



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, January 21, 2025, 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: December 17, 2024 Meeting Summary*
3. VOTE: 2025 1st Quarter Amendment to the 2024-28 Transportation Improvement Program*
4. VOTE: 2025 Unified Planning Work Program – Amendment #1*
5. VOTE: Change to the Olathe and Spring Hill boundary of the FHWA Adjusted Urban Area within MARC MPO*
6. REPORT: Transportation Planning Committee Work Plans
7. REPORT: 2025 Performance Measures Report
8. REPORT: Connected KC 2050 Public Outreach and Engagement Update
9. REPORT: Update to Total Transportation Policy Committee Membership
10. REPORT: Annual Policy Review
11. Other Business
12. 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, January 20, 2025, 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
December 17, 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
Lorraine Basalo, Overland Park, KS
Eric Bunch, Kansas City, MO
Cecelie Cochran, FHWA - Missouri Division
Tom Degenhardt, Clay County, MO
Kyle Dieckmann, Overland Park, KS
AJ Farris, KCATA
Lindsay French, Kansas City, MO (Northland)
Tom Gerend, Kansas City Streetcar Authority
Leslie Herring, Johnson County, KS Municipalities
Dick Jarrold, KCATA
Joe Johnson, Johnson County, KS Municipalities
Jerry Kaylor, Jackson County, MO Municipalities
Lee Kellenberger, Johnson County, KS
Mayor Norman Larkey, Cass County, MO
Municipalities
Mayor Mike Larson, Jackson County, MO
Municipalities
Jill Lawlor, Kansas City, MO
Janet McRae, Miami County, KS
Jack Messer, Overland Park, KS
Wes Minder, Platte County, MO
Mike Moriarty, KDOT
Bill Noll, Leavenworth County, KS
Commissioner Jerry Nolte, Clay County, MO
Tawn Nugent, WTS
Michael Park, Lee's Summit, MO
Josh Powers, Johnson County, KS
Lisa Reynolds, Independence, MO
Eric Rogers, BikeWalkKC
Andy Savastino, Kansas City, MO (Northland)
Michael Shaw, Kansas City, MO
Mayor John Smedley, Platte County, MO
Municipalities
Chuck Soules, Clay County, MO Municipalities
Mike Spickelmier, Leavenworth County, KS
Municipalities
Dean Vakas, Olathe, KS
Mario Vasquez, Kansas City, MO
Geoffrey Vohs, Johnson County, KS
Jason Waldron, Kansas City, MO
Mayor Dana Webb, Jackson County, MO
Municipalities
Doug Wesselschmidt, Jackson County, MO
Beth Wright, Olathe, KS
Sabin Yanez, Northland Regional Chamber of
Commerce

MARC Staff Present

Ron Achelpohl, Director of Transportation and
Environment
Megan Broll, Administrative Program Assistant

MARC Staff Present (cont.)

Dianna Bryant, Solid Waste Management Program
Manager
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
Kate Ludwig, Environmental Program Assistant
Katie Newman, Transportation Intern
Martin Rivarola, Assistant Director of Transportation
and Land Use Planning
Patrick Trouba, Transportation Planner II
Eileen Yang, Transportation Modeling Manager
Lukas Yanni, Transportation Planner III

Others Present

Alysen Abel, Spring Hill, KS
Kyaira Boughton
Shelie Daniel, Kearney, MO
Mike Duffy, Riverside, MO
Marty Galicia, Central Avenue Betterment
Association
Randy Gorton, BHC
Art Gough
Mark Green, Independence, MO
Zeke Hall, MoDOT
Patty Hilderbrand, Harrisonville, MO
Katie Jardieu, MoDOT
Krystal Jolly, MoDOT
Matt Kleinmann, Vibrant Health KC
Todd LaTorella, Kansas City, MO
Kimberly Marotta, KDOT
Tim McEldowney, Gardner, KS
Stan Meyers, I-Solutions
Davonna Moore-Edeh, CDM Smith
Carmen Pendelton, Parrish and Sons Construction
Greg Rokos, Belton, MO
Will Sharp, FHWA - Kansas Division
David Slater, Clay County Economic Development
Council
Allison Smith, KDOT
Ethan Stanfill, MegaKC
Chad Thompson, Lamp Rynearson
Mark Trosen, Grain Valley, MO
Cate Tucker, MoDOT
Dick Tuttle, Grain Valley, MO
Dan Weitkamp, FHWA - Missouri Division
Michael Wilson, Black & Veatch
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 November 19, 2024, Meeting Summary*

Co-Chair Jones called for a motion to approve the November 19, 2024 Total Transportation Policy Committee (TTPC) meeting summary.

Committee Action:

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

3) *VOTE: 2024 Suballocated Funding Recommendations*

Principal Planner Marc Hansen reviewed the 2024 Suballocated Funding Recommendations, which were presented to the committee at the previous meeting as an information item. Feedback from the TTPC was shared with the Missouri STP Priorities Committee at their following meeting held on December 10th, and they were provided with a letter from Kansas City, MO that had been previously shared with the TTPC expressing objections about the recommendations the committee provided. Kansas City, MO also provided a new funding proposal to address some of these concerns to the committee. After extensive discussion reviewing the letter, feedback, and proposal, the Missouri STP Priorities Committee voted against reopening negotiations to the previously approved recommendations. The committee did, however, vote in favor of assigning the \$944,000 previously allocated to Kansas City to a specific project, and adjusting funding allocations to other Kansas City projects according to their preferences. The updated recommendations by the Missouri STP Priorities Committee and the remaining unchanged recommendations by the Transportation Emissions Committee, Active Transportation Programming Committee, and Kansas STP Priorities Committee were provided to the TTPC in their meeting packet.

