TTPC members in advance of this meeting.

Committee members extensively discussed the Missouri STP Priorities Committee programming process and recommendations. Discussion fell into several summary topics:

- **Alignment status and low-scoring projects:**
  - Jack Messer asked for clarification on alignment status and Dick Jarrold asked for rationale in funding non-aligned projects.
    - Marc Hansen explained that a project may be designated as “Not Aligned” for a number of reasons. For example, a project that may

address many objectives may be not aligned if it is in conflict with policies such as the Congestion Management Process or Green Infrastructure policy. This is often seen with projects adding capacity in anticipation of future problems or failure to specify green infrastructure elements in the project application. Alignment status does not preclude a project from receiving funding.

- Phase I of the application process evaluates alignment status, and project sponsors are given an opportunity to discuss and clarify their project scope if needed.
- Missouri STP Priorities Committee Chair Patty Hilderbrand justified funding lower scoring projects (Orrick specifically) as the committee tends to fund a lower scoring project each year to provide opportunities to smaller jurisdictions, and other lower scoring projects may be funded to allow for variety in project types (such as transit).
- Patty Hilderbrand noted scoring was very competitive this year, and Kansas City had fewer projects in the top ten highest scores than previous years. She shared some historical details in funding for Kansas City, noting ups and downs over the years.
- Patty Hilderbrand noted the committee had approved a \$7m cap for projects, in part to help distribute funds more broadly.
- Mario Vasquez and AJ Hermann requested clarification on how funding decisions were made, particularly to the amount of funding applied to projects outside of the top ten highest scores; scoring/funding appeared inconsistent.
- Communication/collaboration:
  - Patty Hilderbrand commented on communication ahead of the MO STP Priorities Committee meeting; Harrisonville had received an email from Belton that addressed minimum funding needed, but she could not confirm who had or had not received communication ahead of time. Kansas City did not reach out to other jurisdictions when developing their scenarios (and that is not a requirement).
  - Eric Bunch noted Kansas City has room to improve on communication, but felt the standard of collaboration overall was not met. Jack Messer commented that the increased attention/interest at TTPC indicated an imbalance that the committee needed time to address and resolve.
  - Chuck Soules expressed concern about losing participation from MO STP Priorities Committee members as holidays may interfere with scheduling.
  - Tawn Nugent clarified Kansas City's number of representatives on the MO STP Priorities Committee.
- Funding by population:
  - Kansas City representatives repeatedly commented that they were not requesting funding by population, but were concerned about the perceived inconsistencies in the recommendations.
  - Wes Minder discussed the Kansas City scenarios that funded based on population, commenting that the explanation accompanying the scenario described Kansas City as not being in support of the top scoring Platte County project, resulting in the second highest scoring project to be underfunded in their scenario.
  - Ron Achelpohl, MARC Director of Transportation & Environment, discussed the legislation and guidance from FHWA prohibiting funding by population. Mr. Achelpohl also clarified the letter received from Kansas City did not request

formula funding, but Kansas City expressed they did not receive an equitable share of funding. Co-Chair Janeé Hanzlick also commented that funding by formula can be problematic, especially for lower scoring/smaller jurisdictions.

- Speed of process:
  - Kansas City representatives expressed concern about the speed of the process. Marc Hansen noted MO STP Priorities Committee tends to take more time, but producing recommendations after one meeting was not unreasonable, and that it is a lengthy process overall.
  - Patty Hilderbrand noted that preparing/sharing scenarios ahead of time so the committee could be ready to discuss at the meeting was normal. All jurisdictions who presented scenarios were allowed to present (and did so in the order in which they were received). Once a motion and second were made to approve funding recommendations, the committee followed procedure and voted.
- Referring back to committee:
  - David Slater spoke about a specific project on the list that would cause problems for his municipality, and Co-Chair Janeé Hanzlick noted individual projects should be discussed at the MO STP Priorities Committee level (and TTPC was reviewing the recommendation as a whole).
  - Co-Chair Hanzlick noted that TTPC does not need to take formal action to request the MO STP Priorities Committee review/change their recommendations, but that input from TTPC would be shared with the committee and they could discuss that input and their recommendations at their next regularly scheduled meeting on December 10. If the committee chooses to adjust their recommendations, they can do so and share that information with the TTPC in advance of TTPC's next meeting, scheduled for December 17, 2024.
  - Co-Chair Hanzlick and Ron Achelpohl clarified that the TTPC does not have to take formal action on the MO STP Priorities Committee funding recommendations at the December meeting if more time is needed to discuss/develop those recommendations, and they can be submitted to the MARC Board separately if needed.
  - Mayor John Smedley and Bill Noll commented they were in support of the process/recommendations as presented.
  - Doug Wesselschmidt requested clarification from Kansas City on what they want; if they want more funding, he requested they specify how that would impact other projects in the recommendations.
  - Ron Achelpohl noted that funding allocation was not the sole reason for Kansas City requesting review, and that they also needed to address the \$944k balance yet to be programmed.

