



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

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, November 21, 2023, at 9:30 a.m.** This meeting will be held in a **hybrid in-person/virtual format** from the Board Room in the MARC offices at **600 Broadway, Suite 200** in Kansas City, Missouri, 64105 and online via Zoom.

A G E N D A

1. Welcome & Introductions
2. VOTE: Meeting Summary for October 16, 2023*
3. VOTE: Amend TTPC Bylaws*
4. VOTE: 2024 Unified Planning Work Program*
5. REPORT: Missouri Statewide Carbon Reduction Strategy
6. REPORT: Connected KC 2050 Update
7. REPORT: Regional Preventive Maintenance Program
8. REPORT 2023 Ozone Season and Green Commute Challenge
9. REPORT: EPA Climate Pollution Reduction Grant
10. Other Business
11. Adjourn

**Action Items*

The meeting will be open to the public in person or via teleconference. Members of the public who wish to participate in the teleconference please email transportation@marc.org by Noon on Monday November 20, 2023, for instructions.

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our [webpage](#).

Total Transportation Policy Committee
October 17, 2023
Meeting Summary

Members, Alternates Present-Representing

Co-Chair Commissioner Janeé Hanzlick,
Johnson County, KS
Co-Chair Mayor Leonard Jones, Jackson
County, MO Municipalities
Nate Baldwin, Olathe, KS
Lorraine Basalo, Overland Park, KS
Cecelie Cochran, FHWA-MO
Tom Cole, Leavenworth County, KS
Matt Davis, Jackson County, MO
Heidi Eilers, WTS
Jeff Hardy, MoDOT
Leslie Herring, Johnson County, KS
Municipalities
A.J. Herrmann, Kansas City, MO
Joe Johnson, Johnson County, KS Municipalities
Lee Kellenberger, Johnson County, KS
Matthew Kleinmann, HETF Wyandotte County
Paul Kramer, Leavenworth County, KS
Municipalities
Mayor Norman Larkey, Cass County, MO
Municipalities
Jill Lawlor, Kansas City, MO (Northland)
Councilmember Bridget McCandless,
Independence, MO
Janet McRae, Miami County, KS
Matt Nolker, Ray County, MO
Bill Noll, Leavenworth County, KS
Commissioner Jerry Nolte, Clay County, MO
Tawn Nugent, WTS
Luz Ortiz, HETF Wyandotte County
Michael Park, Lee's Summit, MO
Lisa Reynolds, Independence, MO
Eric Rogers, BikeWalkKC
Mayor John Smedley, Platte County, MO
Municipalities
Michael Spickelmier, Leavenworth County, KS
Municipalities
Chad Thompson, Kansas City, MO
Councilmember Reginald Townsend, Cass
County, MO
Doug Whitacre, Johnson County, KS
Municipalities
Sabin Yanez, Northland Regional Chamber of
Commerce

Others Present

Iain Blair, HDR
Karen Dolt, NHCA
Anthony Gallo, Kimley-Horn
Randy Gorton, BHC
Art Gough
Katie Jardieu, MoDOT
Krystal Jolly, MoDOT
Sarah Long, MoDOT
Rayan Makarem, CleanAirNow
Alej Martinez, National Science Foundation
EPSCOR
Eleanor Matheis, KDOT
Davonna Moore, CDM Smith
Britni O'Connor, MoDOT
Bryce Reynolds, HDR
Jennifer Schwaller, HDR
Sarah Rose Shafer, Unified Government of
Wyandotte County and Kansas City, KS
Allison Smith, KDOT
Griffin Smith, Garver
Matt Volz, HDR
Krystal Voth, Basehor, KS
Dan Weitkamp, FHWA-MO
Brett Wood, GBA

MARC Staff Present

Ron Achelpohl, Director of Transportation &
Environment
Megan Broll, Transportation Program Assistant
Karen Clawson, Principal Planner
Taylor Cunningham, Transportation Planner III
Beth Dawson, Principal Planner
Raymart Dinglas, Public Affairs Coordinator II
Jonathan Feverston, Transportation Planner I
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Alicia Hunter, Transportation Planner III
Kate Ludwig, Environmental Program Assistant
Emily Miller, Senior Environmental Planner
Martin Rivarola, Asst. Director of
Transportation & Land Use
Patrick Trouba, Transportation Planner II
Ryan Umberger, Transportation Planner II
Ray Webb, Manager of Traffic Operations,
Operation Green Light
Selina Zapata Bur, Principal Planner

1) Welcome/Introductions

Kansas Co-Chair Commissioner Janeé Hanzlick called the meeting to order. Online guests were asked to introduce themselves in the chat, and self-introductions for in-person attendees followed.

2) Approval of September 19, 2023, Meeting Summary

Co-Chair Hanzlick called for a motion to approve the September 19, 2023 Total Transportation Policy Committee (TTPC) meeting summary.