Committee Action:

Jack Messer made a motion to approve the 2024 Suballocated Funding Recommendations and release for public review and comment. Mayor John Smedley seconded the motion. The motion passed by acclamation, with the 31 eligible members/alternates present voting in favor, no abstentions, and seven opposing votes. Those voting against the motion include: AJ Farris, KCATA; Dick Jarrold, KCATA; Councilmember Eric Bunch, Kansas City, MO; Jill Lawlor, Kansas City, MO; Councilmember Lindsay French, Kansas City, MO; Michael Shaw, Kansas City, MO; and Mario Vasquez, Kansas City, MO.

4) *VOTE: 2025 1st Quarter Amendment to the 2024-28 Transportation Improvement Program*

Marc Hansen reported on the first amendment in 2025 for the 2024-2028 Transportation Improvement Program (TIP), which includes 90 projects (76 new and 14 modified). This amendment includes all the recommendations approved through the 2024 suballocated funding program recommendations. Mr. Hansen reviewed three new projects that were updated after distributing the meeting packet: two projects from MoDOT related to the I-70 statewide project (one for the construction phase and one for engineering), and one project from Leavenworth County for the 235th Street Corridor Improvements. Additional details are available at <https://www.marc.org/document/2025-tip-1st-quarter-amendment>.

Committee Action:

Jack Messer made a motion to release the 2025 1st Quarter Amendment to the 2024-28 TIP for public review and comment. Janet McRae seconded the motion, and the motion passed.

5) VOTE: 2025 Unified Planning Work Program - Amendment #1

Marc Hansen presented the first amendment for the Unified Planning Work Program (UPWP), which adds three new projects funded by the MoDOT Traffic Engineering Assistance Program (TEAP) in Kearney, Lone Jack, and Parkville.

Committee Action:

Jack Messer made a motion to release Amendment #1 for the 2025 UPWP for public review and comment. Mayor John Smedley seconded the motion, and the motion passed.

6) REPORT: Climate Action Plan Update

Chief Resilience Officer & Environmental Programs Director Tom Jacobs presented on the Comprehensive Climate Action Plan (CCAP). Mr. Jacobs discussed challenges to greenhouse gas (GHG) emissions reduction and its relationship to the transportation system. Multiple ongoing plans and studies will inform the update, including Connected KC 2050, a study on transportation resiliency against extreme weather, the Kansas City Regional Electric Vehicle (EV) Readiness Plan, and an update on regional stormwater engineering standards (APWA Section 5600). The updated plan is available here: <https://kcmetroclimateplan.org/wp-content/uploads/2024/02/Priority-Climate-Action-Plan.pdf>.

Committee discussion referenced impacts of remote work during the pandemic, the viability of a net zero goal, railroad involvement with the plan, and comparisons to peer regions. Mr. Jacobs also reviewed the recent Resilient Success Stories event that recognized exemplary climate resilience work in the region.

7) REPORT: 2024 Air Quality Report

Air and Climate Programs Manager Karen Clawson summarized regional air quality for the ozone season (taking place from March and October). Ms. Clawson reviewed dates, locations, and reasons for exceedances of ozone standards, which were fewer than last year but continue to violate the National Ambient Air Quality standard. Weather patterns (precipitation rates/cloud cover, wind patterns, hours of sunlight, etc) and frequency of wildfires/controlled burns can impact monitor readings, and wildfires can be considered exceptional events the EPA takes into consideration when evaluating averages of particulate matter (PM) design values. The Air Quality Forum includes health department staff and other local representatives who receive regular updates on air quality.

8) REPORT: MARC Regional Travel Model Program Update

Transportation Modeling Manager Eileen Yang shared updates to the travel model used to help forecast future travel patterns and assess demand for transportation facilities in the region. The model now includes Ray County as part of the MARC MPO and four counties from the Pioneer Trails RPC area. Ms. Yang shared updates to the model software, how it can be applied, and examples of data requests MARC has received in recent years. MARC will also begin developing an Activity-Based Travel Demand Forecast Model (ABM) in 2025, which will provide greater precision for evaluating complex transportation policies, such as congestion pricing, telecommuting incentives, toll facilities, and land-use changes. The existing model

will run concurrently with the new model to support plans currently in progress, and the ABM will be the planning tool used for the next MTP plan update due in 2030.

9) *Other Business*

The next TTPC meeting will be January 21, 2025. No other business was called.

10) *Adjournment*

Co-Chair Jones adjourned the meeting.

TTPC AGENDA REPORT

January 2025
Item No. 3

ISSUE:

VOTE: 2025 1st 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 1st Quarter Amendment to the 2024-28 Transportation Improvement Programs includes 91 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
- 12 new projects funded through other sources
- 16 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: www.marc.org/TIP

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

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve the 2025 1st Quarter Amendment to the FFY 2024-2028 TIP.

STAFF CONTACT:

Marc Hansen

**2024-2028 Transportation Improvement Program
2025 1st Quarter Amendment
Public Comment and Response**

Comment #1 - Transit

"I fully support the following projects for their potential to improve our public transit system and provide safer access to the places where people want to go: TIP #'s 415218, 996105, 995229, 995230, 995231."

Comment #2 - Transit

"More buses, bus routes, and bus lanes. City should really focus on cutting down on waiting times and having the best bus system in the country."

Response to Comments #1& #2

Thank you for your recent comment regarding the proposed 2024 1st Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

The projects documented in the 2025 1st Quarter Amendment to the Transportation Improvement Program reflect ongoing regional support and investment for public transportation in the Kansas City metropolitan area that are designed to improve connections and access to opportunities.

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 the regional transportation planning process and encourage you to review the [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,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

Comment #3

“First, when it comes to roads and bridges, start thinking more about life-cycle costs instead of always thinking lowest possible immediate cost. Some materials and products might be cheaper than others but only last a couple decades, while other more expensive ones last several decades.”

Second, please place higher priority on safety. Roads can be designed to help compensate for driver mistakes--e.g., wider lanes and shoulders. And use better roadway markings--e.g., reflective road paint to make nighttime driving safer.