Committee members also inquired about CMAQ projects, questioning the lack of applications for alternative fuel projects and the possibility of reallocating funds. Marc Hansen noted that other funding opportunities (that may offer more flexibility in utilizing funds) have led to a decrease in those applications. Ron Achelpohl also noted that project sponsors have found alternative fuel projects difficult to advance due to federal provisions such as Buy American. Programming by funding "bucket" could be revisited in the future to allow for more flexibility in allocating funds as needs change.

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

Principal Planner Darryl Fields introduced CDM Smith Project Manager Davonna Moore-Edeh, who updated the committee on the ongoing freight study. Ms. Moore-Edeh reviewed the study area, which covers 14 counties and partners with the Lawrence/Douglas County Metropolitan Planning Organization (LDCMPO) and Pioneer Trails Regional Planning Commission (PTRPC). Phase 1 of the project reviewed current freight conditions, including land use and its relation to freight activities, existing and projected freight tonnage flow, the multimodal freight network (MMFN), comparing urban and farm to market routes, and crash data. The study is currently in Phase 2, which has goals to leverage the MARC-LDCMPO-PTRPC partnership, establish a proactive freight planning process, preserve and improve the MMFN, and convey economic resilience to freight industry success. More information on the study is available at: <https://www.marc.org/transportation/plans-and-studies/connected-freight-kc-2050>.

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

Project Manager Derek Vap of HNTB reviewed the study area and progress of the I-70 Environmental Assessment (EA), which is currently validating the purpose and need of goals from the initial Environmental Impact Statement (EIS). Goals include improving safety and operations, reducing congestion, improving accessibility and goods movement, and restoring and maintaining infrastructure. Mr. Vap shared details about specific safety concerns in the study area, and reasonable alternatives to improve the corridor. The study is engaging with the community through public meetings, elected official briefings, and community advisory group meetings to determine preferences of possible alternatives. The study is also taking into consideration community characteristics (and how to inform people in the area), resources such as historical and community sites, environmental factors, and noise reduction. The project is one of MoDOT's highest priorities on the unfunded needs list, and will depend on available funding to move forward with design, engineering, and construction. MARC has shared comments with the study team noting areas where the study could improve alignment with CKC 2050, and those suggestions were included in the meeting packet. More information is available at the MoDOT site linked [here](#).

**7) *REPORT: CKC2050 Public Outreach and Engagement Update***

Due to time constraints, this item was deferred to a future meeting.

**8) *REPORT: Climate Action Plan Update***

Due to time constraints, this item was deferred to a future meeting.

**9) *Other Business***

The next TTPC meeting will be December 17<sup>th</sup>. No other business was called.

**10) *Adjournment***

Co-Chair Hanzlick thanked the committee and adjourned the meeting.

## TTPC AGENDA REPORT

December 2024  
Item No. 3

### **ISSUE:**

VOTE: 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

### **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 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.
- 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.

At their meeting on November 19, TTPC provided feedback to the Missouri STP Priorities committee regarding their programming recommendations concerning collaboration, the equitable distribution of funds, the methodology used for determining project funding allocations, and the remaining balance of funds to be programmed.

The Missouri STP Priorities Committee discussed feedback from TTPC and an alternative funding proposal from Kansas City, MO members at their December 10, 2024, meeting. The committee declined to reconsider the funding allocations previously recommended on October 29, 2024, by a vote of 11 to 14 with one abstention (MoDOT) then unanimously approved a redistribution of funding previously allocated to Kansas City, MO to specific projects at the meeting.