Committee Action:

Janet McRae motioned to approve the meeting summary. **Mayor John Smedley** seconded the motion and the motion passed.

3) VOTE: MPO Self-Certification Statement

Principal Planner Marc Hansen greeted the committee and noted that MARC is issuing a self-certification statement in line with federal regulations. This statement is included in the Transportation Improvement Program (TIP), and was provided in the meeting packet. Compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the region to continue to receive federal transportation funds, and MARC has completed a self-certification checklist to demonstrate fulfillment of these requirements.

Committee Action:

Mayor John Smedley moved to approve the self-certification statement, and **Janet McRae** seconded the motion. The motion passed.

4) VOTE: 2024-2028 Transportation Improvement Program

At the September TTPC meeting, the committee approved MARC to share the draft 2024-2028 Transportation Improvement Program (TIP) for public review and comment, and one comment was received. The comment spoke to the timing of projects in Wyandotte County, and that comment was shared with Wyandotte County and KDOT for their consideration. The original comment and proposed response from MARC were included in the meeting packet.

Committee Action:

Joe Johnson moved to approve 2024-2028 Transportation Improvement Program as presented, and **Mayor John Smedley** seconded the motion. The motion passed.

5) VOTE: 2023 Unified Planning Work Program - Amendment #2

Mark Hansen presented the proposed modifications to the Unified Planning Work Program (UPWP), which adds a new project (funded through the Reconnecting Communities Pilot Program). The draft revisions were released for public review and comment, and one comment was received and shared with Kansas City, MO. The comment and proposed response were included in the meeting packet. The addition of this project would not impact the MARC UPWP budget (as it is externally funded).

Committee Action:

Mayor John Smedley moved to approve Amendment #2 to the 2023 Unified Planning Work Program, and **Janet McRae** seconded the motion. **Jill Lawlor** abstained from the vote. The motion passed.

6) VOTE: Proposed 2024 Unified Planning Work Program

Mark Hansen reviewed the basic description and functions of the UPWP, as well as major activities such as the Connected KC 2050 update, programming suballocated federal funds, a regional freight plan, a regional travel demand model expansion, and building climate resilience in the transportation system. Mr. Hansen provided Consolidated Planning Grant (CPG) funding amounts at state and third party in-kind match levels. Mr. Hansen also reviewed the timeline of developing the UPWP and anticipated next steps.

The committee discussed shifting and increasing populations, noting an increase in funding allocated to MARC on the Kansas side as a result. MARC has a balance of planning funds in the region and plans to draw down those balances, based on the availability to match federal funds. MARC also pursues funding opportunities from other resources and partnerships. Members of the committee also discussed details of the public comment process (more information can be found on MARC's website:

<https://www.marc.org/transportation/metropolitan-planning/transportation-public-input>).

Committee Action:

Co-Chair Mayor Leonard Jones moved to approve the release of the proposed 2024 Unified Planning Work Program for public review and comment. Mayor John Smedley seconded the motion and the motion passed.

7) VOTE: Public Participation Plan Update

Co-Chair Hanzlick introduced MARC Transportation Planner Jonathan Feverston, who presented an overview of MARC's plan to update its Public Participation Plan (PPP). A survey was distributed to city and county staff members, MARC program managers, non-profit organization staff members who participate in MARC Transportation committees, and staff members with private consultant groups who work with MARC on planning programs, and feedback from that survey was incorporated into the revised language of the plan.

Mr. Feverston noted the draft plan includes updating pandemic-related language, reordering goals of the plan based on priorities of survey respondents, amended language on newspaper notices, and a new section on social media posts. Social media comments are considered unofficial due to the inability to verify the identity of commentors; though these comments can be accepted anecdotally, MARC will continue to encourage the public to make formal comments using the online comment platform or other existing methods. MARC staff intend to release a draft of the updated Public Participation Plan for public comment no later than October 23, and will provide 45 days for members of the public to comment on the draft before creating a final draft to bring to the TTPC in December 2023.

Committee members discussed accessibility for non-English options and offline outlets such as phone surveys or public input opportunities for bus riders, as well as interest in modern platforms. Mr. Feverston shared information about MARC's current efforts to address these concerns (such as advertising in Spanish and conducting tabling events with Spanish-speaking staff, and allowing call-in options for Zoom meetings), and visualization/feedback tools that may be used on a project-by-project basis (such as sharing information via story maps and dashboards). Information about the update and opportunities to provide feedback are available on the MARC website: <https://www.marc.org/news/transportation/share-input-2024-upwp-draft-and-public-participation-plan>.

Committee Action:

Lisa Reynolds motioned to approve the release of the Public Participation Plan Update for public review and comment. Sabin Yanez seconded the motion and the motion passed.