Response to Comments #3

Thank you for your recent comment regarding the proposed 2024 1st Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

The adopted Metropolitan Transportation Plan for the region, Connected KC 2050, identifies a number of regional goals and strategies which are multi-disciplinary in nature and include maintaining a multimodal transportation system through the allocation of adequate funding, employment of effective asset management practices to keep the region’s transportation systems in a state of good repair, and roadway safety for all users, including pedestrians, bicyclists and drivers.

These goals and strategies, along with others, are used to inform transportation funding allocation decisions and guide the work of MARC committees focused on improving the multimodal transportation system in the Kansas City region. These committees include the Destination Safe Coalition, a committee with a membership that includes local, regional, state and federal representatives from transportation, emergency response, law enforcement, public health and nonprofit groups dedicated to transportation safety.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [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,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

Comment #4

“Thank you for requesting citizen input.

Our entire downtown highway access needs a major overhaul. From on/off ramps that are all of 15 feet to multiple interstates being forced to 1 lane on multiple sides of downtown to a major thoroughfare having stop lights (71 Hwy).

I'm aghast that our civic leaders don't have the foresight or skills to request state & federal funding to improve the safety of drivers of our city. We can't even entertain the idea of a downtown stadium until the access in and around downtown is solved.”

Response to Comments #4

Thank you for your recent comment regarding the proposed 2024 1st Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

The adopted Metropolitan Transportation Plan for the region, Connected KC 2050, identifies a number of regional goals and strategies which are multi-disciplinary in nature and include roadway safety for all users, including pedestrians, bicyclists and drivers.

These goals and strategies, along with others, are used to inform transportation funding allocation decisions and guide the work of MARC committees focused on improving the multimodal transportation system in the Kansas City region. These committees include the Destination Safe Coalition, a committee with a membership that includes local, regional, state and federal representatives from transportation, emergency response, law enforcement, public health and nonprofit groups dedicated to transportation safety.

Additionally, the City of Kansas City, Missouri and the Missouri Department of Transportation recently initiated the “US-71 Reconnecting Neighborhoods Project” that will address critical traffic safety issues, enhance multi-modal connectivity, and mitigate the environmental, economic, and health impacts of the highway corridor on the abutting community. The study will include a thorough analysis of the corridor, extensive public outreach efforts, development of potential solutions, and identification of a course forward for a safer, more connected, and more equitable community.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [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,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

Comment #5

“There needs to be consideration for the Wichita North West Bypass to connect K-96 north of Maize, KS to US-54 East of Goddard, KS. This will stimulate growth in West Wichita, Goddard, Maize & Sedgwick County along with easing congestion along US-54/Kellogg, accidents, drive times, air pollution & gas consumption.”

Response to Comment #5

Thank you for your recent comment regarding the proposed 2024 1st Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

Since your comments are focused on activities and locations in and around Wichita, KS, and outside the area served by the Mid-America Regional Council, we also forwarded your comments to the Kansas Department of Transportation and the Wichita Area Metropolitan Planning Organization (WAMPO). WAMPO is responsible, in cooperation with the State of Kansas and Wichita Transit, for carrying out the metropolitan transportation planning process in 22 cities and 3 counties in South Central Kansas.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

TTPC AGENDA REPORT

January 2025
Item No. 4

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. No comments from the public were received during the comment period.

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 Amendment #1 to the 2025 Unified Planning Work Program.

STAFF CONTACT:

Marc Hansen

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

F.6 Nation Road and 162nd 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	<u>\$ 3,000</u>	
Task Total	\$15,000	

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>	
Task Total	\$14,500	

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>	
Task Total	\$15,000	

**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 ¹					\$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 ²							\$514,045	FTA Route Planning Restoration	\$514,045
5.8	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts ²			\$55,555				\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.9	Building Climate Resilience in the Transportation System (Phase 1) ²			\$617		\$15,154	\$29,229			\$45,000
5.10	Regional Freight Plan ²			\$3,770		\$92,606	\$178,624			\$275,000
5.11	Bi-State Sustainable Reinvestment Corridor ²			\$500,000				\$2,000,000	RAISE	\$2,500,000
5.12	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood ²			\$264,655				\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
5.13	US-71 Reconnecting Neighborhoods ²			\$2,500,000				\$5,000,000	FHWA-RAISE	\$7,500,000
5.14	Long Range Transportation Planning: Johnson County Transit Strategic Plan ²			\$76,000				\$304,000	FTA-5307	\$380,000
5.15	Destination Safe Comprehensive Safety Action Plan ²	\$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

January 2025
Item No. 5

ISSUE:

VOTE: Change to the Olathe and Spring Hill boundary of the FHWA Adjusted Urban Area within MARC MPO

BACKGROUND:

As requested by KDOT, MARC coordinated with KDOT, the Cities of Spring Hill and Olathe to adjust both the Kansas City and Spring Hill FHWA Adjusted Urban Areas within the MARC Metropolitan Planning Boundary.

Previously in 2024, extensive modifications and adjustments were approved by TTPC and the MARC Board. Upon further review by KDOT, two additional adjustments were requested. These adjustments account for parcels inside Spring Hill's municipal boundary located within the Kansas City FHWA Adjusted Urban Area and parcels inside Olathe's municipal boundary located within the Spring Hill FHWA Adjusted Urban Area. The proposed revisions to the adjusted urban areas would place all areas within Spring Hill's municipal boundary inside the Spring Hill adjusted urban area. All areas within Olathe's municipal boundary would be within the Kansas City adjusted urban area.

The proposed revisions consider FHWA guidance that the FHWA Adjusted Urban Boundary follow physical features (e.g., rivers, streams, irrigation canals, transmission lines, railroads, streets or highways). These proposed revisions were developed in coordination with City of Spring Hill, City of Olathe and KDOT. Section 6 of the FHWA Document: [Highway Functional Classification Concepts, Criteria and Procedures 2023 Edition](#) contains more details about the urban boundary and the considerations to take into account when updating it.

