



**OPEN MEETING NOTICE**  
**TOTAL TRANSPORTATION POLICY COMMITTEE**

Ed Ford, Missouri Co-Chair  
Marge Vogt, Kansas Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, October 19, 2010 at 9:30 a.m. in the Board Room on the second floor** of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

**A G E N D A**

1. Welcome/Introductions – 9:30 a.m.
2. Minutes of last meeting\* – 9:35 a.m.
3. REVIEW: State Legislative Agenda – 9:40 a.m.
  - Review and provide input on transportation-related legislative items
4. VOTE: T-WORKS Priorities for the MARC Area \*-9:50 a.m.
  - Consider recommendation from the KS STP/Bridge Priorities Committee
5. VOTE: Quarterly Amendments to the 2010-2014 TIP\* – 10:05 a.m.
  - Review public comments; consider approval
6. VOTE: Proposed Amendments to the 2010 Unified Planning Work Program\*- 10:10 a.m.
  - Review public comments; consider approval
7. VOTE: Proposed 2011 Unified Planning Work Program\* – 10:15 a.m.
  - Review public comments; consider approval
8. VOTE: Annual Certifications\*- 10:20 a.m.
  - Review and consider approval of Title VI and Federal Planning Certifications
9. VOTE: Public Participation Plan Update\*- 10:25 a.m.
  - Review proposed changes; consider release for public review and comment
10. REPORT: Programming Update– 10:30 a.m.
  - Update on current project evaluation/project selection activities
11. REPORT: Quarterly Safety Report – 10:45 a.m.
  - Quarterly update on traffic safety statistics and program activities
12. Other Business – 10:55 a.m.
13. Adjournment – 11:00 a.m.
  - \*Action Items

**Parking:** Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

**Special Accommodations:** Please notify the Mid-America Regional Council 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). We will make every effort to meet reasonable requests.

MARC programs that receive federal funding may not discriminate against anyone on the basis of race, color or national origin, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see [http://www.marc.org/transportation/title\\_vi.htm](http://www.marc.org/transportation/title_vi.htm), or call 816-474-4240.

**Total Transportation Policy Committee**  
**October 19, 2010**  
**Meeting Summary - DRAFT**

**Members, Alternates Present-Representing**

Marge Vogt, Olathe, Kansas Co-Chair  
Ed Ford, Kansas City, Missouri Co-Chair  
Chuck Adams, Wyandotte County Municipalities  
Alice Amrein, Johnson County  
Kenneth Bernard, Leavenworth County Municipalities  
Doug Brown, City of Overland Park  
Cindy Circo, City of Kansas City  
Linda Clark, Missouri Department of Transportation  
Thomas Coyle, City of Kansas City  
Emerick Cross, Unified Government of WyCo/ KCK  
Dennis Enslinger, Johnson County Municipalities  
Chuck Ferguson, Johnson County  
Stan Harris, City of Kansas City  
Patty Hilderbrand, City of Kansas City  
Mark Huffer, Kansas City Area Transportation Authority  
Duane Jackson, Clay County  
Dick Jarrold, Kansas City Area Transportation Authority  
LeeAnn Kell, Missouri Dept. of Transportation  
Mike McDonald, Leavenworth County Municipalities  
Mark McHenry, City of Kansas City  
Davonna Moore, Kansas Department of Transportation  
Lee Morris, Cass County  
John Powell, City of Independence  
Martin Rivarola, Johnson County Municipalities  
Jim Schultz, City of Independence  
John Sharp, City of Kansas City  
Mark Sherfy, Johnson County Municipalities  
David Slater, Clay County Municipalities  
John Smedley, Platte County Municipalities  
Mike Spickelmier, Leavenworth County  
Mark Stuecheli, City of Overland Park

**Others Present**

Robert Bromberg, Olsson Associates  
Brad Cooper, Kansas City Star  
Paul Foundoukis, Federal Highway Administration  
Larry Frevert, HDR Engineering  
Bob Goodwillie, HG Consult, Inc  
Earl Harrison Jr., HG Consult, Inc.  
Bill Heatherman, Unified Government of WYCO/ KCK  
Warren Keith, Wilbur Smith Assoc.  
Kristen Leathers, Affinis Corp  
Alonzo Linan, City of Olathe  
Byron Low, Federal Highway Administration  
Ron McLinden, Transit Action Network  
Jennifer Miller, PSI  
Ken Miller, City of Lansing  
Burt Morey, Kansas Department of Transportation

**Others Present-Continued**

Clarence Munsch, GBA  
Ron Norris, City of Olathe  
David Pavlich, City of Kearney  
Jim Pickett, Kansas Department of Transportation  
Dale Ricks, Olsson Associates

**MARC Staff Present**

Mell Henderson, Director of Transportation  
Ron Achelpohl, Asst. Director of Transportation  
Aaron Bartlett, Bicycle/Pedestrian Planner III  
Karen Clawson, Transportation Planner II  
Darryl Fields, Transportation Planner III  
Marc Hansen, Transportation Planner III  
Jim Hubbell, Transportation II  
Ebony Jackson, Transportation Program Assistant  
Marlene Nagel, Director of Community Development  
Heidi Schallberg, Transportation Planner II  
Julie Wittman, Public Affairs Coordinator

### **1) Welcome/ Introductions**

Kansas Co-Chair Marge Vogt called the meeting to order and welcomed all attendees. Introductions followed.

### **2) Approval of Meeting Summary \***

There were no changes to the September 21<sup>st</sup> meeting summary. Alice Amrein moved to approve the meeting summary, it was seconded by Patty Hilderbrand and the motion carried.

### **3) State Legislative Agenda**

Marlene Nagel reviewed the transportation issues on the MARC 2011 State Legislative Platform. Each year, the MARC Board considers and approves state and federal legislative platforms to guide agency advocacy efforts during the coming year. The issues are identified through MARC committees, through discussions with the board of directors, and with community partners. The MARC Board is being asked to adopt the following transportation-related positions.

Missouri- State Legislators are urged to protect the integrity of state funding to address highway, major roadway and bridge infrastructure and public transit needs in the state and metro area. The following traffic safety issues have also been identified as priorities; Primary seatbelt law, texting ban for all ages, cell phone ban for young drivers and to maintain current state law requiring motorcycle helmet use.

Kansas- State Legislators are encouraged to ensure that the funds committed to T-WORKS are not redirected for other state budget needs. The following traffic safety issues have also been identified as priorities; to expand the current Kansas law to require helmets for riders of all ages, to consider a modest increase in the alcohol excise tax and to consider changing to state law to protect children from being left in unattended motor vehicles.

Ed Ford asked if anyone has critically taken a look at the study that was in the newspaper about texting, that said that legislation banning texting is counterproductive because people who are going to text do it anyway but now they do it lower in their laps. Aaron Bartlett said there is a lot of research on [www.distracted.gov](http://www.distracted.gov), which is a Federal website. Destination Safe has not taken a critical eye to the different studies that are out there, but they will be happy to take a look at it. Ms. Nagel said making a positive comment through state legislation that this is something that all drivers should refrain from doing, sends the right message to drivers.

Mr. Ford brought up the issue with red light cameras and wants MARC to be proactive in the discussion, because many of the jurisdictions within MARC are adopting using them. Linda Clark said MoDOT is asking for a moratorium on the cameras until they make a decision on their policy regarding them. Ms. Nagel said in the past the red light camera issue has been a part of the legislative platform and that it hadn't come up in discussions this year, but MARC will be happy to look into it. Marge Vogt suggested having a study session and a discussion before we have any recommendations. John Sharp said that he would like for the Board to take a position that MARC opposes any restriction on red light cameras.

Mark Huffer said last year the Missouri Legislature appropriated \$3.6 million for public transit. The Governor withheld all but \$500,000 pending an increase in revenue. The ATA and the Missouri Public Transit Association are going to make a legislative request that they go back to the original appropriated amount of \$3.6 Million. They also are asking the Greater KC Chamber, Kansas City, MO and Rep. Silvey to support their request. Instead of the generic language in the MARC Legislative Platform, KCATA would like for it could say that MARC supports the appropriated amount of \$3.6 million. Mr. Huffer was requested to provide the exact language that is being proposed to Marlene Nagel.

Ms. Vogt raised a question regarding the increase in the alcohol excise tax. She stated that given the current budget situation, it is highly unlikely that it will go through. Ms. Vogt suggested the wording say for the legislature not to take money from these funds but to preserve them in order for the local jurisdictions to continue to receive the appropriated funds.

Mark McHenry suggested including items in the environmental section on trails in transportation because Bike/Ped is a part of TTPC's responsibility. It was also suggested that the age range for unattended children in parked vehicles be defined.

Ms. Nagel said they will incorporate the additional comments that were received and will bring them back to a future TTPC meeting.