8) *REPORT: New Community Member Introductions*

Co-Chair Hanzlick recognized the appointments of new community members Wyandotte County Health Equity Task Force (HETF) and WTS to the TTPC, and welcomed them to present an overview of their organizations to the committee.

Luz Ortiz with the Wyandotte County Health Department and Matt Kleinmann with Vibrant Health reported on Wyandotte County HETF, which is a collaborative of multiple organizations and the Unified Government Health Department that grew out of a need to address Covid-19, and has since expanded beyond to address other health-based needs in the community. Mx. Ortiz and Mr. Kleinmann shared the HETF's transportation-related priorities: improve accessibility in transportation and infrastructure, enhance communication and engagement, prioritize health equity in funding and reinvestments, and emergency preparedness.

Tawn Nugent and Heidi Eilers, President and Vice-President of WTS, shared the history of Women's Transportation Seminar (WTS), which began as a professional association for women in the transportation industry. The vision of the organization is equity and access for women in transportation, and core values are being collaborative, future focused, professional, and inclusive.

Following the presentation, community member Eric Rogers (BikeWalkKC) asked if MARC was doing work regionally to track progress towards Justice 40 goals. Ron Achelpohl, Director of Transportation & Environment, confirmed and provided the recent example of work to program local carbon reduction funds.

9) *REPORT: Kansas Carbon Reduction Strategy*

Allison Smith, KDOT Carbon Reduction Program Manager and MARC's MPO liaison, introduced Jennifer Schwaller of HDR, leader of the consultant team selected to develop KDOT's Carbon Reduction Strategy (CRS). Ms. Schwaller noted the CRS supports efforts to reduce transportation emissions, but there is not a lot of federal guidance about what the CRS has to include or how it needs to be structured. The CRS is required to be prepared in coordination with key stakeholders such as Kansas MPOs, and is encouraged to be incorporated into the Long Range Transportation Plan (LRTP), Metropolitan Transportation Plan (MTP), and other planning efforts. The CRS is also required to allocate 65% of funding based on population, and 35% can be obligated anywhere in the state; KDOT has not officially decided if urban areas are eligible to apply for that 35%.

Ms. Schwaller shared HDR's approach to developing the Carbon Reduction Strategy: define goals and objectives, coordinate with MPOs, state agencies, and federal partners, develop an actionable plan (which is due to FHWA by November 15, 2023), and public participation. Primary goals and objectives developed with stakeholders include safety, equity, innovation, and sustainability, and secondary goals include alternative fuels, rural strategies, complete streets, freight mobility, labor & workforce, and transit. Ms. Schwaller shared key themes, including opportunities to leverage partnership opportunities, building on what KDOT is already doing, prioritizing projects with co-benefits supporting CRS goals, urban & rural applicability and effectiveness, and federal grant opportunities. Projects were divided into

four categories focused on carbon reduction: demand management & mode shift, system efficiency and reliability, vehicle emissions, and facilities, land, and materials management.

10) REPORT: Climate Action Update

Karen Clawson, Principal Planner and Air Quality Program Manager, provided the committee with an update on the EPA Climate Pollution Reduction Grant (CPRG) and some selected projects from the UPWP. The EPA CPRG is a one-time grant to support greenhouse gas (GHG) mitigating projects, with \$250 million allocated to the planning phase and \$4.6 billion allocated to the implementation phase. As a lead agency, MARC is accepting \$1 million for planning and must submit a Priority Climate Action Plan (PCAP) by March 1, 2024. The maximum grant size for implementation projects is \$500 million and has a voluntary match, and projects must be included in a PCAP (submitted by MARC, Kansas, or Missouri). MARC will be submitting a regional application (due April 1), which may be more successful than individual municipal project applications.

Community engagement events were recently kicked off and a video can be seen here: <https://youtu.be/-nJ8LpU1s18>. Four main ideas were identified as a framework for continued engagement: transportation alternatives & access, food and agriculture system innovation, clean power and water-energy nexus opportunities, and high performance buildings & communities. Next steps include extending opportunities and workshops to local governments to help them submit project ideas, and community coalition meetings.

Another project in the procurement phase is the Transportation Resilience study; this study is in its first phase with an open RFP to choose a consultant to develop the methodology used to identify and define stakeholder engagement. This study will look at the transportation system as a whole across the region, and ways to improve resiliency. Another project is the EV Readiness Plan, which is in the process of scoring proposals and will focus on preparing to transition our regional fleet to electric vehicles.

11) REPORT: Complete Streets & Congestion Management Policies Update

Patrick Trouba, Transportation Planner II presented on the Complete Streets Policy update, noting the workgroup believes the policy owes residents safe streets and owes sponsors clear expectations of how to meet the requirements of the policy. Mr. Trouba highlighted changes to the draft policy, such as simplifying language, including the Major River Crossing Policy, and incorporating the Complete Streets Network Assessment. Mr. Trouba invited committee members to review the draft policy and share their feedback during the comment period, currently open through November 3 at: <https://www.marc.org/transportation/plans-and-studies/complete-streets>.