POLICY CONSIDERATIONS

MARC is required to provide support towards adoption of various urban area boundaries within MPO area.

BUDGET CONSIDERATIONS

None

RELATED JURISDICTIONS

This item impacts the City of Spring Hill and the City of Olathe.

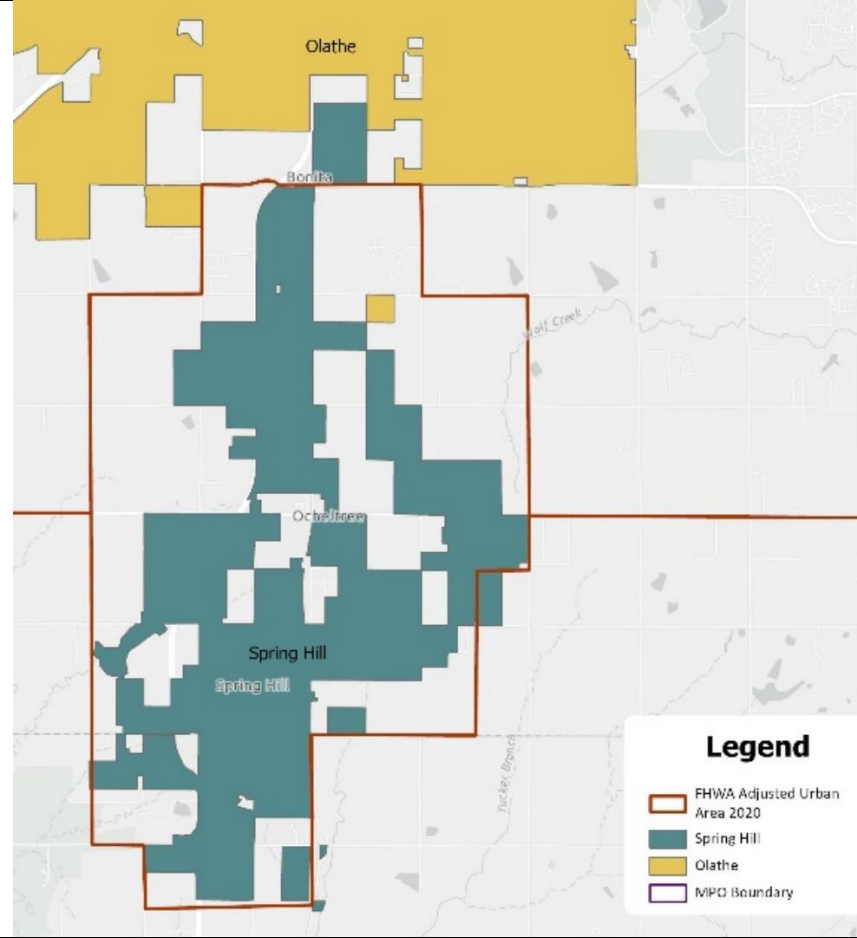
RECOMMENDATION

Staff recommends approving updates as presented.

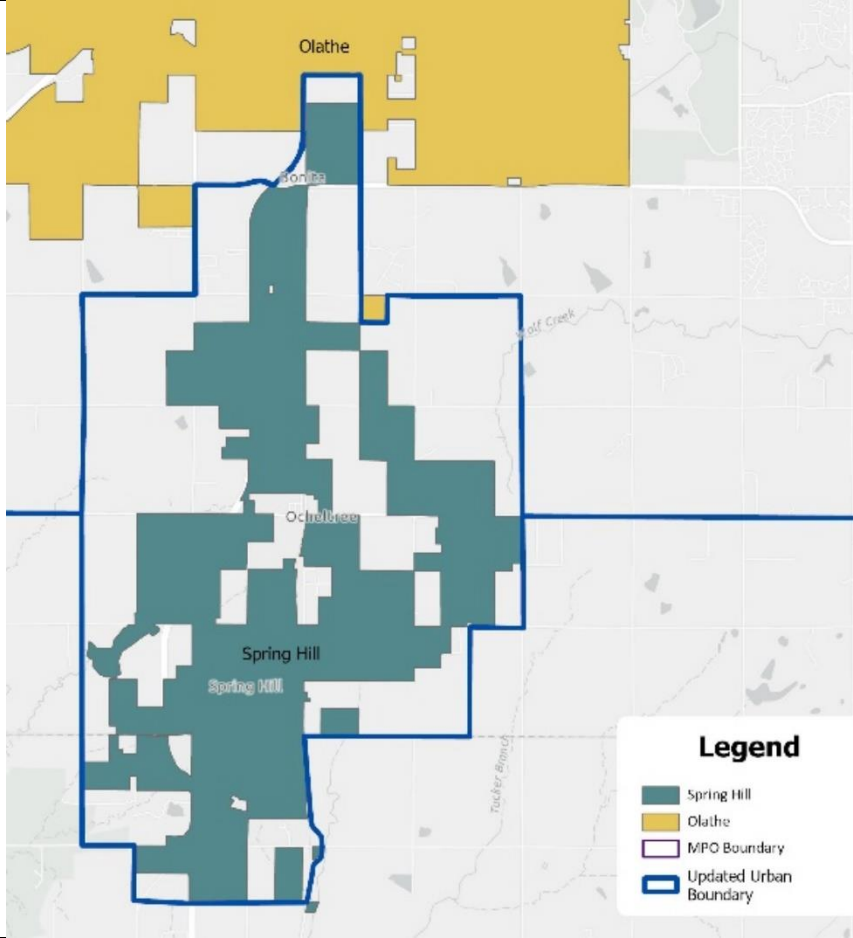
STAFF CONTACT

Robert Evans

Original Spring Hill - Kansas City Urban Area Boundary



Proposed Spring Hill-Kansas City Urban Area Boundary



TTPC AGENDA REPORT

January 2025
Item No. 6

ISSUE:

REPORT: Transportation Planning Committee Work Plans

BACKGROUND:

MARC Planning Committees are currently undertaking a number of major work activities, which relate directly to our Unified Planning Work Program (UPWP) for 2025.