#### 4) T-WORKS Priorities for the MARC Area\*

Ron Alchepohl said that MARC hosted a special T-WORKS meeting on September 21, 2010, with members of TTPC and the Kansas STP/Bridge Priorities Committee, representatives from area local governments, KCATA, KDOT and others to discuss potential priorities for MARC's position on T-WORKS. At this meeting, an initial list of potential projects developed by KDOT was reviewed in comparison with similar projects included in *Transportation Outlook 2040*. The following elements for a MARC position on T-WORKS were discussed and agreed to by those in attendance:

- 1) MARC should include language in its 2011 Kansas legislative agenda urging the incoming governor and legislature to protect and preserve state funding for the intended purpose of this program.
- 2) MARC and its members should make a strong case to KDOT that the NE region and the MARC area should receive a higher portion of these funds given the high rate of population growth anticipated for this part of the State and the large share of sales taxes that the region will contribute to this program.
- 3) MARC should advocate for the following Expansion and Modernization project priorities which are consistent with *Transportation Outlook 2040*:
  - a. New Interchange on I-35 for KC Intermodal in Johnson Co. (#11): \$25M
  - b. The Gateway Project M I-435/I-35/K-10 (#12): \$210M (\$265M)
    - i. Phase: I-435 to Quivira and I-35 from 119th to I-435: \$15M (\$16M)
    - ii. Phase: K-10 eastbound movements to I-435 and I-35: \$195M (\$249M)
  - c. K-7/I-70 Interchange reconstruction in Wyandotte Co. (#20): \$125M
    - i. Phase 1: \$45M
    - ii. Phase 2: \$23M
    - iii. Phase 3: \$32M
    - iv. Phase 4: \$25M
  - d. I-435 and US-69 Improvements (#22): \$203 M
    - i. US-69 "Red": \$125M
    - ii. US-69 "Brown": \$78M
  - e. K-7 Expansion north of I-35 in Johnson Co. (I-35 to 127th Street as an arterial for future freeway upgrade) (#19): \$80M
- 4) MARC will work with KDOT to encourage them to continue planning on the K-5 corridor in Leavenworth and Wyandotte Counties, and to also look for ways to fund the I-35 Bus on Shoulder project that didn't meet the definition of a system expansion project but is an important project for the community.

A meeting with representatives of the other metropolitan areas in the NE District (Lawrence, Manhattan-Ft. Riley, St. Joseph and Topeka) was held on October 11, 2010, in Topeka to share local information and prepare for the October 22<sup>nd</sup> Local Consultation meeting.

The KS STP/Bridge Priorities Committee met on October 14<sup>th</sup> and they discussed the projects at length and voted to recommend them for TTPC to consider with the understanding that it shouldn't be interpreted as being in priority order.

Doug Brown moved to approve the four point position developed at the September 21, 2010, special meeting as modified by the Kansas STP/Bridge Priorities Committee, Ken Benard seconded and the motion carried.

#### 5) 2010 4<sup>th</sup> quarter Amendment to the 2010-14 Transportation Improvement Program \*

Mark Hanson reported that 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 a quarterly cycle to accommodate changes to projects in the *TIP*.

The proposed 2010 4<sup>th</sup> Quarter Amendment to the FY 2010-2014 *TIP* includes 17 projects:

14 new projects to be added, including:

- 3 projects awarded Kansas Transportation Enhancement funding
- 5 KDOT projects
- 2 MoDOT projects
- 2 Jackson County, Missouri project

- 1 MARC project
- 1 ARRA Emergency Amendment to add a new project approved on August 27, 2010 in accordance with the MARC policy on Modifying the Transportation Improvement Program

3 modified projects

- Scope
- Schedule
- Budget
- Suballocated Federal Funds

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

<http://www.marc.org/transportation/tip/amendments/10Q4amend.pdf>

Mr. Hanson noted the TIP 4<sup>th</sup> quarter amendment to the 2010-14 TIP was submitted for public review and comment and that there were no public comments received.

Mark McHenry moved to approve the 2010 4<sup>th</sup> Quarter Amendment to the FFY 2010-2014 TIP, Doug Brown seconded and the motion carried.

#### **6) Proposed Amendment to the 2010 Unified Planning Work Program\***

Mell Henderson reported that there are four proposed amendments to the 2010 UPWP.

- Revise Task 2.1 Land Use, Demographic and Comprehensive Planning to remove the Natural Resource Inventory Web-based tool and reduce the budget by \$10,000.
- Revise Task 6.1 - Transit, Paratransit Planning and coordination to reflect Phase III of the Smart Moves Implementation Plan.
- Add NEW Task 8.9- K-7 Corridor Development Study in Leavenworth and Wyandotte Counties.
- Add NEW Task 6.8- Jackson County, Kansas City Regional Alternatives Analysis.

The amendments do not change the amount of MARC's Consolidated Planning Grant (CPG) funds, but do increase the overall budget of the 2010 UPWP by \$2,578,321. Since the amendments are adding new work activities, the proposed amendments were release for public review and comment. There was one public comment received and it, along with MARC's proposed response, is attached to the agenda packet for everyone to review.

Alice Amrein moved to approve Amendment #3 to the 2010 *Unified Planning Work Program*, Ken Bernard seconded and the motion carried.

#### **7) Proposed 2011 Unified Planning Work Program \***

Mell Henderson reported that annually, MARC produces the *Unified Planning Work Program (UPWP)*, which describes regional transportation planning activities to be undertaken during the year by MARC, KDOT, MoDOT, and the transit agencies. Some locally funded planning projects are also often included in the *UPWP*, which serve as in-kind local match. The activities to be conducted by MARC serve as a scope of services for the contracts between KDOT and MoDOT to receive the Federal funds that support MARC's planning work. The draft of the 2011 UPWP can be found at:

[http://www.marc.org/transportation/UPWP/UPWP11\\_draft.pdf](http://www.marc.org/transportation/UPWP/UPWP11_draft.pdf)

Mr. Henderson reported that the 2011 UPWP draft was released for public review and comment. One public comment was received and it was attached to the agenda packet along with MARC's proposed response. He also noted there were comments from MARC's planning partners that are attached and responses have been incorporated into the 2011 UPWP. Ron McLinden stated that Transit Action Network was the agency that submitted the one public comment and that MARC Staff's response was satisfactory.

Upon the motion of John sharp, second by David Slater, the committee approved the 2011 *UPWP*.

Mr. Henderson added that earlier in the month, MARC was awarded a HUD Grant for Creating Sustainable Communities. The grant will have some implications for the proposed work activities for next year. He wanted the committee to be aware that MARC will more than likely bring an amendment to account for changes to the work program prompted by this new grant to TTPC in January.

**8) Annual Certification\***

Mell Henderson reported that as the Kansas City region's Metropolitan Planning Organization (MPO), MARC is required to maintain a program outlining procedures related to Title VI of the Civil Rights Act of 1964 (Title VI). Each year MARC must assure that no person will be discriminated against or excluded from participation in any of MARC's programs and activities. MARC's current Title VI Program assurance expires at the end of October 2010. Copies of the three Policy Statements and Assurances for the next year were included in the agenda packet.

Mr. Henderson said that the Federal transportation regulations require that MARC, as the region's MPO, certify that it is carrying out the continuing, cooperative and comprehensive transportation process outlined in federal law and regulation. The statement, which MARC includes in the Unified Planning Work Program and the Transportation Improvement Program, is attached. There is a Self-Certification Checklist that has been developed by staff to assess MARC's compliance with federal requirements attached in the agenda packet as well. The checklist demonstrates that the primary products of the metropolitan planning process have been completed and are current.

Mr. Henderson said that MARC has to sign a Lobbying Certification to certify that MARC is not using Federal funds to lobby and if using non-Federal funds, it is being disclosed. It also certifies that MARC is including non lobbying requirements in sub contractor contracts.

Jim Schultz moved to approve the Executive Director be authorized to sign the 2010 Title VI Program Policy Statement and Assurances, Lobbying Certification form and annual MPO Self-Certification Statement. Chuck Adams seconded and the motion carried.

**9) Public Participation Plan Update\***

Karen Clawson reported that the Public Participation Plan (PPP) is a document that serves as a framework to guide the public participation process in transportation planning projects at MARC, such as the Unified Planning Work Program (UPWP), the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and for a range of programs and special studies.

The 2007 update of the Public Participation Plan included a requirement that MARC staff review the Public Participation Plan every three (3) years - this year marks the first review of this plan. After reviewing the plan, staff is recommending the following substantive changes to the plan:

- Inclusion of the Public Participation Plan under Section 3. Specific Plan Process, which describes how citizens will be engaged when a plan is developed or updated,
- Inclusion of directives for project managers and the designated public engagement advisor to use tools developed by the International Association of Public Participation, including the spectrum of public participation, techniques list, and various evaluation tools (to be included in an Appendix),
- Inclusion of a Limited English Proficient (LEP) Plan reference to the plan's provision for including and accommodating individuals who may need language assistance, and
- Revised evaluation section to reflect best practices outlined by the International Association for Public Participation.

The 2010 Update to the Public Participation Plan can be found at:

[http://www.marc.org/transportation/pdf/public\\_participation\\_plan\\_draft2010.pdf](http://www.marc.org/transportation/pdf/public_participation_plan_draft2010.pdf)

Ed Ford asked if social media played a part in public participation. Ms. Clawson said yes, that it is written in the plan to use social media and that with the decline of newspaper circulation it is proving to be an effective medium. Chuck Adams asked what the time period for public comments was. Ms. Clawson said it was 45 days for public comments.

Mark McHenry moved to release of the proposed update to the Public Participation Plan for public review and comment. Alice Amerin seconded and the motion passed.

## **10) Programming Update**

Ron Achelpohl gave a programming update. On July 7, 2010, MARC issued a call for projects for FFY 2013 & 2014 funding through the Federal Highway Administration's Surface Transportation Program (STP) and Bridge Program. Applications for these funds were due by 4:00 PM CDT on August 20, 2010. These programs are currently estimated to provide a total of \$27.2 million for Kansas projects and \$34.2 million for Missouri projects, however, these years are well beyond the period covered by current authorizing legislation, so the estimated amounts and available uses for these funds may be subject to change.

MARC staff has scored project applications and the Kansas and Missouri priorities Committees discussed these project scores on October 14 and October 12, respectively.

There are 110 applications for both states, requesting a total of \$372 million. The scoring scale is based on 100 points. There are two projects tied for the top with a score of 76, the lowest is 11 and the average score is 45. Half of the projects scored higher than 46. The committees have meetings scheduled to use the scores to develop recommendations. There is an estimation of \$6 million that will be available in Missouri for Bridge Projects with \$ 2.6 million in Kansas available. There is an estimation that \$36 Million in Missouri for STP Programs and \$22 million in Kansas that will be available. Both committees are planning to over program; this strategy was helpful with the ARRA stimulus projects. Both committees over programmed and ended up needing to use all of the projects.