Principal Planner Selina Zapata Bur reviewed the Congestion Management Policy & Toolbox Update, which diagnoses, monitors, and measures causes of congestion on the region's transportation system, suggests strategies, and evaluates the performance of those strategies. Ms. Zapata Bur shared how feedback shaped the draft policy (such as improving readability/graphics and clarifying terms and goals), and noted most revisions focused on the Single Occupancy Vehicle (SOV) Capacity Analysis. Under the draft policy, certain projects would be exempt from the SOV Capacity Analysis that may address specific safety needs or are identified bottlenecks, and would be considered consistent with MARC's transportation plan. The draft policy was distributed to committees yesterday and comments are open through November 3.

Committee members commended Mr. Trouba and Ms. Zapata Bur for their excellent work with the update and workgroup.

12) *REPORT: Operation Green Light Update*

This item was deferred to a future meeting.

13) *REPORT: KCI Airport Public Transit Action Plan*

This item was deferred to a future meeting.

14) *Other Business*

Ron Achelpohl noted that KDOT will be conducting their series of local consult meetings in the Kansas City area that afternoon.

MARC will be accepting bids for CRRSAA-funded micro surfacing and mill and overlay projects for Missouri MPO counties later this week, and will report to the committee at the November TTPC meeting.

Sabin Yanez thanked MARC for including community representation on the TTPC and commended the new community members on their presentations.

15) *Adjournment*

Co-Chair Hanzlick adjourned the meeting.

TTPC AGENDA REPORT

November 2023
Item No. 3

ISSUE:

VOTE: Amend TTPC Bylaws to add voting membership for Ray County jurisdictions.

BACKGROUND:

Ray County, Missouri is a founding member of the Mid-America Regional Council and an active participant in the region's area agency on aging, emergency management and 911 systems, solid waste management district and other initiatives. Earlier this year, Ray County officials requested MARC to expand the planning area of MARC's metropolitan planning organization (MPO) for transportation to include Ray County. TTPC approved this request on August 15, 2023, followed by MARC Board of Directors approval on August 22, 2023, and approval by Missouri Governor Michael L. Parson on November 2, 2023, formalizing the boundary change.

Ray County currently has one non-voting seat on TTPC but in response to this boundary change, staff is recommending a change to Article IV of the TTPC bylaws to increase the total number of voting members from forty-nine (49) to fifty-one (51) by changing Ray County's status from "non-voting" to "voting" and by adding a new voting member for Ray County municipalities to be appointed by their respective municipal organization. A copy of the proposed amended bylaws is attached.

POLICY CONSIDERATIONS:

Pursuant to Article VIII of the TTPC bylaws, MARC staff provided notice to TTPC members and alternates on November 7, 2023, that an amendment to Article IV of the bylaws would be discussed and voted on at this meeting.

COMMITTEE ACTION:

The MARC Board approved TTPC's recommendation to add Ray County to the Kansas City Metropolitan Planning Area in August of 2023.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

MoDOT and MARC member cities and counties in Missouri.

RECOMMENDATION:

Amend Article IV of the TTPC Bylaws to add one voting member for Ray County and one voting member for Ray County municipalities.

STAFF CONTACT:

Ron Achelpohl

Bylaws
The Total Transportation Policy Committee

Article I Name

1. The name of the committee shall be the Total Transportation Policy Committee, a policy committee advisory to the Board of Directors of the Mid-America Regional Council which serves as the Metropolitan Planning Organization (MPO) for the bi-state Kansas City region. The name shall hereinafter be abbreviated as TTPC.
2. Office and Records. The TTPC can use the offices and staff of the Mid-America Regional Council and shall record and maintain records of proceedings of all meetings of the TTPC and of its advisory subcommittees.
3. Sunshine Law. The TTPC and its advisory subcommittees shall comply with Chapter 610 of the Revised Statutes of Missouri, as amended, known as the Sunshine Law as it pertains to open records and open meetings.

Article II TTPC and the MARC Board

The MARC Board of Directors serves as the designated MPO for the bi-state Kansas City Region. TTPC has been established by the MARC Board to provide policy-level input on significant transportation issues, programs and projects. TTPC serves as the primary focal point for MARC's overall transportation planning program. TTPC formulates and forwards policy, planning and programming recommendations to the MARC Board for consideration. In the event the MARC Board does not concur with a recommendation of TTPC, the recommendation will be returned to TTPC for further deliberation and discussion to respond to concerns of the MARC Board, before returning with a subsequent recommendation.