**RELATED JURISDICTIONS:**

This item impacts jurisdictions in all counties in the MARC region.

**RECOMMENDATION:**

Approve the following 2024 Suballocated Funding Recommendations and authorize their release for public review and comment as part of the 2025 1<sup>st</sup> Quarter Amendment to the 2024-2028 Transportation Improvement Program.

- A. 2027-2028 Kansas and Missouri Congestion Mitigation/Air Quality (CMAQ) program as recommended by the Transportation Emissions Committee (Table 1)
- B. 2025-2028 Kansas and Missouri Carbon Reduction Program as recommended by the Transportation Emissions Committee (Table 2)
- C. 2027-2028 Kansas and Missouri Surface Transportation Block Grant Program - Set Aside (TAP) program as recommended by the Active Transportation Programming Committee (Table 3)
- D. 2027-2028 Kansas Surface Transportation Block Grant Program (KS STBG) as recommended by the Kansas STP Priorities Committee (Table 4)
- E. 2027-2028 Missouri Surface Transportation Block Grant Program (MO STBG) as recommended by the Missouri STP Priorities Committee (Table 5)

**STAFF CONTACT:**

Marc Hansen



**Table 1 - 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%
<b>Total</b>						<b>\$4,460,000</b>	

**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%
<b>Total</b>						<b>\$5,060,000</b>	

\* Project applied for multiple funding sources

**Table 2 - 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%
<b>Total</b>						<b>\$8,000,000</b>	

**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
<b>Total</b>						<b>\$14,600,000</b>		

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

**Table 3 - 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%
<b>Total</b>						<b>\$4,300,000</b>	

**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%	
<b>Total</b>						<b>\$12,097,510</b>		

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

\* Project applied for multiple funding sources

**Table 4 - 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%
					<b>Total</b>	<b>\$30,000,000</b>	

\* Project applied for multiple funding sources

**Table 5 - 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	\$ 6,972,000	70%
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	\$ 6,972,000	63%
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		
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		
<b>Total</b>						<b>\$ 60,000,000</b>	

\* Project applied for multiple funding sources

## TTPC AGENDA REPORT

December 2024  
Item No. 4

### ISSUE:

VOTE: 2025 1<sup>st</sup> Quarter Amendment to the 2024-28 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 2025 1<sup>st</sup> Quarter Amendment to the 2024-28 Transportation Improvement Programs includes 87 projects:

- 63 new projects recommended to receive funding through the following programs:
  - 2027-2028 Kansas and Missouri Congestion Mitigation/Air Quality Program (CMAQ) funding
  - 2025-2028 Kansas and Missouri Carbon Reduction Program (CMAQ) funding
  - 2027-2028 Kansas and Missouri Surface Transportation Block Grant Program - Set Aside (TAP) funding
  - 2027-2028 Kansas and Missouri Surface Transportation Block Grant Program (STBG) funding
- 10 new projects funded through other sources
- 14 modified projects, including 3 recommended to receive FFY 2027-2028 funding through the programs noted above
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review on the Internet at:

<https://www.marc.org/document/2025-tip-1st-quarter-amendment>

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

### BUDGET CONSIDERATIONS:

None.

### COMMITTEE ACTION:

None.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

Approve the release of the 2025 1<sup>st</sup> Quarter Amendment to the FFY 2024-2028 TIP for public review and comment.

**STAFF CONTACT:**

Marc Hansen

## TTPC AGENDA REPORT

December 2024  
Item No. 5

### ISSUE:

VOTE: 2025 Unified Planning Work Program - Amendment #1\*

### BACKGROUND:

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2025 UPWP Amendment #1 will make the following modifications:

- Add 3 new projects to the Related Activities appendix (F.6, F.7, & F.8) funded through the MoDOT Traffic Engineering Assistance Program (TEAP)
  - Nation Rd. & 162nd St. Intersection Safety & Operational Analysis - Lead Agency: City of Kearney, Missouri
  - Bynum Rd. Crosswalk Study - Lead Agency: City of Lone Jack, Missouri
  - Crooked Rd. Corridor Study - Lead Agency: City of Parkville, Missouri
- Revise Appendix D as necessary to account for the inclusion of these projects.

The revisions are attached for review.

### POLICY CONSIDERATIONS:

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

### BUDGET CONSIDERATIONS:

None.