Ed Ford asked about the scoring being used to partially fund projects. He stated that he believes that partially funded projects are a recipe for not getting anything done. Mr. Achelpohl replied that both committees have a history of partially funding projects and that if the committee is offering to partially fund a project they will ask the jurisdictions if they are able to complete it for that amount of money. Mr. Ford also stated that if we are going to use scoring as an objective criterion then we should fully fund the projects that score the highest and not for some artificial reason fund lower scoring projects.

Doug Brown stated that the committees take everything into consideration and have found that the ability to offer a recommendation that meets the MARC goals and objectives in Transportation Outlook 2040 can't be realized if they don't have discretion in terms of the amount of funding that will be permitted. This cycle there are new categories of projects which are a priority in Transportation Outlook 2040 and on the Kansas side they are close to fully funding those projects to make sure they get considered because they don't always score the highest.

Linda Clark mentioned that MoDOT supports project that are ready to go in 2013, in this economy. The expectation is that if you accept the partial funding you will be ready go.

Ron McLinden asked if it was possible if the two committees can run the recommended projects by another committee, i.e. the Technical forecast committee, to see if the recommendations are in line with the long range plan. It was stated that the committees do look at the long range plan when considering their recommendations before they bring them to TTPC and since TTPC is the policy committee responsible for the Long range plan, it is the appropriate committee to make those determinations.

## **11) Quarterly Safety Report**

Aaron Bartlett reported that MARC staff continues to track transportation fatalities in the region and gather historical safety data for planning purposes. Attached is the Kansas City Region Fatality Report as of September 29, 2010. Of note, in Kansas, there have been 255 fatalities year to date, a 33.9% decrease from 2009; in Missouri, there have been 569 fatalities, a 10.0% decrease from 2009. In the Kansas City region, there have been 127 fatalities to date, representing a 26.6% decrease over the 5-year average of 173.0 fatalities at this point in the year. Regional fatalities are below the target maximum of 147 for this time period. These numbers are subject to revision as reports continue to come in. At the end of the third quarter, the region is on track to meet its benchmark fatality reduction goal for 2010, which is to have no more than 199 fatalities this year.

The Transportation Safety Data (TSD) Task Team met on Wednesday, October 6th to review the 3rd Quarter Kansas City Region Fatality Report. The task team made the following observations of the data trends and recent developments.

1. There has been a marked downward trend in total fatalities statewide in Missouri and Kansas for the fourth consecutive year.
2. Kansas City region fatalities through the quarter have consistently declined over the past five-years. The region's total 3<sup>rd</sup> quarter number of fatalities is 127 which is below the target maximum of 148.
3. 3<sup>rd</sup> Quarter fatalities were slightly higher in July over the five-year average, but fell significantly in August and September.
4. Data for the priority areas is preliminary for 2010 and is subject to change. It appears at this time that fatalities by all of the priority areas are down.
5. Fatalities associated with unbelted motorists appear to be significantly down for the past two years. Kansas seatbelt usage rates (<http://www.ksdot.org/burtrafficsaf/safblt/safbltusag.asp> ) are up by 5% from 77% in 2009 to 82% in 2010. Kansas recently passed a primary seatbelt law which went into force on June 30, 2010. Kansas seatbelt surveys were conducted in June and July. Missouri seatbelt rates (<http://www.savemolives.com/seat-belts.html>) are down 1% from 77% in 2009 to 76% in 2010. However, it's noted that teen use is up to 66% from 61%, perhaps due to the Graduated Drivers License, having a primary law, and the Battle of the Belts campaign.
6. All counties have experienced a decrease in roadway fatalities with the exception of Platte County, MO and Miami County, KS. In each of those cases, the number of fatality increase is within one of the whole number for the five-year average.

The TSD Task Team also developed a short document called the white paper to accompany and explain the various elements of the quarterly report. It should serve as a helpful guide for interpreting the fatality report, and will not change from quarter to quarter. It should be used as a reference document when additional guidance is needed while reading the quarterly fatality report.

## **12) Other Business**

Marlene Nagel mentioned the Complete Streets Workshop that will be held on October 27, 2010. Heidi Schallberg mentioned the New Walk Friendly Communities Program is accepting applications, for more information go to [www.walkfriendly.org](http://www.walkfriendly.org).

## **13) Adjournment**

There was no further business and the meeting was adjourned. The next meeting of TTPC will be held on November 23, 2010.

**ISSUE**

*REPORT:* Update on Linking Environmental/Transportation Planning

**BACKGROUND**

In May of last year, the MARC Board adopted a *Linking Environmental and Transportation Planning Action Plan*, the development of which was funded through an FHWA Eco-Logical grant. The Eco-Logical framework supports making transportation infrastructure more sensitive to wildlife habitat and ecosystem health through greater interagency cooperation and conservation.

Since adoption of the Action Plan, MARC has been working with the Linking Environmental and Transportation Planning Advisory Group on implementation activities. Out of this work has come an interactive map of regional natural resource and land use data (<http://www.marc.org/transportation/conservation.htm>); a Partnership Agreement to formalize integrated planning commitments; transportation review criteria that better accounts for protection of environmental features; an environmental assessment process for future transportation projects; and, most recently, a greenhouse gas emissions analysis tool. This tool, which estimates the region's transportation and building energy emissions for the baseline and adaptive land use scenarios, was developed as a pilot project by Parsons Brinckerhoff. The findings indicate that the adaptive scenario generates significantly less (about 7%) greenhouse gas emissions than the baseline scenario. These findings will inform regional greenhouse gas emissions reduction strategies and priorities.

One key recommendation from the Eco-Logical Action plan was the development and implementation of a policy and planning framework to support ecosystem- or watershed-based mitigation. The plan, however, did not articulate specific implementation strategies. Consequently, MARC will host a series of three workshops to build agreement on clear next steps to advance this goal. These workshops are scheduled for January 12, February 17 and March 17, 2011. Facilitation support for these efforts will be provided by The Conservation Fund – a national thought leader in this area. Funding will be provided by an EPA wetlands protection grant. Participation by TTPC representatives, *Linking* committee members and other community stakeholders is pivotal in order to build consensus on well-defined, specific, actionable policies and strategies that enable the region to better harmonize environmental, economic and community development goals.

**POLICY CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACTS**

Tom Gerend  
Tom Jacobs  
Lisa Pool

## **Linking Conservation and Transportation Planning**

### **Building consensus on a regional ecosystem-based mitigation policy framework**

#### Overall goals and approach

In June 2010, the MARC Board of Directors adopted the new Long Range Transportation Plan, Transportation Outlook 2040. This 30-year, \$20 billion plan includes formal policy direction to implement climate protection, energy and natural resource conservation measures as part of future transportation investments. Previously, in 2009, the Board adopted the Linking Conservation and Transportation Action Plan. The *Linking* plan recommends the development of a proactive, ecosystem or watershed-based approaches to environmental mitigation associated with transportation projects. Mitigation in this context could support implementation of concepts associated with compensatory mitigation; however, the term is framed by a broader understanding of environmental stewardship, resource conservation and restoration, and sustainable development.

Implementation of new mitigation strategies will rest upon the adoption of integrative, multi-benefit policies and planning strategies structured to conserve and restore valuable natural areas and natural resources (e.g. air and water quality, wildlife habitat). MARC is poised to launch a six-month process to develop more specific recommendations about how ecosystem-based mitigation requirements will be advanced through local and regional transportation plans and investments. Consensus recommendations will be brought forward to the Total Transportation Policy Committee (TTPC) and the MARC Board of Directors for their consideration and approval.

Policy recommendations will clarify regional transportation mitigation requirements, as well as include more detailed planning criteria and process recommendations to define how mitigation efforts would actually be implemented at the project level.

#### Process overview

The *Linking* plan recommends implementation of proactive, watershed-based “advance mitigation” strategies. Implementation at a planning and project level would therefore require that future regional transportation projects proactively assess the impacts of their project at the site and watershed scales, and again proactively implement measures to conserve or restore watershed health in a manner consistent with area land use, transportation and sustainable development goals.

It is anticipated that early consideration of environmental factors (along with all other relevant and appropriate land use, transportation, housing and other variables) will yield better long-term community outcomes. Assessment of environmental considerations such as air or water quality would be conducted in a manner that is integrated with broader community goals. Planning and design processes would be configured to ensure that mitigation-related investments are well located, provide meaningful ecosystem or watershed-scale benefits, while also enhancing community and economic vitality at the same time.

A series of three consensus-building workshops will be held in the coming six months to build agreement on the specifics of how green infrastructure mitigation policy and planning strategies will be applied by participating stakeholders in the transportation sector. The first event will serve to clarify understanding about regional mitigation goals, objectives, opportunities and constraints. The second workshop will be used to discuss and refine preliminary policy and planning recommendations, which will then be finalized at the third program. Ideas will be shared for further review and discussion in between workshops with the Linking Committee, TTPC, and the Air Quality Forum.

**ISSUE**

*REPORT: STP/Bridge and CMAQ Programming Activities*

**BACKGROUND**

MARC is completing activities to program FFY 2013-2014 funding through the Federal Highway Administration's Surface Transportation Program (STP), Bridge Programs and FFY 2011 & 2012 funding through the Congestion Mitigation Air Quality (CMAQ) Program. For these two years, these three programs are estimated to provide a total of approximately \$36 million for Kansas projects and \$56 million for Missouri projects, however, these years are well beyond the period covered by current authorizing legislation, so the estimated amounts and available uses for these funds may still be subject to change.