At this month's TTPC meeting, MARC staff will present highlights of each planning committee's work plan for the current year. Committee' workplans to be presented/discussed include:

- Highway Committee
- Bicycle Pedestrian Advisory Committee
- Goods Movement Committee
- Aviation Committee
- Transit Coordination Technical Team
- Mobility Advisory Committee
- Destination Safe Coalition

POLICY CONSIDERATIONS

Planning Committees serve a role in the advancement of planning initiatives identified in the UPWP. These committees also provide support to the development of the region's Metropolitan Transportation Plan (MTP) for the region.

COMMITTEE ACTION

Planning & modal committees regularly update, revisit and approve their annual work plans for upcoming year.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information Only.

STAFF CONTACT

Martin Rivarola

2025 Planning Committee Workplans

All Committees

- Debrief and review 2024 programming activities, including MTP alignment preapplication process
- Support Connected KC 2050 update. Review Draft Final Plan
- Review proposed Connected KC 2050 amendments relevant to committee's work
- Review ongoing Complete Street Network Assessment, as necessary
- Monitor and support regional planning activities related to committee's focus area
- Review and recommendation of state and federal legislative platforms

Highway Committee

- Consider Functional Classification Changes, as necessary
- Performance management/target setting: Update the required USDOT performance measures as necessary (PM1, PM2, PM3)
- Support target-setting for certain voluntary measures (ex: Vehicle Miles Traveled, greenhouse gas reduction per-capita targets)
- Support development of 2025 Congestion Management Report

Bicycle Pedestrian Advisory Committee

- Monitor the update of the Regional Bikeway Plan and other MARC plans that have bike/ped intersections
- Learn about new national standards and resources
- Learn about new activities and infrastructure occurring in the region
- Discuss issues of the day through media such as news articles

Goods Movement

- Complete regional freight planning study to identify and prioritize multimodal freight projects.
- Review/update metro area freight activity center locations
- Participation in KS's and MO's freight advisory councils

Transit Technical Team

- Convene transit providers and funders. Knowledge sharing.
- Support to various transit corridor planning activities (Northrail study, Bistate transit corridor study, etc.)
- Update and review transit performance measures (federally required and non-required) Public Transit Agency Safety Plan (PTASP) review/transit safety PM coordination
- Vet other MARC and transit agency efforts (i.e. jobs accessibility analysis and performance measures)
- Mobility Advisory Committee: Debrief FTA Section 5310 funds Programming & Support development of Coordinated Public Transit and Human Services Plan

Aviation Committee

- Convene aviation stakeholders for knowledge sharing around industry initiatives
- World cup & general aviation services coordination & discussions
- Coordinate/facilitate regional general aviation policy with KS and MO statewide aviation policies

Destination Safe Coalition

- Implement the new application questions, scoring criteria, and timeline for the education, emergency response and/or enforcement funds of the DS Call for Projects. Launch call and prioritize applications.
- Update FY2026 priority objectives for the Destination Safe Work Plan.
- Develop and test new crash data dashboard platforms.
- Support planning and engagement efforts and the development of the MARC-DS SS4A Comprehensive Safety Action Plan (CSAP) Project.
- Expand Destination Safe partner organizations, increase active participation, and improve regional coordination.

TTPC AGENDA REPORT

January 2025
Item No. 7

ISSUE:

REPORT: 2025 Performance Measures Report

BACKGROUND:

Performance-based Planning and Programming (PBPP) is a method to use transportation performance management principles in planning and programming processes to ensure that the funding decisions being made will help the region make progress towards the established targets for each measure. PBPP is a federal requirement and as such, MARC is required to establish targets for and monitor progress related to Safety (PM1), Pavement and Bridge Condition (PM2), Performance of the National Highway System (NHS), Freight, and Congestion Mitigation Air Quality (PM3), Transit Safety and Transit Asset Management.

In support of a performance-based planning process, Connected KC 2050 includes a set of regional performance measures related to the vision and goals defined in the plan's Policy Framework. Since 2010, MARC has produced regular Performance Measures Reports to monitor trends and help MARC and regional transportation stakeholders to better understand and evaluate progress towards achieving the plan goals. The *2025 Transportation Performance Measures Report* looks at a subset of the performance measures identified in Connected KC 2050. This report will be available here by January 17, 2025:

www.marc.org/transportation/metropolitan-planning/performance-measures.

POLICY CONSIDERATIONS:

The annual Performance Measures Report provides an update on the region's progress towards achieving the goals and objectives in Connected KC 2050. The information is provided to be considered by TTPC and other MARC committees in the context of regional transportation policies and priorities.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

Various committees have been briefed on this work. Sustainable Places Policy Committee. Highway, BPAC, Destination Safe Coalition. Transit Technical Team, etc. New targets for Safety are being proposed under a separate item on February 2025 TTPC agenda.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT(S):

Robert Evans

TTPC AGENDA REPORT

January 2025

Item No. 8

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 conducted 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 overview around completed public engagement and outreach efforts. 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

January 2025
Item No. 9

ISSUE:

REPORT: Update to Total Transportation Policy Committee Membership

BACKGROUND:

The Total Transportation Policy Committee (TTPC) is composed of 51 voting members representing counties, municipalities, transportation agencies, and community organizations in the MARC region. Members and their alternates are appointed by their respective appointing authorities, and up to four membership positions will be made available to other community groups and organizations. Terms of membership shall be for two years and there is no limit to the number of terms a member may serve.

MARC staff will begin reaching out to appointing authorities to update or renew appointments. Attendance at TTPC meetings by the member is considered a duty of membership; an annual attendance report is attached, and will be shared with appointing authorities when soliciting appointment updates.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl
Megan Broll

Total Transportation Policy Committee Annual Attendance 2024

Attendance for committee members and alternates as of December 31, 2024 are listed below. Attendance was tracked via meeting minutes and some members/alternates may have joined mid-year; attendance by a former member/representative other than the listed member is marked with an asterisk.