Article III Purpose

1. The TTPC has been created for the following purpose(s):
 - A. To allow local units of government to review regional transportation and transportation-related issues and recommend policies and principles to the MARC Board.
 - B. To conduct technical studies necessary to make good regional transportation decisions.
 - C. To provide a forum for state and federal representatives to confer with and address local officials and representatives about transportation and transportation-related issues.

- D. To provide a forum for citizens and the business community to confer with and address local officials and representatives about transportation and transportation-related issues.
- E. To provide a forum for the regional community to discuss and recommend actions to the MARC Board (MPO) that address the planning and policy actions enumerated in current federal transportation law and regulations.

Article IV Membership and Voting

- 1. The TTPC shall consist of up to ~~forty-nine (49)~~ **fifty-one (51)** voting members.
- 2. The voting members shall be constituted as specified below:

Membership	Votes	Represents	Appointed by (see Section 3 for appointment guidelines)
MISSOURI			
Cass County	2	County Municipal	County Commission Respective municipal organization
Clay County	3	County County Municipal	County Commission County Commission Respective municipal organization
Jackson County	6	County County County County Municipal Municipal	County Executive County Executive County Executive County Executive Respective municipal organization Respective municipal organization
Ray County	2	County Municipal	County Commission Respective municipal organization
Platte County	2	County Municipal	County Commission Respective municipal organization
Independence	2	Unrestricted Unrestricted	Mayor, city of Independence Mayor, city of Independence
Kansas City, Missouri	6	Unrestricted Unrestricted Unrestricted Unrestricted Northland Northland	Mayor, city of Kansas City Mayor, city of Kansas City Mayor, city of Kansas City Mayor, city of Kansas City Mayor, City of Kansas City Mayor, City of Kansas City
Lee’s Summit, Missouri	1	Unrestricted	Mayor, City of Lee’s Summit

KANSAS

Johnson County	6	County County County County Municipal Municipal	County Commission County Commission County Commission County Commission Respective municipal organization Respective municipal organization
Leavenworth County	2	County Municipal	County Commission Respective municipal organization
Miami County	2	County Municipal	County Commission Respective municipal organization
Unified Government of Wyandotte County and Kansas City, KS	4	Unrestricted Unrestricted Unrestricted Municipal (small cities)	Chief Exec. Officer Unified Govt. Chief Exec. Officer Unified Govt. Chief Exec. Officer Unified Govt. Respective municipal organization
Overland Park, Kansas	2	Unrestricted Unrestricted	Mayor, City of Overland Park Mayor, City of Overland Park
Olathe	2	Unrestricted Unrestricted	Mayor, City of Olathe Mayor, City of Olathe

AFFILIATED MEMBERSHIP

KDOT	1	Agency	Secretary, Department of Transportation
MoDOT	1	Agency	Chief Engineer MoDOT
KCATA	2	Agency	Board of Directors, KCATA
KCSA	1	Agency	Board of Directors, Kansas City Streetcar Authority

OTHERS

Related Organizations	Up to 4	Related Perspective	Co-Chairs of TTPC
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NON-VOTING MEMBERS

Ray County	0	County	County Commission
FTA	0	Agency	Regional Administrator, FTA
FHWA-KS Division	0	Agency	Division Administrator, FHWA
FHWA-MO Division	0	Agency	Division Administrator, FHWA

3. Guidelines for the Appointment of Members are as follows:

A. County Appointments

1. No more than one (1) representative can come from a single municipality or from the unincorporated portion of the county (does not apply to staff appointments).
2. Appointments shall be made by each county in consultation with municipalities within the county.
3. Members must either be residents of or employed by the county represented.
4. Members from counties not represented in the metropolitan planning area will become non-voting members.

B. Large City Appointments

1. Members will be appointed by the city.
2. In the case of Kansas City, Missouri, two members must represent the citizens of Kansas City, Missouri, north of the Missouri River.

C. Mid and Small City Appointments

1. Members will be appointed by agreement of mid and small cities through designated coordinating committee, mayors association or other appropriate city/municipal association.
2. Member must be a resident of or be employed by a jurisdiction within the Metropolitan Planning Boundary.
3. Members cannot be residents of any municipality having individual membership on TTPC.
4. For Johnson County, one member must represent a mid-size city (over 10,000 population but not an individual member) and one member must represent a small city (9,999 population or less).
5. For Jackson County, the mayors of cities which are not individual members will select two representatives who shall not be from the same city.

D. Affiliated Appointment

1. No restrictions apply to this category.

E. Other Organizations

1. Up to four (4) voting membership positions will be made available to other groups and organizations as deemed appropriate by the co-Chairs of TTPC to add business, economic development, social equity, environmental, transportation modal or other perspectives relevant to the current work of TTPC. MARC staff shall solicit organizational nominations and recommend nominees to the co-Chairs of TTPC, who shall appoint nominees to the TTPC for two-year terms.