On July 7, 2010, MARC issued a call for projects for these programs. Applications were due August 20, 2010. There were 110 applications totaling over \$372 M submitted for STP/Bridge funds and 47 applications totaling over \$26 M submitted for CMAQ. As shown on the attached tables, the Kansas STP/Bridge Priorities Committee is recommending funding for 15 projects totaling \$30.0 M, the Missouri STP/Bridge Committee is recommending funding for 25 projects totaling \$55.9 M and the CMAQ Committee is recommending funding for 21 projects totaling \$11.6 M.

These programming recommendations respond and relate to the region's long-range transportation plan in several ways. First, before initiating the call for projects for these funds, each committee reviewed and updated their project evaluation methodology to reflect the priorities of *Transportation Outlook 2040*, the region's long-range transportation plan adopted in June of this year. Next, this information was included in the information for project sponsors with the call for projects. Each project application provided information to allow staff to develop scores for projects based on the policy framework of the plan and other considerations such as project readiness and relationship to local goals and objectives. In the case of certain project types, such as roadway capacity, the plan was used as a guide to determine project eligibility.

Each committee considered these scores as the basis for their funding recommendations along with other factors such as geographic equity and balance among different project types.

Staff will report on initial programming recommendations for these funds at the meeting. TTPC will be asked to review and comment on the recommendations in November in advance of a formal request to approve funding recommendations for these programs in December.

**POLICY CONSIDERATIONS**

This is the first programming cycle following adoption of the new LRTP and so the programming committees are working to ensure that their recommendations reflect the new plan.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

TTPC authorized the 2013-2014 STP/Bridge and 2011-2012 CMAQ call for projects on June 22, 2010. Staff reviewed the current rosters of the STP/Bridge Priorities Committees and the updated evaluation criteria for STP/Bridge project applications at the July 20 meeting; reviewed summary level information on applications received at the August 24 meeting and provided a report on project scoring at the October 19 meeting.

The Kansas STP/Bridge Priorities Committee met on August 12, October 14 and 21 to develop these recommendations.

The Missouri STP/Bridge Priorities Committee met on August 10, September 14, October 12 and 19 to develop these recommendations.

The CMAQ Committee Evaluation work group met on October 21, 22 and 27 and the full CMAQ Committee met on November 9 to develop these recommendations.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACTS**

Ron Achelpohl

Marc Hansen

Amanda Graor

2013-14 STP/BR Funding Recommendations

Kansas

ID	Category	Project Sponsor	Project Title	STP/BR Requested	Funding Recommended	Total Score
307	Bridge	Merriam	Johnson Drive Bridge at Turkey Creek Rehabilitaion	\$1,120,000	\$896,000	43
222	Bridge	Leavenworth	Replace bridge over Five Mile Creek at 2nd Avenue and Limit Street	\$1,440,000	\$1,152,000	43
246	Bridge	Unified Government/KCK	North 55th Street, Replacement of Two Bridges	\$800,000	\$640,000	38
221	Bridge	Leavenworth	Replace deck of Bridge on 2nd Street over Three Mile Creek	\$280,000	\$224,000	37
295	Capacity	Lenexa	95th Street and I-35 Interchange	\$11,200,000	\$5,600,000	74
223	Capacity	Olathe	127th Street, Black Bob to Pflumm, Four Lane Divided Arterial Improvement	\$8,800,000	\$4,700,000	62
244	Liv.Comm, B/P, Other	Prairie Village	75th Street Improvements, Phase 1 – Mission to State Line	\$2,021,000	\$1,616,800	60
264	Capacity	Mission	Johnson Drive Rehabilitation Project (Lamar Ave to Nall Ave)	\$2,800,000	\$2,240,000	60
245	Capacity	Overland Park	159th Street, Quivira Road to Antioch Road	\$14,400,000	\$4,400,000	58
255	Liv.Comm, B/P, Other	Overland Park	Turkey Creek Bicycle and Pedestrian Trail	\$866,000	\$692,800	57
239	Operations	Unified Government/KCK	Merriam Lane Reconstruction, East of 24th Street to 10th Street	\$6,000,000	\$4,200,000	55
267	Operations	MARC	Operation Green Light Communications and Corridor Video Monitoring-Kansas	\$139,000	\$111,200	53
346	Liv.Comm, B/P, Other	MARC	Livable Communities Pilot Planning Program	\$500,000	\$400,000	53
288	Transit	Johnson County Transit	Metcalf/Shawnee Mission Parkway Vehicle Purchase	\$2,400,000	\$1,920,000	53
293	Capacity	Shawnee	Monticello Road - 66th Street to Johnson Drive	\$1,240,000	\$1,240,000	50
				<b>Total Recommended</b>	<b>\$30,032,800</b>	

Missouri

ID	Category	Project Sponsor	Project Title	STP/BR Requested	Funding Recommended	Total Score
224	Bridge	Independence	39th Street Bridge Over the Little Blue River	\$2,840,000	\$2,840,000	58
248	Bridge	Kearney	19th Street Bridge Replacement	\$560,000	\$560,000	42
291	Bridge	MoDOT	Bridge Improvements at Broadway Boulevard over I-670	\$2,654,000	\$2,654,000	38
294	Capacity	Kansas City, MO	Front Street, Interstate 35 to Universal	\$3,000,000	\$3,000,000	76
220	Safety	Jackson County	Improvements to Lee's Summit Road, Anderson to MO 40 Hwy	\$7,120,000	\$7,120,000	76
308	Capacity	Kansas City, MO	US 169 Corridor Completion-Interchanges at 96th and 108th (Grading and Bridges)	\$7,775,000	\$7,365,789	72
310	Capacity	Kansas City, MO	US 169 Corridor Completion-Interchanges at 96th and 108th (Paving)	\$10,453,000	\$9,902,842	72
242	Liv.Comm, B/P, Other	Grandview	Phase IV Main Street Improvements	\$1,200,000	\$1,136,842	72
215	Capacity	Lee's Summit	Lee's Summit Road from Colbern Road to Gregory Boulevard	\$5,144,000	\$4,737,895	70
258	Liv.Comm, B/P, Other	Kansas City, MO	Blue River Trails - Swope Park to Brush Creek	\$500,000	\$453,947	69
254	Safety	Kansas City, MO	Share the Road Safety Program	\$133,000	\$117,250	67
331	Operations	Raytown	350 Highway & Raytown Road Intersection Improvements	\$750,000	\$637,500	62
272	Capacity	Kansas City, MO	Noland and Highway 350 Intersection	\$6,000,000	\$5,100,000	59
216	Liv.Comm, B/P, Other	Independence	Phase 1, US 24 Highway – Brookside to Overton	\$668,000	\$567,800	58
269	Operations	Kansas City, MO	Blue Parkway and Eastwood Trafficway Intersection and Bridge	\$2,500,000	\$2,125,000	57
201	Capacity	Liberty	I-35/M-291 Interchange Improvements	\$3,000,000	\$2,550,000	55
312	Liv.Comm, B/P, Other	Parkville	Parkville Regional Multi-Modal Access and Livable Community Study	\$115,000	\$115,000	54
217	Liv.Comm, B/P, Other	MARC	Livable Communities Pilot Planning Program	\$500,000	\$425,000	53
259	Operations	MARC	Operation Green Light Communications and Corridor Video Monitoring-Missouri	\$423,000	\$359,550	53
202	Liv.Comm, B/P, Other	Liberty	Liberty Drive Improvements	\$600,000	\$510,000	52
195	Operations	Pleasant Hill	Business M-7 Highway Improvements	\$640,000	\$544,000	50
238	Capacity	Harrisonville	Improvements to Mechanic Street, (Route 7) from Independence to east of Price	\$2,400,000	\$2,040,000	48
315	Operations	MoDOT	US 40 Highway & Lee's Summit Road Intersection Improvements	\$1,157,000	\$983,450	48
210	Liv.Comm, B/P, Other	MARC	Regional Bikeway Plan Update	\$96,000	\$57,600	46
261	Liv.Comm, B/P, Other	Weston	WCCI (Weston Community Connectivity Initiative) - Highway 45 - Phase 1	\$215,000	\$215,000	41
				<b>Total Recommended</b>	<b>\$56,118,465</b>	

2011-12 CMAQ Funding Recommendations

Kansas

ID	Category	Project Sponsor	Project Title	CMAQ Requested	Funding Recommended	Total Score
370	Bicycle/Pedestrian	Overland Park	Turkey Creek Bicycle and Pedestrian Trail	\$866,247	\$174,000	58
361	Bicycle/Pedestrian	Shawnee	Clear Creek Multi-use Trail Phase III	\$100,000	\$100,000	57
377	Bicycle/Pedestrian	Bonner Springs	Bonner Springs Walking Trail System Phase 4	\$162,400	\$162,400	42
386	Outreach/Other	MARC	Active Transportation Program (50/50)	\$72,000	\$72,000	68
376	Outreach/Other	MARC	Regional Air Quality Public Education (50/50)	\$530,000	\$500,000	78
369	Outreach/Other	KCATA	Ozone Alert Program (60/40)	\$228,000	\$148,000	74
364	Outreach/Other	MARC	Regional RideShare Program (50/50)	\$250,000	\$250,000	71
350	Traffic Flow	KC Scout	KC Scout I-35 South ITS Expansion Project	\$875,000	\$875,000	64
384	Traffic Flow	Lenexa	Lackman Road Traffic Signal Adaptive	\$364,000	\$364,000	57
357	Traffic Flow	Olathe	K10 & Ridgeview Ramp Junction Roundabouts	\$800,000	\$563,775	56
407	Traffic Flow	Olathe	151st & Mahaffie Intersection	\$280,000	\$280,000	56
338	Transit	Johnson County Transit	Operating Assistance Metcalf/Shawnee Mission Corridor & 75th St Connector Service	\$750,000	\$750,000	95
381	Transit	Unified Government	State Ave Corridor Transit Service Enhancements	\$1,800,000	\$1,775,595	74
<b>Total Recommended</b>					<b>\$6,014,770</b>	