Any corrections needing to be made to this list can be reported to Megan Broll.

Agency Represented	Total Voting Seats	Member/Alternate	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total attended
Cass County, MO	1	Member	Trent Salsbury		*									x		2
Cass County, MO	1	Alternate	[Vacant]													0
Cass County, MO Municipalities	1	Member	Norman Larkey			x			x	x			x	x	x	6
Cass County, MO Municipalities	1	Alternate	Steve Stephan													0
Clay County, MO	2	Member	Jerry Nolte	x	x	x	x		x	x		x	x		x	9
Clay County, MO	2	Alternate	Megan Thompson													0
Clay County, MO	2	Member	[Vacant]	*	*	*		*		*						5
Clay County, MO	2	Alternate	Tom Degenhardt					x	x					x	x	4
Clay County, MO Municipalities	1	Member	Chuck Soules	*		x	x	x		x		x	x	x	x	9
Clay County, MO Municipalities	1	Alternate	Randy Pogue													0
Jackson County, MO	4	Member	Caleb Clifford						x							1
Jackson County, MO	4	Alternate	Brian Gaddie													0
Jackson County, MO	4	Member	Megan Marshall	*		*		x	x	x						5
Jackson County, MO	4	Alternate	Sylvya Stevenson													0
Jackson County, MO	4	MO Co-Chair Member	Leonard Jones	x	x	x	x	x	x	x			x	x	x	10
Jackson County, MO	4	Alternate	Doug Wesselschmidt		x	x	x	x	x	x		x	x	x	x	10
Jackson County, MO	4	Member	Brian Nowotny	x	x											2
Jackson County, MO	4	Alternate	Earl Newill													0
Jackson County, MO Municipalities	2	Member	Mike McDonough	x	x	x			x	x						5
Jackson County, MO Municipalities	2	Alternate	Mike Larson			x								x	x	3
Jackson County, MO Municipalities	2	Member	Dana Webb			x	x	x	x			x	x	x	x	8
Jackson County, MO Municipalities	2	Alternate	Jerry Kaylor				x	x	x	x			x	x	x	7
Platte County, MO	1	Member	Wes Minder	x	x			x		x			x	x	x	7
Platte County, MO	1	Alternate	Scott Fricker													0
Platte County, MO Municipalities	1	Member	John Smedley		x	x	x	x	x	x		x	x	x	x	10
Platte County, MO Municipalities	1	Alternate	Kathy Rose													0
Ray County, MO	1	Member	Matt Nolker	x			x	x		x		x	x			6
Ray County, MO	1	Alternate	[Vacant]													0
Ray County, MO Municipalities	1	Member	Tonya Willim	x								x		x		3
Ray County, MO Municipalities	1	Alternate	[Vacant]													0

Missouri

Total Transportation Policy Committee Annual Attendance 2024

Attendance for committee members and alternates as of December 31, 2024 are listed below. Attendance was tracked via meeting minutes and some members/alternates may have joined mid-year; attendance by a former member/representative other than the listed member is marked with an asterisk.

Any corrections needing to be made to this list can be reported to Megan Broll.

		Total Voting Seats	Member/Alternate	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total attended	
Missouri	Independence, MO	2	Member	[Vacant]													0	
	Independence, MO	2	Alternate	Lisa Reynolds												x	1	
	Independence, MO	2	Member	[Vacant]													0	
	Independence, MO	2	Alternate	Zach Walker													0	
	Kansas City, MO	4	Member	Eric Bunch											x	x	2	
	Kansas City, MO	4	Alternate	Jason Waldron											x	x	2	
	Kansas City, MO	4	Member	Jill Lawlor	x	x	x	x	x	x					x	x	x	9
	Kansas City, MO	4	Alternate	A.J. Herrmann	x	x	x	x	x	x	x	x		x	x	x		10
	Kansas City, MO	4	Member	Michael Shaw													x	1
	Kansas City, MO	4	Alternate	Melissa Kozakiewicz												x		1
	Kansas City, MO	4	Member	Mario Vasquez	x	x		x								x	x	5
	Kansas City, MO	4	Alternate	Gavriel Schreiber														0
	Kansas City, MO (Northland)	2	Member	Andy Savastino													x	1
	Kansas City, MO (Northland)	2	Alternate	[Vacant]														0
	Kansas City, MO (Northland)	2	Member	Lindsay French	x	x	x	x			x	x			x	x	x	9
	Kansas City, MO (Northland)	2	Alternate	[Vacant]														0
	Lee's Summit, MO	1	Member	[Vacant]	*		*	*	*			*			*	*		7
	Lee's Summit, MO	1	Alternate	Michael Park		x	x	x	x					x	x	x	x	8
Kansas	Johnson County, KS	4	Member	Joe Connor													0	
	Johnson County, KS	4	Alternate	Julie Karins													0	
	Johnson County, KS	4	KS Co-Chair Member	Janeé Hanzlick	x	x		x	x	x				x	x	x	x	9
	Johnson County, KS	4	Alternate	Adam Norris			x											1
	Johnson County, KS	4	Member	Lee Kellenberger	x	x		x	x	x	x			x	x	x	x	10
	Johnson County, KS	4	Alternate	Brian Pietig														0
	Johnson County, KS	4	Member	Josh Powers	x	x		x	x	x	x			x	x	x	x	10
	Johnson County, KS	4	Alternate	Geoffrey Vohs	x											x	x	3
	Johnson County, KS Municipalities	2	Member	Joe Johnson	x	x		x	x	x	x			x	x	x	x	10
	Johnson County, KS Municipalities	2	Alternate	Leslie Herring	x	x		x	x	x				x	x	x	x	9
	Johnson County, KS Municipalities	2	Member	Lane Massey		x									x	x		3
	Johnson County, KS Municipalities	2	Alternate	[Vacant]	x						*			*				3

Total Transportation Policy Committee Annual Attendance 2024

Attendance for committee members and alternates as of December 31, 2024 are listed below. Attendance was tracked via meeting minutes and some members/alternates may have joined mid-year; attendance by a former member/representative other than the listed member is marked with an asterisk.