### COMMITTEE ACTION:

None.

### RELATED JURISDICTIONS:

This amendment adds federally funded transportation planning work in the Missouri cities of Kearney, Lone Jack, and Parkville.

### RECOMMENDATION:

Approve the release of Amendment #1 to the 2025 Unified Planning Work Program for public review and comment.

### STAFF CONTACT:

Marc Hansen



2025 Unified Planning Work Program  
Amendment #1 - Add New Activities

**F.6 Nation Road and 162<sup>nd</sup> Street Intersection (east) Safety and Operational Analysis – Lead Agency: City of Kearney, Missouri**

Program Objectives

To provide an intersection safety and operational analysis to better define the problem and identify both short term and long-term solutions.

Background/Previous Work

The county and city receive frequent reports of near-misses, crashes and safety concerns regarding this intersection. On school days, during peak traffic hours, the intersection experiences significant increases in car and school bus traffic. The existing conditions may contribute with the concerns experienced by drivers and reported by the property owners. Both the county and city are interested in evaluating the intersection and implementing safety countermeasures to make the intersection safer.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY*: Data Collection (February 2025)
2. *ACTIVITY*: Road Safety Audit – multi-disciplinary team (March 2025)
3. *PRODUCT*: Final Safety and Operational Analysis Report (May 2025)

Funding

Federal	\$12,000	FHWA-TEAP-MO
Non-Federal	\$ 3,000	
<b>Task Total</b>	<b>\$15,000</b>	

**F.7 Bynum Road Crosswalk Study – Lead Agency: City of Lone Jack, Missouri**

Program Objectives

To review existing conditions including traffic and pedestrian volumes at two separate locations, namely 1) the intersection of Bynum Road and Cannon Drive, and 2) Bynum Road at the Elementary School to identify the proper treatment alternatives for the existing crosswalk at Bynum and Cannon as well as evaluate the need for, proper treatment of, and recommended location(s) for a crosswalk at the Elementary School that address safety and operational efficiencies for all users, both motorized and non-motorized, at both locations.

Background/Previous Work

The City has received numerous inquiries and complaints regarding the lack of clearly delineated crosswalks at both of the study locations from various area residents. As pedestrian and multi-modal safety are of utmost importance to the City, this study will address these concerns through the evaluation of the need for, the appropriate treatment of, and the appropriate placement of crosswalks at the two study locations, seeking to promote the safety of all users, both motorized and non-motorized, of the facilities through the proper placement and markings for such crosswalks. The recommendations of the study will be based not only on the benefits derived from the improvements, but also on the estimated costs in an effort to afford the greatest positive impact for the least amount of

expenditure to help ensure that every investment made by the City will contribute meaningfully to the community's growth and well-being while responsibly managing the City's resources.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY*: Data Collection (February/March 2025 – when School is in session)
2. *ACTIVITY*: Analysis and Study (March/April 2025)
3. *PRODUCT*: TEAP report summarizing methodologies and findings (Spring 2025)

Funding

Federal	\$11,600	FHWA-TEAP-MO
Non-Federal	<u>\$ 2,900</u>	
<b>Task Total</b>	<b>\$14,500</b>	

**F.8 Crooked Road Corridor Study – Lead Agency: City of Parkville, Missouri**

Program Objectives

To conduct a full corridor traffic study to include traffic counts, speed evaluation, accident analysis review, crash report review, analyze traffic flows and recommend improvements to alleviate any adverse impacts to the current traffic flow along Crooked Road.

Background/Previous Work

Crooked Road was constructed as a path through an area of the city with sharp bluff faces and slopes. At the time the road meandered through a natural downhill area which followed the terrain resulting in sharp turns and visual obstructions. After residential development occurred in and around the corridor multiple intersections have been created and traffic volumes have increased. Residents in the area have expressed concerns about safety describing close calls related to limited sight distances and speed.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY*: Existing Data Review (February 2025)
2. *ACTIVITY*: Traffic Counts & Analysis (February/March 2025)
3. *ACTIVITY*: Alternatives Analysis (April 2025)
4. *PRODUCT*: TEAP Corridor Traffic Study (May 2025)