Missouri

ID	Category	Project Sponsor	Project Title	CMAQ Requested	Funding Recommended	Total Score
339	Alternative Fuel	Kansas City, MO	Heavy Duty Truck CNG Purchase	\$255,000	\$255,000	21
396	Bicycle/Pedestrian	Kansas City, MO	Armour/Benton Bicycle Facilities	\$421,851	\$421,851	100
413	Bicycle/Pedestrian	Raytown	Blue Ridge Boulevard Bike Lanes	\$175,000	\$175,000	86
386	Outreach/Other	MARC	Active Transportation Program (50/50)	\$72,000	\$72,000	68
376	Outreach/Other	MARC	Regional Air Quality Public Education (50/50)	\$530,000	\$500,000	78
369	Outreach/Other	KCATA	Ozone Alert Program (60/40)	\$342,000	\$222,000	74
364	Outreach/Other	MARC	Regional RideShare Program (50/50)	\$250,000	\$250,000	71
337	Traffic Flow	MoDOT	Traffic Signal Communication and Coordination	\$832,950	\$565,000	72
387	Traffic Flow	Kansas City, MO	Truman Road ATMS Fiber, Charlotte to Winchester	\$360,000	\$360,000	65
380	Traffic Flow	Gladstone	N. Oak and 76th Signal and Turn Lane	\$600,000	\$600,000	61
366	Transit	KCATA	Troost Corridor Transit Service Expansion	\$940,400	\$940,400	84
367	Transit	KCATA	Eastside Activity Connector	\$1,440,000	\$1,194,600	42
<b>Total Recommended</b>					<b>\$5,555,851</b>	

2011-12 CMAQ Applications

Kansas

ID	Category	Project Sponsor	Project Title	Total Project Cost	CMAQ Requested	Total Score
370	Bicycle/Pedestrian	Overland Park	Turkey Creek Bicycle and Pedestrian Trail	\$1,154,996	\$866,247	58
361	Bicycle/Pedestrian	Shawnee	Clear Creek Multi-use Trail Phase III	\$1,453,380	\$100,000	57
377	Bicycle/Pedestrian	Bonner Springs	Bonner Springs Walking Trail System Phase 4	\$203,000	\$162,400	42
412	Bicycle/Pedestrian	Olathe	Meadow Lane Trail	\$1,850,000	\$1,480,000	28
376	Outreach/Other	MARC	Regional Air Quality Public Education (50/50)	\$1,325,000	\$530,000	78
369	Outreach/Other	KCATA	Ozone Alert Program (60/40)	\$712,500	\$228,000	74
364	Outreach/Other	MARC	Regional RideShare Program (50/50)	\$500,000	\$250,000	71
386	Outreach/Other	MARC	Active Transportation Program (50/50)	\$180,000	\$72,000	68
415	Outreach/Other	Leawood	Leawood "Link" Ozone Reduction Initiative (LORI)	\$80,000	\$50,000	54
350	Traffic Flow	KC Scout	KC Scout I-35 South ITS Expansion Project	\$1,093,750	\$875,000	64
384	Traffic Flow	Lenexa	Lackman Road Traffic Signal Adaptive	\$470,000	\$364,000	57
357	Traffic Flow	Olathe	K10 & Ridgeview Ramp Junction Roundabouts	\$1,000,000	\$800,000	56
407	Traffic Flow	Olathe	151st & Mahaffie Intersection	\$350,000	\$280,000	56
408	Traffic Flow	Olathe	151st & Mur-Len Intersection	\$1,100,000	\$880,000	56
410	Traffic Flow	Olathe	K7 & College Ramp Junction Roundabouts	\$1,000,000	\$800,000	54
409	Traffic Flow	Olathe	143rd & Black Bob Intersection	\$700,000	\$560,000	52
399	Traffic Flow	KC Scout	KC Scout US-69 and 135th Street Ramp Metering Project	\$205,000	\$164,000	45
356	Traffic Flow	Edgerton	Waverly Road grade separation over BNSF Intermodal Tracks	\$5,412,746	\$800,000	Ineligible
338	Transit	Johnson County Transit	Operating Assistance Metcalf/Shawnee Mission & 75th St Connector Service	\$937,500	\$750,000	95
381	Transit	Unified Government	State Ave Corridor Transit Service Enhancements	\$2,300,000	\$1,800,000	74
341	Transit	Johnson County Transit	Bus Replacement for the JO Fleet	\$3,125,000	\$2,500,000	70
383	Transit	Unified Government	Northern Wyandotte County Transit Connector Service	\$1,146,000	\$800,000	20

Total Requested \$15,111,647

Missouri

ID	Category	Project Sponsor	Project Title	Total Project Cost	CMAQ Requested	Total Score
339	Alternative Fuel	Kansas City, MO	Heavy Duty Truck CNG Purchase	\$315,000	\$255,000	21
401	Alternative Fuel	Kansas City Police Dept.	Health-of-Neighborhoods Project	\$420,000	\$350,000	0
396	Bicycle/Pedestrian	Kansas City, MO	Armour/Benton Bicycle Facilities	\$527,314	\$421,851	100
413	Bicycle/Pedestrian	Raytown	Blue Ridge Boulevard Bike Lanes	\$250,000	\$175,000	86
395	Bicycle/Pedestrian	Independence	Winner Road Sidewalks - US 24 Highway to Truman Road	\$577,000	\$461,600	42
373	Bicycle/Pedestrian	Kansas City, MO	Blue River Trails - Swope Park to Brush Creek	\$725,000	\$500,000	35
385	Bicycle/Pedestrian	Kearney	19th Street Trail Crossing	\$206,250	\$165,000	28
347	Bicycle/Pedestrian	Independence	Phase 1, US 24 Highway Sidewalks - Brookside to Overton	\$921,000	\$736,800	21
376	Outreach/Other	MARC	Regional Air Quality Public Education (50/50)	\$1,325,000	\$530,000	78
369	Outreach/Other	KCATA	Ozone Alert Program (60/40)	\$712,500	\$342,000	74
364	Outreach/Other	MARC	Regional RideShare Program (50/50)	\$500,000	\$250,000	71
386	Outreach/Other	MARC	Active Transportation Program (50/50)	\$144,000	\$72,000	68
359	Outreach/Other	Kansas City, MO	Alternative Transportation Env. Justice Outreach	\$197,280	\$164,400	43
337	Traffic Flow	MoDOT	Traffic Signal Communication and Coordination	\$1,041,187	\$832,950	72
387	Traffic Flow	Kansas City, MO	Truman Road ATMS Fiber, Charlotte to Winchester	\$450,000	\$360,000	65
380	Traffic Flow	Gladstone	N. Oak and 76th Signal and Turn Lane	\$750,000	\$600,000	61
391	Traffic Flow	Kansas City, MO	Red Bridge and Wornall Road Signal Improvement	\$250,000	\$200,000	58
392	Traffic Flow	Kansas City, MO	Blue Ridge Blvd and Holmes Signal Improvement	\$250,000	\$200,000	56
389	Traffic Flow	Kansas City, MO	NE Barry Road and N Oak Trafficway Signal Improvement	\$250,000	\$200,000	54
363	Traffic Flow	Blue Springs	Westbound right turn lane on AA Hwy at Adams Dairy Pkwy	\$360,000	\$300,000	52
388	Traffic Flow	Kansas City, MO	Broadway and 20th Street Signal Improvement	\$250,000	\$200,000	51
390	Traffic Flow	Kansas City, MO	Roanoke and Ward Parkway Signal Improvement	\$250,000	\$200,000	51
394	Traffic Flow	Kansas City, MO	Bannister Road and Raytown Road Signal Improvement	\$250,000	\$200,000	49
393	Traffic Flow	Kansas City, MO	Emmanuel Clever II Blvd and Leeds Trafficway Signal Improvement	\$250,000	\$200,000	45
375	Traffic Flow	Grandview	Blue Ridge Blvd. Interconnect and Optimization Project with Grandview Rd.	\$170,900	\$135,900	37
366	Transit	KCATA	Troost Corridor Transit Service Expansion	\$1,175,475	\$940,400	84
403	Transit	Raytown	Raytown Park & Ride Facility	\$800,000	\$640,000	51
367	Transit	KCATA	Eastside Activity Connector	\$1,800,000	\$1,440,000	42
378	Transit	KCATA	Missouri Operating Fund Supplement	\$625,000	\$500,000	Ineligible