F. Ex-Officio Appointments

1. No restrictions apply to this category.
4. In accordance with the bylaws of MARC, the voting members and designated alternates of the TTPC representing local jurisdictions and agencies shall be nominated by the respective jurisdictions and organizations and appointed by the Chair of the MARC Board. The designated alternate shall have full voting rights whenever the appointed member is absent from a meeting. In all cases, consideration of minority, disabled, elderly and/or female representation shall be given in the appointment process.
5. Attendance at TTPC meetings by the member is considered a duty of membership. Appointing authorities will be provided an annual attendance report at the beginning of each calendar year and at such times as the appointing authorities are requested to update their appointments to TTPC.
6. Terms of membership shall be for two (2) years and there shall be no limit to the number of terms a member may serve. Prior to expiration of a member's term, the appointing authority shall be requested by MARC to either re-appoint or appoint a new member.
7. Sub-committees of the TTPC may be organized by the co-Chairs of TTPC at any meeting of the TTPC Said sub-committees shall be formed to investigate and report on issues needing more time than can be given at regular meetings. Membership of the sub-committees shall be appointed by the co-Chairs and may include both members and non-members of TTPC as necessary. Each sub-committee shall exist as long as deemed necessary by the co-Chairs of TTPC.
8. Attendance by non-members at any TTPC meeting is encouraged. If non-members wish to address the TTPC on a transportation-related non-agenda matter, the non-members will be recognized under "Other Business" on the agenda. Presentations greater than five (5) minutes should generally be considered an important matter and should be placed on a regular agenda of the TTPC to be discussed fully and to allow due reflection and review for the members of TTPC.

Article V Quorum

1. A quorum at a regularly scheduled TTPC meeting shall consist of thirteen (13) voting members or their alternates.
2. A quorum at a special TTPC meeting shall consist of at least one half (1/2) of all voting members.
3. A quorum must be present to accept or reject any matter.
4. TTPC operates under a consensus model and strives to reach broad agreement on issues that come before it. However, actions of the committee do require a formal vote. In the event of a tied vote at a TTPC meeting, the co-Chairs of the TTPC may cast the deciding vote. In case the tie shall remain, the proposed action fails. The Co-chairs of TTPC may entertain alternative motions, including motions to return items to staff or to subcommittees for additional evaluation and to formulate revised recommendations.

Article VI Officers

The TTPC should be co-chaired by two elected officials, appointed by the MARC Board Chair, one representing Missouri and one representing Kansas. A permanent alternate of either co-Chair does not need to be an elected official and will still serve as co-Chair.

The TTPC will also have a secretary who should be the Director of Transportation who will assure that agendas are prepared, actions are recorded and shall staff the Committee otherwise and will not be a member of TTPC.

Article VII Meetings

1. TTPC may hold regular meetings at such time and place as may be determined from time to time by a vote of the committee.
2. The TTPC co-Chairs may call a special meeting of the TTPC should circumstances warrant. Notification to the public of such a special meeting will be in accordance with Sunshine Law provisions.
3. Notice of canceled or special meetings should be sent to all voting, non-voting and mailing list members at least three (3) working days prior to the meeting.
4. Notice and agendas for TTPC meetings should be distributed at least one week prior to the meeting.

Article VIII Amendments

These Bylaws may be amended at a special meeting by a two-step process. The first step is a vote of two-thirds of the quorum or two-thirds of TTPC voting members present when more than the quorum is present. The second step is approval by a vote of the MARC Board of Directors. A written copy of a proposed amendment to the Bylaws must be distributed to members with voting rights at least fourteen (14) days prior to any meeting at which the proposed amendment is to be discussed or voted upon.

Article IX Liability

None of the members of the TTPC nor any appointed member of an advisory subcommittee to the TTPC shall be personally liable in connection with any undertaking of the TTPC, unless it is expressly unauthorized, according to meeting records, at the time of the act or omission, or unless it is a criminal offense under state or federal law at the time of the act or omission.

DRAFT

TTPC AGENDA REPORT

November 2023
Item No. 4

ISSUE:

VOTE: Proposed 2024 Unified Planning Work Program*

BACKGROUND:

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. A draft of the 2024 UPWP is available at: <https://www.marc.org/transportation/plans-and-studies/unified-planning-work-program>

Major Transportation Planning Initiatives proposed for 2024 include:

- Respond to planning provisions in the IJJA - Tasks 1.1, 2.2, 3.9, 4.1, and 5.5
- Continuation of the Connected KC 2050 Update - Task 2.2
- Suballocated Federal Funds Programming - Task 4.1
- Economic, Demographic and Travel Demand Forecasting - Tasks 2.1 and 3.1
- Performance Measures and Targets - Tasks 2.2, 3.9, and 4.1
- Regional Active Transportation Planning - Task 3.4
- Regional Freight Plan - Task 5.12
- Regional Travel Demand Model Expansion - Task 3.1
- Building Climate Resilience in the Transportation System (Phase 1) Plan - Task 5.10

MARC's Public Involvement Plan requires that the proposed 2024 UPWP be released for public review and comment prior to adoption. No comments from the public were received.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

The draft 2024 UPWP has been developed based on funding levels resulting from the passage of IJJA and the 2020 Census counts for urbanized area populations in Kansas and Missouri.