Funding

Federal	\$12,000	FHWA-TEAP-MO
Non-Federal	<u>\$ 3,000</u>	
<b>Task Total</b>	<b>\$15,000</b>	

**APPENDIX D – SCHEDULE 1  
FY 2025 FUNDING SUMMARY TABLE**

Work Element	STATE and LOCAL				Federal				Total	
	MARC	KDOT	MoDOT	Other	CPG Funds		Other			
					KDOT	MoDOT	Amount	Agency		
1.1	Transportation Administration	\$8,564				\$210,386	\$405,800		\$624,750	
1.2	Public Participation	\$3,564				\$87,555	\$168,881		\$260,000	
2.1	Land Use, Demographic & Comprehensive Planning	\$7,888				\$193,766	\$373,746		\$575,400	
2.2	Metropolitan Transportation Plan	\$4,032				\$99,056	\$191,062		\$294,150	
3.1	Transportation Modeling/Forecasting	\$23,671				\$581,503	\$1,121,626		\$1,726,800	
3.2	Transportation Research & Database Management	\$8,517				\$209,223	\$403,560		\$621,300	
3.3	Air Quality Planning	\$1,543				\$37,901	\$73,106		\$112,550	
3.4	Safe and Accessible Transportation Options	\$6,964				\$171,069	\$329,967		\$508,000	
3.5	Complete Streets Activities <sup>1</sup>					\$274,935	\$509,565		\$784,500	
3.6	Transportation Technology	\$612				\$15,043	\$29,015		\$44,670	
3.7	Transportation Safety Planning	\$1,530				\$37,588	\$72,502		\$111,620	
3.8	Congestion Management System	\$909				\$22,326	\$43,065		\$66,300	
3.9	Performance Measurement & Target Setting	\$1,222				\$30,022	\$57,906		\$89,150	
4.1	Transportation Improvement Program	\$2,920				\$71,727	\$138,353		\$213,000	
5.1	RideKC Short-Range and Ongoing Transportation Planning			\$80,000			\$0	\$400,000	FTA 5307	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning			\$130,000			\$0	\$650,000	FTA 5307, 5309	\$780,000
5.3	Goods Movement/Freight Planning	\$1,266				\$31,108	\$60,001			\$92,375
5.4	Corridor Studies	\$173				\$4,242	\$8,185			\$12,600
5.5	Aviation Planning	\$38				\$925	\$1,787			\$2,750
5.6	MoDOT Traffic Studies			\$350,000						\$350,000
5.7	RideKC Bi-State Green Corridor Planning Investments <sup>2</sup>							\$514,045	FTA Route Planning Restoration	\$514,045
5.8	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts <sup>2</sup>			\$55,555				\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.9	Building Climate Resilience in the Transportation System (Phase 1) <sup>2</sup>			\$617		\$15,154	\$29,229			\$45,000
5.10	Regional Freight Plan <sup>2</sup>			\$3,770		\$92,606	\$178,624			\$275,000
5.11	Bi-State Sustainable Reinvestment Corridor <sup>2</sup>			\$500,000				\$2,000,000	RAISE	\$2,500,000
5.12	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood <sup>2</sup>			\$264,655				\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
5.13	US-71 Reconnecting Neighborhoods <sup>2</sup>			\$2,500,000				\$5,000,000	FHWA-RAISE	\$7,500,000
5.14	Long Range Transportation Planning: Johnson County Transit Strategic Plan <sup>2</sup>			\$76,000				\$304,000	FTA-5307	\$380,000
5.15	Destination Safe Comprehensive Safety Action Plan <sup>2</sup>	\$40,750	\$29,250	\$30,000				\$400,000	FHWA-SS4A	\$500,000
5.16	KC Streetcar Extension Study			\$1,000,000						\$1,000,000
F.1	Operation Green Light			\$850,000				\$850,000	FHWA STBG	\$1,700,000
F.2	Air Quality Public Education			\$138,750				\$555,000	FHWA CMAQ	\$693,750
F.3	WAY TO GO							\$300,000	FHWA CMAQ	\$300,000
F.4	Active Transportation Programs			\$18,000				\$72,000	FHWA CMAQ	\$90,000
F.5	Planning Sustainable Places Program			\$405,000				\$1,620,000	FHWA STBG	\$2,025,000
F.6	Nation Road and 162nd Street Intersection (east) Safety and Operational Analysis			\$3,000				\$12,000	FHWA TEAP	\$15,000
F.7	Bynum Road Crosswalk Study			\$2,900				\$11,600	FHWA TEAP	\$14,500
F.8	Crooked Road Corridor Study			\$3,000				\$12,000	FHWA TEAP	\$15,000
		\$114,163	\$29,250	\$350,000	\$6,061,247	\$2,186,135	\$4,195,980	\$14,259,265		\$27,196,040

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

(2) Study was initiated in a prior year and extends into 2025.