Total Requested \$11,572,901

2013-14 Kansas STP/BR Applications

ID	Category	Project Sponsor	Project Title	Total Project Cost	STP/BR Requested	Total Score
295	Capacity	Lenexa	95th Street and I-35 Interchange	\$23,000,000	\$11,200,000	74
223	Capacity	Olathe	127th Street, Black Bob to Pflumm, Four Lane Divided Arterial Improvement	\$21,000,000	\$8,800,000	62
244	Liv.Comm, B/P, Other	Prairie Village	75th Street Improvements, Phase 1 – Mission to State Line	\$2,527,000	\$2,021,000	60
264	Capacity	Mission	Johnson Drive Rehabilitation Project (Lamar Ave to Nall Ave)	\$4,500,000	\$2,800,000	60
245	Capacity	Overland Park	159th Street, Quivira Road to Antioch Road	\$24,230,000	\$14,400,000	58
255	Liv.Comm, B/P, Other	Overland Park	Turkey Creek Bicycle and Pedestrian Trail	\$1,465,000	\$866,000	57
239	Operations	Unified Government/KCK	Merriam Lane Reconstruction, East of 24th Street to 10th Street	\$7,500,000	\$6,000,000	55
340	Liv.Comm, B/P, Other	Mission	Johnson Drive Streetscape Improvements	\$2,540,000	\$1,540,000	54
267	Operations	MARC	Operation Green Light Communications and Corridor Video Monitoring-Kansas	\$174,000	\$139,000	53
346	Liv.Comm, B/P, Other	MARC	Livable Communities Pilot Planning Program	\$1,000,000	\$500,000	53
288	Transit	Johnson County Transit	Metcalfe/Shawnee Mission Parkway Vehicle Purchase	\$3,000,000	\$2,400,000	53
265	Liv.Comm, B/P, Other	Mission	Turkey Creek Trail - Mission	\$2,100,000	\$1,680,000	51
190	Capacity	Overland Park	Switzer Road, 151st Street to 159th Street	\$7,365,000	\$4,332,000	51
240	Capacity	Overland Park	143rd Street, Plumm Road to Quivira Road	\$8,186,000	\$5,167,000	51
293	Capacity	Shawnee	Monticello Road - 66th Street to Johnson Drive	\$1,550,000	\$1,240,000	50
219	Capacity	Shawnee	Monticello Road - Midland Drive to the 7900 Block	\$12,000,000	\$6,000,000	50
225	Operations	Edgerton	Waverly Road, 191st Street to Northern limits of South BNSF Bridge, 5,500 L.F. west half of roadway.	\$6,037,000	\$4,737,000	48
214	Capacity	Edwardsville	Edwardsville Drive/110th St Phase II	\$6,600,000	\$5,280,000	48
307	Bridge	Merriam	Johnson Drive Bridge at Turkey Creek Rehabilitation	\$1,400,000	\$1,120,000	43
345	Liv.Comm, B/P, Other	MARC	Regional Bikeway Plan Update	\$155,000	\$96,000	43
222	Bridge	Leavenworth	Replace bridge over Five Mile Creek at 2nd Avenue and Limit Street	\$1,800,000	\$1,440,000	43
207	Liv.Comm, B/P, Other	Overland Park	Overland Park Bicycle Master Plan	\$150,000	\$120,000	41
256	Capacity	Lenexa	K-10 and Lone Elm Interchange	\$38,000,000	\$20,000,000	41
189	Liv.Comm, B/P, Other	Tonganoxie	Washington Street Bicycle & Pedestrian Corridor	\$468,000	\$374,000	38
212	Capacity	Leavenworth	Eisenhower Road between 155th Street and 20th Street with Traffic Signal	\$2,250,000	\$1,800,000	38
246	Bridge	Unified Government/KCK	North 55th Street, Replacement of Two Bridges	\$1,000,000	\$800,000	38
221	Bridge	Leavenworth	Replace deck of Bridge on 2nd Street over Three Mile Creek	\$350,000	\$280,000	37
199	Liv.Comm, B/P, Other	Tonganoxie	Bicycle/Pedestrian Path for the Church Street Corridor	\$488,000	\$390,000	36
230	Capacity	Basehor	Intersection of 155th Street and Parallel	\$1,128,000	\$902,000	34
257	Bridge	Mission	Martway Street Bridge Replacement at Woodson.	\$425,000	\$340,000	33
218	Liv.Comm, B/P, Other	Prairie Village	Brush Creek Trail (Phase One)	\$1,078,000	\$791,000	32
241	Bridge	Leavenworth County	Leavenworth County Bridge A-32 Replacement	\$1,300,000	\$1,000,000	29
347	Capacity	Lenexa	Ridgeview Road from K-7 to Prairie Star Parkway	\$21,500,000	\$12,000,000	26
283	Transit	Unified Government/KCK	Replacement transit vehicles	\$240,000	\$192,000	23
317	Capacity	Bonner Springs	Nettleton Avenue Extension	\$2,500,000	\$2,000,000	21
229	Capacity	Basehor	155th Street - Parallel to US 24/40	\$4,220,000	\$3,376,000	20
281	Transit	Unified Government/KCK	Security cameras for transit vehicles	\$200,000	\$160,000	19
236	Bridge	Overland Park	Metcalfe Avenue Bridge Rehabilitation	\$698,000	\$497,000	18
226	Capacity	Basehor	147th Street - Leavenworth Road to Donahoo Road	\$690,000	\$552,000	16
231	Capacity	Basehor	147th Street - Donahoo to Hollingsworth Road	\$690,000	\$552,000	15
228	Capacity	Basehor	155th - Parallel to Elm Street	\$1,521,000	\$1,217,000	14
233	Capacity	Basehor	Wolf Creek - 155th St. to 158th St.	\$2,400,000	\$1,920,000	14
227	Capacity	Basehor	147th Street - Parallel Rd. to Leavenworth Rd.	\$690,000	\$552,000	11
				<b>Total Requested</b>	<b>\$131,573,000</b>	

2013-14 Missouri STP/BR Applications

ID	Category	Project Sponsor	Project Title	Total Project Cost	STP/BR Requested	Total Score
294	Capacity	Kansas City, MO	Front Street, Interstate 35 to Universal	\$4,500,000	\$3,000,000	76
220	Safety	Jackson County	Improvements to Lee's Summit Road, Anderson to MO 40 Hwy	\$8,900,000	\$7,120,000	76
308	Capacity	Kansas City, MO	US 169 Corridor Completion-Interchanges at 96th and 108th (Grading and Bridges)	\$9,975,000	\$7,775,000	72
310	Capacity	Kansas City, MO	US 169 Corridor Completion-Interchanges at 96th and 108th (Paving)	\$13,253,000	\$10,453,000	72
242	Liv.Comm, B/P, Other	Grandview	Phase IV Main Street Improvements	\$1,500,000	\$1,200,000	72
215	Capacity	Lee's Summit	Lee's Summit Road from Colbern Road to Gregory Boulevard	\$11,710,000	\$5,144,000	70
278	Operations	Kansas City, MO	Southwest Trafficway, Westport to 43rd Street	\$10,000,000	\$8,000,000	70
258	Liv.Comm, B/P, Other	Kansas City, MO	Blue River Trails - Swope Park to Brush Creek	\$725,000	\$500,000	69
254	Safety	Kansas City, MO	Share the Road Safety Program	\$166,000	\$133,000	67
331	Operations	Raytown	350 Highway & Raytown Road Intersection Improvements	\$950,000	\$750,000	62
272	Capacity	Kansas City, MO	Noland and Highway 350 Intersection	\$8,000,000	\$6,000,000	59
224	Bridge	Independence	39th Street Bridge Over the Little Blue River	\$3,550,000	\$2,840,000	58
216	Liv.Comm, B/P, Other	Independence	Phase 1, US 24 Highway – Brookside to Overton	\$835,000	\$668,000	58
253	Bridge	Kansas City, MO	Woodsweather Bridge over BNSF RR	\$9,000,000	\$7,000,000	57
269	Operations	Kansas City, MO	Blue Parkway and Eastwood Trafficway Intersection and Bridge	\$3,300,000	\$2,500,000	57
201	Capacity	Liberty	I-35/M-291 Interchange Improvements	\$6,700,000	\$3,000,000	55
338	Liv.Comm, B/P, Other	Raytown	350 Highway & Blue Ridge Boulevard Intersection Improvements	\$25,000,000	\$20,000,000	55
270	Capacity	Kansas City, MO	North Brighton Avenue, Parvin to Highway 210	\$2,500,000	\$2,000,000	54
273	Capacity	Kansas City, MO	22nd / 23rd Street, Brooklyn to Interstate 70	\$7,000,000	\$5,000,000	54
312	Liv.Comm, B/P, Other	Parkville	Parkville Regional Multi-Modal Access and Livable Community Study	\$145,000	\$115,000	54
271	Capacity	Kansas City, MO	Red Bridge Road, Blue River to Grandview	\$10,000,000	\$8,000,000	53
217	Liv.Comm, B/P, Other	MARC	Livable Communities Pilot Planning Program	\$625,000	\$500,000	53
259	Operations	MARC	Operation Green Light Communications and Corridor Video Monitoring-Missouri	\$529,000	\$423,000	53
202	Liv.Comm, B/P, Other	Liberty	Liberty Drive Improvements	\$750,000	\$600,000	52
208	Liv.Comm, B/P, Other	Jackson County	Corridor Preservation for Rock Island Railroad Corridor in Jackson County, Missouri	\$12,000,000	\$9,600,000	51
282	Capacity	Kansas City, MO	North Congress, 112th Street to Cookingham Drive	\$4,000,000	\$3,000,000	50
309	Liv.Comm, B/P, Other	Kansas City, MO	Route 152 Trails- Ambassador to Line Creek Parkway	\$1,215,000	\$890,000	50
195	Operations	Pleasant Hill	Business M-7 Highway Improvements	\$800,000	\$640,000	50
268	Bridge	Kansas City, MO	Woodsweather Bridge over UP RR	\$9,000,000	\$6,000,000	50
341	Transit	Kansas City, MO	Union Station East Bus Portico	\$1,000,000	\$800,000	49
238	Capacity	Harrisonville	Improvements to Mechanic Street, (Route 7) from Independence to east of Price	\$3,500,000	\$2,400,000	48
342	Capacity	Kansas City, MO	Route 291: I-435 to I-35	\$37,500,000	\$30,000,000	48
315	Operations	MoDOT	US 40 Highway & Lee's Summit Road Intersection Improvements	\$2,147,000	\$1,157,000	48
235	Operations	MoDOT	Operational improvements at MO 291 & Kansas St (formerly MO 152)	\$2,445,000	\$1,956,000	47
210	Liv.Comm, B/P, Other	MARC	Regional Bikeway Plan Update	\$120,350	\$96,000	46
209	Liv.Comm, B/P, Other	Liberty	Mill Street Redesign	\$2,500,000	\$2,000,000	46
249	Operations	Gladstone	Old Pike Road Improvements - NW 52nd Terr to NW 55th Terr	\$2,000,000	\$1,600,000	46
266	Operations	Gladstone	Pleasant Valley Road Improvements - 64th /Indiana to I-435	\$10,000,000	\$8,000,000	46
247	Liv.Comm, B/P, Other	Kansas City, MO	Riverfront Heritage Trail River Bluff Park-to-Freedom Trail Connector	\$625,000	\$500,000	45
299	Operations	Kansas City, MO	Roanoke and Ward Parkway Signal Improvement	\$250,000	\$200,000	44
289	Operations	Kansas City, MO	Truman Road ATMS, Charlotte to Winchester	\$450,000	\$360,000	44
198	Operations	Independence	Truman Road & M-78 Hwy Intersection Realignment	\$2,223,000	\$1,778,000	44
252	Operations	Gladstone	68th Street Parkway- Broadway to N. Oak (Future Road)	\$10,000,000	\$8,000,000	43
248	Bridge	Kearney	19th Street Bridge Replacement	\$700,000	\$560,000	42
251	Operations	Gladstone	NE 76th Street Reconstruction - Troost to Olive	\$1,200,000	\$960,000	42
261	Liv.Comm, B/P, Other	Weston	WCCI (Weston Community Connectivity Initiative) - Highway 45 - Phase 1	\$290,000	\$215,000	41
296	Operations	Kansas City, MO	Broadway and 20th Street Signal Improvement	\$250,000	\$200,000	41
197	Operations	Independence	39th Street & Noland Road Intersection	\$804,000	\$643,000	40
285	Transit	KCATA	Bus Replacement	\$3,591,000	\$2,872,000	40
192	Liv.Comm, B/P, Other	Kansas City, MO	Blue River Trail and Trolley Trail Connector	\$740,000	\$580,000	39
306	Bridge	Kansas City, MO	NE 76th Bridge over Little Shoal Creek	\$2,000,000	\$1,600,000	39
291	Bridge	MoDOT	Bridge Improvements at Broadway Boulevard over I-670	\$3,318,000	\$2,654,000	38
303	Operations	Kansas City, MO	Emmanuel Clever II Blvd and Leeds Trafficway Signal Improvement	\$250,000	\$200,000	38
305	Operations	Kansas City, MO	Bannister Road and Raytown Road Signal Improvement	\$250,000	\$200,000	38
300	Operations	Kansas City, MO	RedBridge Blvd and Wornall Road Signal Improvement	\$250,000	\$200,000	37
302	Operations	Kansas City, MO	Blue Ridge Blvd and Holmes Signal Improvement	\$250,000	\$200,000	37
287	Capacity	Peculiar	New interchange at 211th Street and U.S. 71 Highway	\$1,900,000	\$1,500,000	36
339	Safety	Liberty	I-35/Pleasant Valley Interchange Interim Improvement	\$2,500,000	\$2,000,000	36
234	Capacity	Independence	Phase 1, Jackson Drive – M-78 to Truman	\$5,700,000	\$4,560,000	32
260	Capacity	Belton	Mullen Road(Silver Maple -Cambridge)	\$15,000,000	\$12,000,000	31
237	Bridge	Liberty	I-35/M-291 Interchange Improvements - Bridge Rehabilitation	\$5,200,000	\$1,500,000	30
297	Operations	Kansas City, MO	NE Barry Road and N Oak Trafficway Signal Improvement	\$250,000	\$200,000	30
284	Bridge	Kansas City, MO	NW 108th Street Bridge over West Branch of Second Creek	\$2,500,000	\$2,000,000	28
290	Capacity	Belton	North Cass Parkway. (Mullen to Peculiar Drive)	\$8,000,000	\$6,400,000	25
250	Operations	Kearney	Route 92 / Country Rd Improvements	\$400,000	\$320,000	23
262	Capacity	Raymore	163rd Street - Foxridge Drive to Kentucky Road	\$3,588,000	\$2,870,000	22
204	Capacity	Liberty	South Liberty Parkway - Phase II	\$18,000,000	\$14,400,000	22