COMMITTEE ACTION

TTPC released the draft 2024 UPWP for public review and comment at its October 17, 2023, meeting.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

Approve the 2024 Unified Planning Work Program.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

November 2023
Item No. 5

ISSUE:

REPORT: Missouri Carbon Reduction Strategy

BACKGROUND:

The Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law, or “BIL,” was signed by the President on November 15, 2021, and has been codified at 23 United States Code (U.S.C.) 175. The BIL authorizes a new Carbon Reduction Program (CRP) and related formula funding for the purpose of reducing transportation emissions from on road highway sources. In order to fulfill this purpose, the BIL requires each State to develop a carbon reduction strategy and to fund projects that are designed to reduce transportation emissions. The Carbon Reduction Strategy is due to the Federal Highway Administration no later than two years following the enactment of BIL.

States are required to develop the Carbon Reduction Strategy in consultation and coordination with any MPO designated within the State (23 U.S.C. 175(d)(1)). Sixty-five percent of the state’s CRP apportionment is required to be obligated in urbanized areas and is further outlined in the federal guidance, while the remaining thirty-five percent of CRP apportionment is available to be obligated anywhere in the state. The State Carbon Reduction Strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. It must be updated at least once every four years (23 U.S.C. 175(d)(3) and (4)). States are encouraged to obligate CRP funding for projects that support implementation of the Strategy that is developed. States are encouraged to develop their Carbon Reduction Strategies as an integral part of their long-range transportation planning processes, but they may be standalone documents at the discretion of the agencies.

MoDOT staff will provide an update on the process to develop the Carbon reduction Strategy at the meeting.

POLICY CONSIDERATIONS:

Carbon Reduction Program funds will support implementation of relevant carbon reduction policies from Connected KC 2050 and the Regional Climate Action Plan.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

KDOT reported on the Kansas Carbon Reduction Strategy at the October TTPC meeting.

RELATED JURISDICTIONS:

This item impacts all Missouri counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

TTPC AGENDA REPORT

November 2023

Item No. 6

ISSUE:

REPORT: Connected KC 2050 Update on completed/upcoming milestones

BACKGROUND:

In June of 2020, the MARC Board approved [Connected KC 2050 \(CKC2050\)](#), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). MARC is required to update its MTP on a five-year cycle with an update deadline of June of 2025. Work towards an update of the plan continues.

During the TTPC meeting, staff will describe:

- Overview of completed milestones & ongoing activities, including:
 - Scenario planning activities
 - Ongoing public outreach and engagement efforts for the fall of 2023
 - Upcoming call for projects to be considered for inclusion in Connected KC 2050
- Anticipated timeline for upcoming activities, including:
 - Land use, population and employment forecast activities
 - Prioritization of projects for inclusion in Connected KC 2050

POLICY CONSIDERATIONS:

This plan is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next three decades and is a requirement of the Federal metropolitan planning process. CKC2050 describes the evolving surface transportation needs of the metropolitan area and identifies anticipated transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. CKC provides policy guidance to MARC transportation planning and programming work.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. This item is for informational purposes only.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

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TTPC AGENDA REPORT

November 2023
Item No. 7

ISSUE:

REPORT: Coronavirus Response and Relief Supplemental Appropriations Act Update - Regional Preventive Maintenance Program

BACKGROUND:

Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA), enacted on December 27, 2020. Appropriated \$10,000,000,000 to provide funding to address coronavirus disease 2019 (COVID-19) impacts related to transportation programs. The region's final appropriation was \$8.3 million.

A portion of the CRRSAA funds were suballocated to urbanized areas with a population over 200,000 in the same manner as the Surface Transportation Block Grant program funds. MARC has the responsibility of determining funding priorities.

MARC explored options under the Special Authority provisions of CRRSAA for preventive maintenance activities on local roadways to address deferred maintenance needs for area cities and counties. In February 2022 MARC's Board approved funding allocation and program design for a roadway preventive maintenance overlay program (Regional Preventive Maintenance Program (RPM)) in FFY 2023.

The RPM allocated funding to counties and cities based on population with a "minimum-allocation" approach for cities with populations between 5,000 and 10,000. The Program provided a minimum of \$50,000 to each community between 5-10k population with remaining funds distributed based on population.