## TTPC AGENDA REPORT

December 2024  
Item No. 6

### 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

## TTPC AGENDA REPORT

December 2024  
Item No. 7

**ISSUE:**

REPORT: 2024 Air Quality Report

**BACKGROUND:**

The 2024 ozone season ran from March 1 to October 31<sup>st</sup>. While there were two ozone alerts during this time, the eight-hour ozone concentrations exceeded the 70 part-per-billion (ppb) standard six days during the season. Based on monitor values, the Kansas City region's 3-year average ground-level ozone concentration remains at 71 parts per billion (ppb) which continues to exceed the 2015 National Ambient Air Quality Standard (NAAQS) set by the EPA for ozone pollution. The 2024 Ozone Season can be read in full [here](#).

Air Quality program staff also track particulate matter pollution trends in the region. Particulate matter design values are calculated based on annual data. Using year-to-date monitoring data, the PM2.5 design value for 2022-2024 is 9.2, which is above the new annual PM2.5 standard of nine micrograms per cubic meter.

Air Quality staff will provide an overview of the trends and next steps to be taken by air quality divisions in both states.

**POLICY CONSIDERATIONS:**

MARC's Air Quality and WAY TO GO programs both support and inform the public health, transportation choice and demand management strategies in the ConnectedKC 2050, Kansas City Regional Climate Action Plan, Clean Air Action Plan and the Smart Moves Regional Transit and Mobility Plan. A change in air quality attainment status for the Kansas City region would have significant implications on transportation planning and programming of funds.

**BUDGET CONSIDERATIONS:**

None.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Karen Clawson

## TTPC AGENDA REPORT

December 2024  
Item No. 8

### **ISSUE:**

REPORT: MARC Regional Travel Model Program Update

### **BACKGROUND:**

For over 30 years, MARC has maintained a regional travel demand model to support regional transportation planning across the bi-state, eight-county metropolitan area. This model remains a critical tool for evaluating alternative transportation solutions, supporting the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and air quality and noise analyses.

MARC's transportation modeling program also offers traffic forecast data and modeling assistance to MARC partners through the data request program. Over the past two years, MARC has fulfilled 27 modeling data requests from state DOTs, cities, counties, and consultants. The requested services include transportation model runs, network assignments, scenario modeling analyses, traffic impact assessments, etc.

In 2022, Ray County submitted a request to join the MARC MPO area. To assist Ray County, as well as the Pioneer Trails Regional Planning Commission (PTRPC) and MoDOT, MARC completed a significant upgrade to the Travel Demand Forecast Model (TDFM) in 2024. This upgrade expanded the model's coverage from eight counties to thirteen, now including Ray, Johnson, Lafayette, Pettis, and Saline Counties in Missouri. The newly expanded 13-county model supports the development of Connected KC 2050, which is scheduled for adoption in 2025.

Additionally, in line with the Federal Highway Administration's (FHWA) guidance to update transportation models every ten years, MARC will also begin developing an Activity-Based Travel Demand Forecast Model (ABM) in 2025. The ABM represents the next generation of travel modeling, providing greater precision for evaluating complex transportation policies, such as congestion pricing, telecommuting incentives, toll facilities, and land-use changes. The next generation ABM model is anticipated to serve as the analytical tool for the MTP update due in 2030 (planning horizon of 2060).

At the upcoming TTPC meeting, staff will present an update on the MARC Model program along with a project summary for the Regional Travel Model Expansion and the upcoming ABM development project anticipated for 2025.

### **POLICY CONSIDERATIONS:**

None.

### **BUDGET CONSIDERATIONS:**

Activity-Based Travel Demand Model development budgeted for \$1.1M in 2025 UPWP.

### **RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Martin Rivarola

Eileen Yang