**Total Requested \$240,532,000**

**ISSUE**

VOTE: Missouri Transportation Enhancements Committee Bylaws

**BACKGROUND**

The Missouri Transportation Enhancements (TE) Committee bylaws specified that transit would be represented by one of the city or county representative positions “from the MARC transit committee from any agency serving one or more of the identified jurisdictions.” Transit is also specified in the Representation by Discipline section of the bylaws. The proposed bylaws clarify the representation for transit by adding the Transit Committee’s appointed representative as a voting member and increasing the total count of members to 18.

In response to a request for clarification from TTPC at the September 21, 2010, meeting, a footnote has also been added clarifying that the population thresholds used for membership are “based on residential population unless the estimated daytime population of a jurisdiction increases to where it meets the population threshold for membership.” A copy of the draft bylaws with this change is attached.

At the September meeting, TTPC asked for clarification about North Kansas City’s committee membership based on population. The population threshold for city representation is 20,000. North Kansas City’s residential population was most recently estimated at 6,007 in the 2009 Census Bureau population estimates. North Kansas City has been a long-standing Missouri TE committee member based on its daytime population. While most cities decline in population during the day, North Kansas City’s population increases to the extent that it meets the 20,000 population threshold for committee membership.

“Daytime population” refers to the number of people who are present in an area during normal business hours, including workers. The residential population is generally present during the evening and nighttime hours. Cities with small resident populations can grow significantly during the day due to a concentration of employment centers. Using 2008 data from the Census Bureau’s Longitudinal Employer-Household Dynamics data set (the most recent available), the estimated daytime population for North Kansas City is 27,717, with a residential population of 5,817. It remains the only city in the MARC region in Missouri that meets the committee membership threshold based on a daytime population increase.

A review of jurisdictions using the 2009 Census Bureau population estimates confirms that no other cities have become eligible for committee membership based on residential population.

**POLICY CONSIDERATIONS**

This change will improve alignment of MARC’s programming processes with the updated policy framework of *Transportation Outlook 2040*.

The committee will be reviewing project applications and making funding recommendations in early December 2010 for FFY 2010-2011 Transportation Enhancements funds. These recommendations will be presented to TTPC for approval at its December 21, 2010, meeting. The application deadline was on October 29, 2010, and 46 applications were received for approximately \$14.5 million in TE requests. Approximately \$6 million is expected to be available for programming in this round.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

The Missouri TE Committee approved the changes to the bylaws at its November 3, 2010, meeting in response to TTPC's request for clarification on North Kansas City's membership.

The Missouri TE Committee originally discussed adding a member from the Transit Committee and the related revisions to its bylaws at its August 4, 2010, meeting and approved those changes at its September 1, 2010, meeting. These revisions are consistent with the recommendation from TTPC in 2005 to represent transit in the committee membership.

**RECOMMENDATION**

Approve the proposed changes to the committee bylaws.

**STAFF CONTACTS**

Heidi Schallberg  
Aaron Bartlett

Bylaws of the Missouri Transportation Enhancements Committee of the Mid-America Regional Council  
Amended November 3, 2010

Article I: Name

- Section 1. Name. The name of this committee shall be the Missouri Transportation Enhancements Committee, hereinafter referred to as the TE Committee.
- Section 2. Office and Records. The TE Committee shall use the offices and staff of the Mid-America Regional Council (MARC) and shall record and maintain records of proceedings of all meetings of the TE Committee and of its advisory subcommittees.
- Section 3. Sunshine Law. The TE Committee 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: Purpose

The TE Committee has been created to serve as the Mid-America Regional Council’s (MARC) designated committee to review and make recommendations pertaining to Missouri Transportation Enhancement (TE) project eligibility and fund allocation. This committee is a programming subcommittee of the Total Transportation Policy Committee.

Article III: Membership and Voting Rights

- Section 1. Number of Members. The TE Committee shall consist of 18 voting members.
- Section 2. Membership Jurisdiction/Organization. The following jurisdictions and organizations shall be represented on the TE Committee:

Description	Members	Qualifying Jurisdictions
Cities of over 200,000 persons assigned 2 members *	2	Kansas City
Cities of more than 20,000 but less than 200,000 assigned 1 member.*	9	Independence
		Lee’s Summit
		Blue Springs
		Belton
		Gladstone
		Grandview
		Liberty
		North Kansas City
		Raytown
Each county within Metro Planning Boundary assigned 1 member	4	Cass
		Clay
		Jackson
		Platte
MARC Bike/Ped Advisory Committee assigned 1 member	1	Bike/Ped Advisory Committee
MARC Transit Committee assigned 1 member	1	Transit Committee
Missouri Department of Transportation	1	MoDOT

\* Based on residential population unless the estimated daytime population of a jurisdiction increases to where it meets the population threshold for membership.