Any corrections needing to be made to this list can be reported to Megan Broll.

Agency Represented	Total Voting Seats	Member/Alternate	Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total attended
Leavenworth County, KS	1	Member	Bill Noll	x	x		x			x		x	x	x	x	8
Leavenworth County, KS	1	Alternate	Joe McAfee	*		*	*						x			4
Leavenworth County, KS Municipalities	1	Member	[Vacant]	*												1
Leavenworth County, KS Municipalities	1	Alternate	Mike Spickelmier	x	x		x	x	x	x			x	x	x	9
Miami County, KS	1	Member	Janet McRae	x	x	x		x		x			x	x	x	8
Miami County, KS	1	Alternate	Eric Sandberg	x	x		x						x			4
Miami County, KS Municipalities	1	Member	Randi Shannon		x		x		x							3
Miami County, KS Municipalities	1	Alternate	Michele Silsbee									x		x		2
Unified Government of Wyandotte County and Kansas City, KS	3	Member	Tom Burroughs	x												1
Unified Government of Wyandotte County and Kansas City, KS	3	Alternate	Troy Shaw													0
Unified Government of Wyandotte County and Kansas City, KS	3	Member	JD Rios		x	x	x	x		x						5
Unified Government of Wyandotte County and Kansas City, KS	3	Alternate	[Vacant]													0
Unified Government of Wyandotte County and Kansas City, KS	3	Member	LaVert Murray		x								x			2
Unified Government of Wyandotte County and Kansas City, KS	3	Alternate	[Vacant]													0
Unified Government of Wyandotte County and Kansas City, KS Municipalities	1	Member	[Vacant]		*			*	*							3
Unified Government of Wyandotte County and Kansas City, KS Municipalities	1	Alternate	Mark Mathies													0
Olathe, KS	2	Member	Dean Vakas		x	x	x	x	x	x		x	x	x	x	10
Olathe, KS	2	Alternate	Nate Baldwin				x									1
Olathe, KS	2	Member	Mary Jaeger						x					x		2
Olathe, KS	2	Alternate	Beth Wright		x	x		x		x		x			x	6
Overland Park, KS	2	Member	Lorraine Basalo		x	x	x					x		x	x	6
Overland Park, KS	2	Alternate	Kyle Dieckmann		*	*								x	x	4
Overland Park, KS	2	Member	Jack Messer	x	x		x	x	x			x	x	x	x	9
Overland Park, KS	2	Alternate	Leslie Karr							x						1

Kansas

TTPC AGENDA REPORT

January 2025
Item No. 10

ISSUE:

REPORT: Annual Policy Review

BACKGROUND:

MARC strives to operate in an open and transparent way that demonstrates that the organization is an effective steward of public resources. The MARC Board, TTPC, and a number of other committees are responsible for developing and approving project funding allocations to specific projects

The committee processes ensure that federal, state and local funds available to the metropolitan area are invested in ways that benefit the region and local communities. The MARC Board of Directors has approved the attached Conflict of Interest and Whistleblower policies, to provide guidance to the participants in MARC committees regarding conflicts of interest and actions to take in those circumstances, and on processes to report any wrongdoing in the administration of MARC's work.

Members of the MARC Board of Directors and the committees that support the Board are expected to review the policies annually.

The policies are intended to supplement, but not replace, any state or federal laws that govern conflicts of interest in public, non-profit, and charitable organizations and that govern the reporting of wrongdoing.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl



CONFLICT OF INTEREST POLICY

Governing all Boards, Commissions, Committees and Subcommittees

PURPOSE

The Mid-America Regional Council (MARC) is dedicated to building a stronger metropolitan region by promoting regional cooperation and developing innovative solutions to regional challenges. MARC strives to operate in an open and transparent way that inspires confidence that the organization is an effective steward of public resources. The purpose of this conflict of interest policy is to ensure that participants on the MARC board and committees have clear guidance when a participant in any MARC decision-making process could have a conflict of interest and what the appropriate action would be in those circumstances.

It is in the best interest of the MARC Board of Directors, Mid-America Head Start and all other boards, commissions, committees and subcommittees to be aware of and properly manage all conflicts of interest and any appearances of conflicts of interest. This conflict of interest policy is designed to help directors, officers, employees and volunteers identify conflicts of interest and disclose them to the appropriate authority. It is also designed to provide a procedure to appropriately manage conflicts in accordance with legal requirements and the goals of accountability and transparency in all MARC operations.

The MARC Board, and boards that work through MARC such as the Mid-America Solid Waste Management District, make decisions in a number of program areas that impact the availability of federal, state and local government funds and private contributions. This conflict of interest policy is intended to support those decision-making processes.

This policy is intended to supplement but not replace any state or federal laws that govern conflicts of interest in public, nonprofit, and charitable organizations.

1. Interested Person

Any member of a MARC board, commission, committee or subcommittee charged with decision-making or making recommendations for funding, who has a direct or indirect financial interest, as defined below, is an interested person.

2. Financial Interest Defined

A person has a financial interest if the person has, directly or indirectly, through business, investment, or family:

- An ownership or investment interest in any entity with which MARC has a transaction or other financial arrangement,
- A compensation arrangement with MARC or with any entity or individual with which MARC has a transaction or arrangement, or
- A potential ownership or investment interest in, or compensation arrangement with, any entity or individual with which MARC is negotiating a transaction or arrangement.

For purposes of this policy, “family members” includes spouses, parents, children, and siblings (including those related by marriage), as well as significant others and any other person who resides with the committee/board member.