MARC completed an open competitive procurement through an invitation to bid process for construction service to complete roadway preventive maintenance services. Three (3) roadway overlay bid packages were advertised. Bid package one was for roadway micro surfacing for Cass, Clay, and Jackson Counties; bid package two was for roadway mill and overlay for Cass, Clay and Platte Counties; and bid package three was for roadway mill and overlay for Jackson County. Four contractors submitted bids:

- Superior-Bowen
- Vance Brothers
- J.M. Fahey Construction
- Ideker

Sealed bids were provided, and the winning contractor was selected from the lowest responsive bids as shown below:

RPM Lowest Bidder and Amount

Program	County	Eng Estimate	Low bid	Bid Amount	Diff
Micro surfacing	Cass, Clay & Jackson	\$1,435,148.20	Vance Brothers	\$1,185,321.54	\$249,826.66
Mill & Overlay	Cass, Clay & Platte	\$2,262,907.10	Superior-Bowen	\$2,044,831.95	\$218,075.15
Mill & Overlay	Jackson	\$4,796,638.50	Superior-Bowen	\$3,756,872.82	\$1,039,765.68
Total		\$8,494,693.80	----	\$6,987,026.31	\$1,507,667.49

Prior to this letting in August of 2023, TTPC and the MARC Board approved an additional \$1,000,000 in MO Surface Transportation Block Grant (STBG) funds to support the RPM in anticipation of higher bid cost above engineering estimates. Since bids were lower than engineering estimates, the STBG funds will not be used for these contracts. MARC staff is currently investigating other options for the remaining STBG and CRRSAA balances.

POLICY CONSIDERATIONS:

Maintain a multimodal transportation system that supports the efficient movement of people and goods and promotes economic development.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts Missouri counties Cass, Clay, Jackson and Platte.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl
Darryl Fields

TTPC AGENDA REPORT

November 2023
Item No. 8

ISSUE:

REPORT: 2023 Ozone Season Report

BACKGROUND:

The 2023 Ozone Season ran from March 1 to October 31st. While there were two ozone alerts during this time, the eight-hour ozone concentrations did exceed the 70 part-per-billion (ppb) standard 14 days during the season. Based on monitor values, the Kansas City region's 3-year average ground-level ozone concentration is now at 71 parts per billion (ppb), an increase from last year's ozone concentration of 68 ppb. This new value exceeds the 2015 National Ambient Air Quality Standard (NAAQS) set by the EPA for ozone pollution. Implications of this violation are not yet known. Air Quality staff will brief the Board on 2023 ozone season results and any relevant policy implications.

The WAY TO GO program's annual Green Commute Challenge began on October 1 and ran through October 31. Participating local employer-based teams compete to reduce emissions on the way to work in the Kansas City metro area. Air Quality staff will present results from the 2023 Green Commute Challenge.

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

November 2023
Item No. 9

ISSUE:

REPORT: EPA Climate Pollution Reduction Planning and Implementation Grants

BACKGROUND:

The Environmental Protection Agency has announced a variety of major climate protection initiatives through the Inflation Reduction Act. 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](#). EPA recently announced [implementation grants](#) due early April 2024, with potential funding levels for the Kansas City region ranging from \$10 - \$200 million.

EPA requirements for the planning grant include the development of a Priority Climate Action Plan (PCAP) by March 2024, and a Comprehensive Climate Action Plan in the summer of 2025. In this structure, the PCAP serves as the precursor to implementation grant. EPA grant review criteria for the implementation grant focus on greenhouse gas emissions reductions and environmental justice, among other factors.

A multi-faceted committee and community engagement process will guide the prioritization of climate action elements. In addition to leadership from the Climate and Environment, MARC staff will engage with multiple other MARC committees, and all interested local governments; staff also will host several community workshops to facilitate the development of community-based partnerships focused on emerging priorities.

As a starting point in this process, MARC hosted a pair of half-day workshops on climate mitigation (GHG emissions reductions) and climate resilience (risk reduction) on September 7th and 8th. The workshops focused on drawing out community-centered regional goals and potential projects across all sectors to support the development of an EPA CPRG implementation funding application in early 2024 and other federal infrastructure funding applications over the next two to three years.

Through small group working discussions, participants developed several promising concepts that focused on bringing together high-value greenhouse gas emissions reductions targets with environmental justice and long-term resilience benefits. Across the priorities, centering equity, prioritizing regional value and collaboration, and enhancing nature-based solutions emerged as common themes.

The specific concepts that were developed in both workshops aligned around the following four priority areas and “big tent” ideas for climate action. These areas include high performance buildings and communities, transportation alternatives and access, clean power and water-energy nexus opportunities, and food and agriculture system innovation.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Tom Jacobs