3. Procedure

In connection with any actual or possible conflict of interest, an interested person must disclose the existence of the conflict of interest to members of the committee considering the proposed action or recommendation.

A person who has a conflict of interest in a certain matter shall not participate in the discussion of that matter except to disclose material facts and to respond to questions. Such person shall not attempt to exert his or her personal influence with respect to the matter, either at or outside the meeting.

The interested person shall abstain from any votes on funding recommendations, contracts or transactions in which there is an interest as defined above, and shall abstain from any votes for all meeting minutes or other records of the meeting.

4. Gifts, Gratuities and Entertainment

MARC committee members and directors shall avoid accepting, directly or indirectly, any rebate, gift, money or anything of monetary value from an organization or vendor that could benefit from a MARC committee action regarding funding recommendations, vendor selection or other transactions. From time to time, vendors may pay for meals apart from a bid process.

5. Committee Representation


MARC makes decisions on federal and state funding that benefits local communities within the Kansas City region. The MARC Board and many of its committees are composed of local officials representing the communities that may benefit from MARC Board decisions. It is not a conflict of interest for a board member or a committee member, who are also elected officials or local government staff members, to advocate for or vote on issues that will affect their jurisdiction. If an elected official serves on another public board by virtue of their elected office, it is not a conflict of interest for that elected official to participate in discussions and vote on matters affecting that other public body.

In the past, smaller communities have at times been represented by consulting engineers on committees which rely on both technical and community considerations to make funding recommendations. Private consultants or other private parties shall abstain from any discussion or vote on all matters before the committee that might pose a conflict of interest due to a relationship between the project applicant and the private consultant. The private consultant or party should limit any participation in discussion to answering questions asked by other committee members. Individual committees may adopt specific procedural requirements for participation by members and others present at meetings.

BOARD APPROVAL AND REVISION DATES

Approved: August 25, 2009

**Revised: September 24, 2013
October 15, 2013
May 23, 2017**

	<p style="text-align: center;">MARC AGENCY POLICY: WHISTLEBLOWER</p> <p style="text-align: right;">Policy No: 2</p>
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WHISTLEBLOWER POLICY

PURPOSE

MARC is committed to lawful and ethical behavior in all of its activities and requires all staff to act in accordance with all applicable laws, regulations and policies and to observe high standards of business and personal ethics in the conduct of their duties and responsibilities.

This policy is intended to:

- Encourage individuals to bring ethical or legal violations to the attention of an internal or external authority so that action can be taken to resolve the problem.
- Establish guidance and procedures for staff (paid and volunteer) or others to report illegal, unethical or inappropriate behaviors or practices, in good faith, without fear of retribution.
- To provide a constructive process for individuals to report issues of concern.
- Emphasize the importance of adherence to MARC’s standards of conduct.

1. Overview

A whistleblower is a person (often an employee) who raises a concern about serious wrongdoing occurring in an organization. Examples of misconduct that might lead to whistleblowing include the violation of laws, rules or regulations; fraud, mismanagement or corruption; or direct threats to the public interest, such as health or safety violations.

In general, whistleblowing refers to reporting misconduct outside the normal chain of command. Most workplace issues are, and to the extent possible, should be resolved by working with direct supervisors and department directors as described in the Issues Resolution policy. However, if an individual, acting in good faith, has reasonable grounds for believing that serious wrongdoing is taking place that has not been addressed or cannot be addressed through normal channels, he or she has the option of “whistleblowing” without fear of retribution.

Examples of the types of situations a whistleblower might report may include, but are not limited, to the following:

- A violation of law.
- Questionable accounting or monitoring practices.
- Discrimination based on protected classes.
- Fraud, waste or mismanagement.

Examples of problems that can be addressed through normal issues resolution procedures may include, but are not limited, to the following:

- Disagreements or misunderstandings between employees.
- Issues related to employment or working conditions.
- Personality conflicts.

- Working relationships between employees or employees and supervisors.

2. Reporting Procedures

Individuals may report misconduct, without fear of retribution, through the following procedures:

- For internal employee relations issues, seek assistance from supervisors, department directors or Human Resources staff as described in the Issues Resolution policy. For issues related to harassment, immediately report to a supervisor, department director, executive director or Human Resources as described in the Harassment-Free workplace policy.
- For all other issues related to suspected fraud, theft, harassment or other illegal activity, contact a supervisor, department director, executive director or call the “WeTip” hotline at 1-800-782-7463 or go online to www.wetip.com.

3. After the Report

Response procedures for whistleblower reports will vary according to how the report was made.

- Reports to the “WeTip” hotline are forwarded to designated members of MARC’s management team (i.e., the Executive Director, Finance and Administration Department Director, Human Resources Manager, and MARC Board Chair) for review and resolution.

All reports will be acknowledged promptly and handled with due care and diligence. Those who receive the reports have the full authority to investigate all concerns raised, and may use other resources such as legal counsel, accountants, private investigators or others as reasonably necessary to conduct a full and complete investigation. Reports and concerns will be kept confidential to the extent possible.

If a report is found to be of merit or is substantiated, MARC management will take appropriate steps and will adhere to the federal rules for that grant, if applicable. No employee who, in good faith, makes a whistleblowing report will be threatened, discriminated against or otherwise subject to any retaliation or adverse employment consequences. Any staff member who attempts to retaliate against someone who reported a concern in good faith may be subject to discipline.

Allegations that prove to have been made maliciously, recklessly, with gross negligence, or with the foreknowledge that the allegations are false, will be viewed as a serious offense and may result in disciplinary action against the reporting employee.

Any situation involving an issue relating to harassment should be reported **immediately** to the employee’s supervisor, department director, executive director or Human Resources. Specific information relating to MARC’s policy regarding a harassment-free workplace can be found on the MARC intranet under Policies. Complaints of this nature are taken very seriously and will be fully investigated.

BOARD APPROVAL AND REVISION DATES

Approved: January 25, 2011

Revised: January 26, 2021