<b>TOTAL</b>	<b>18</b>	
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- Section 3. Representation by Discipline. In addition to jurisdictional representation, committee membership shall also be determined by discipline, with each of the following disciplines having at least two representatives:
- Public Works officials/engineers
  - Parks and Recreation
  - Historic Preservation
  - Planners
- The following disciplines or interests shall have at least one representative:
- Bicycle/pedestrian
  - Transit
- Section 4. Selection of Members. MARC staff shall contact each member jurisdiction to request a recommendation for committee membership. This recommendation shall be forwarded to the Total Transportation Policy Committee (TTPC) co-chairs based upon the above characteristics.
- Section 5. Review of Members. MARC staff shall review membership every two years beginning January 2007. In the initial review, the jurisdiction of any member who has served six or more years will be contacted to determine if it wishes to retain its current representative. If the jurisdiction wishes to replace its representative, the procedure for selection of membership shall be followed. After the initial review, jurisdictions will be contacted every four years to determine if they wish to retain or replace their representative.
- Section 6. Chairperson. One person recommended by the TE Committee and endorsed by the TTPC co-chairs shall chair the TE Committee. The Chairperson shall have been a member of the TE Committee for at least four years prior to recommendation. The Chairperson shall serve for a period of two years and shall vote along with the rest of the TE Committee members. If the Chairperson resigns before his or her term is complete, the Vice-Chairperson shall assume the title of Chairperson, assuming he or she has served on the TE Committee for a period of four years. If the Vice-Chairperson has not served on the committee for at least four years, another Chairperson shall be elected.
- Section 7. Vice-Chairperson. A Vice-Chairperson shall also be recommended by the TE Committee and endorsed by the TTPC co-chairs with the expectation that that person shall take over the position of Chairperson when that person's term expires. The Vice-Chairperson shall have been a member of the TE Committee for at least two years prior to recommendation. The Vice-Chairperson will also serve as Chairperson in the event that the Chairperson cannot attend a committee meeting.
- Section 8. Alternate Members. Each of the voting members of the TE Committee may designate in writing an alternate member to attend and vote in the place of the actual member at meetings of the TE Committee. The written designation of the alternate member is to be made a part of TE Committee records kept at the offices of MARC, before an alternate member is allowed to cast a vote.
- Section 9. Suspension of Membership. Failure to attend four (4) consecutive regularly scheduled TE Committee meetings may result in suspension of a designated representative's membership on the TE Committee. In the event of a suspension a notice shall be sent to the jurisdiction or organization represented by the suspended member, requesting designation of another representative for TE Committee membership. Any suspended member may request reinstatement to the TE Committee in writing, and such reinstatement may be granted upon a two-thirds majority vote.
- Section 10. Vacancies. Vacancies shall be filled in the same manner as original appointments.

Section 11. Attendance by Non-Members. Any other interested person including representatives of other governmental units, the media, other industries, and individual citizens may attend TE Committee meetings.

Section 12. MARC staff will keep a current list of voting members of the Committee, which shall be the official list for required notifications to members.

Article IV: Quorum and Voting Procedures

Section 1. Quorum for the TE Committee. A quorum of a simple majority of the voting members of the TE Committee or their alternates shall be present to adopt or reject any matter.

Section 2. Quorum Determination. Each meeting of the TE Committee shall include a determination as to whether or not a quorum is present prior to any voting. The record of any TE Committee meeting at which a vote is taken shall include a report of the presence or absence of a quorum. In the absence of a quorum, voting must be postponed until such time as a quorum is present.

Section 3. Voting Procedures. When a quorum is present, a simple majority may adopt or reject any matter brought for a vote before the TE Committee.

Section 4. Tie-breaking. In the event of a tied vote at a TE Committee meeting, the deciding votes shall be cast by the co-chairs of the TTPC, excluding those persons who have already voted as members of the TE Committee. If the vote remains tied, the Chairperson of the MARC Board of Directors shall cast the deciding vote, unless this person is also a member of the TE Committee. In the event the Chairperson of the Board is also a TE Committee member, the First Vice Chairman of the Board shall cast the deciding vote. In the event both the Chairperson and the First Vice Chairperson of the Board are TE Committee members, the Second Vice Chairperson of the Board shall cast the deciding vote.

Section 5. Voting By Email. At the discretion of the TE Committee chair, action items may be decided by an email vote in the event that:

1. Time constraints are such that convening a full meeting of the TE Committee would result in undue delay at the potential expense of projects receiving TE funds.
2. The number and scope of items to be considered does not warrant convening a full meeting of the TE Committee.

If an email vote is called, the following steps must be followed:

1. Adequate notice of the item being voted on must be provided to all TE Committee members.
2. TE Committee members must be given a reasonable time to cast their vote, seven (7) working days minimum.
3. Email votes conducted under these conditions are assumed to have quorum if at least twelve (12) TE Committee members cast ballots.
4. Email votes must receive twelve (12) votes in favor in order to pass.
5. Results of any email vote will be emailed to TE Committee members and posted on the MARC TE website.
6. Any vote conducted by email must be acknowledged at the next meeting and entered into the official committee minutes.

Article V: Meetings

Section 1. Date. TE Committee meetings will be convened as needed.

Section 2. Location. The regular meeting location for TE Committee meetings shall be at the MARC offices.

Section 3. Meeting Notice. At least seven (7) days prior to any scheduled TE Committee meeting, a meeting notice including the agenda shall be emailed to all members. Meeting notices may also be faxed or mailed at the request of the member. In addition, a meeting notice will be posted at the MARC offices in compliance with Chapter 610 of the Revised Statutes of Missouri (Sunshine Law). Any

nonmember may ask to be placed on the TE mailing list and will subsequently receive meeting notices by email or mail as requested. Notice shall also be sent in the event of an email vote.

Section 4. Meeting Procedures. The most recent revised version of Robert's Rules of Order shall govern all meetings of the TE Committee, except where these Bylaws require a different procedure.

#### Article VI. Programming of Funds

Section 1. Project Eligibility. Federal TE Guidelines (23 USC 133(b)(8)) identify the types of programs and projects eligible for TE funds. In instances where there is a question regarding project eligibility, MARC staff may request a US DOT TE Program eligibility determination. A positive eligibility determination will then be required for TE funding to be authorized. The TE Committee will follow all applicable rules, guidelines and procedures when determining recommendations for project funding allocation.

Section 2. Eligible Uses of Funds. Because generally followed policies of the TE Committee regarding eligible uses of federal funds are more restrictive than federal guidance, a separate document outlining these policies, approved by TTPC, shall be maintained by MARC staff and made available to project applicants and sponsors.

Section 3. Recommendation Process. Applications received for TE funding will initially undergo a technical review by MARC staff to determine scores based on the Committee's criteria. Once this process has been completed, staff will present initial scores to the TE Committee. Project sponsors will be allowed to give a brief presentation of their projects to the TE Committee, after which the TE Committee may adjust scores provided by MARC staff. The end result of this process will be to obtain a ranking of proposed projects within each category, which will then be used to make a recommendation to the TTPC and MARC Board.

Section 4. Once the TTPC and MARC Board have approved projects, they are subject to final approval by MoDOT.

#### Article VII. Reasonable Progress

Projects receiving funding shall make reasonable progress towards completion as set forth in the most recently approved MARC Reasonable Progress Policy for Enhancement Funds.

#### Article VIII. Amendments

These Bylaws may be amended at any meeting by a three-step process. The first step is a vote on a specific amendment of at least two-thirds of the TE Committee voting members present if a quorum as established in these bylaws is established. The second step is that the specific amendment is brought before the TTPC for approval and recommendation to the MARC Board of Directors. The final step is approval of the specific amendment by a vote of the MARC Board of Directors. Members with voting rights will receive notification of any proposed amendment 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 TE Committee shall be personally liable in connection with any undertaking of the TE Committee 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.

**ISSUE**

*Report:* Update on MARC's Complete Streets Project

**BACKGROUND**

The Transportation Outlook 2040 Plan includes a system goal to increase accessibility for all users, with objectives to support context-sensitive transportation solutions and expand bicycle and pedestrian facilities and networks. A strategy to achieve this goal and objectives is to promote adoption of local policies for Complete Streets or Livable Streets.

MARC submitted a grant request to the Health Care Foundation of Greater Kansas City under their Active Living program to assist area communities to consider adoption of such policies. The funds are being used for workshops and other trainings, research and resource development and technical assistance to local communities. An initial workshop was held on October 27, and approximately 70 persons attended representing 14 cities and counties in the metro area. A national speaker with a background in traffic engineering led the workshop, which included a local panel of representatives from Lee's Summit, Leawood, Kansas City Healthy Kids and the University of Missouri Extension.

A national coalition, the Complete Streets Coalition ([www.completestreets.com](http://www.completestreets.com)) provides information on communities across the country adopting Complete Streets or Livable Streets policies. The city of Lee's Summit adopted a policy at their council meeting on November 4, 2010.

According to FHWA, "Although the guiding principle for complete streets is to create roadways and related infrastructure that provides safe travel for all users, each complete street has to be customized to the characteristics of the area the street serves. A complete street also has to accommodate the needs and expectations of the travelers who want to access or pass through the surrounding neighborhood, community or region."

According to the Complete Streets Coalition, typical elements that make up a complete street include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use paths, designated bus lanes, safe and accessible transit stops, and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals and curb extensions. While a complete street in a rural area will look different than one in an urban setting, the common denominator is balancing safety and convenience for all users of the roadway.

A report on MARC's planned activities under the Complete Streets grant program will be shared with the committee.

**RECOMMENDATION**

NONE

**STAFF CONTACT**

Marlene Nagel

**ISSUE**

*Report: Regional Plug-in Readiness Planning*

**BACKGROUND**

Several major auto manufacturers, including General Motors and Nissan, have plans to introduce new mass-market plug-in electric vehicles to US markets in 2011. These vehicles should provide significant environmental benefits to the public, but are also likely to create new issues for regional electric utilities, consumers, businesses and local governments in order to meet demand for new public and private charging infrastructure.

In January of 2010, MARC organized a task force in partnership with the Kansas City Clean Cities Coalition to develop a framework to prepare the Kansas City area for near-term mainstreaming of mass market plug-in electric vehicles. The "Regional Plug-in Readiness Task Force" has met regularly since then and now includes over 40 representatives from various public-sector, private-sector and academic organizations, with capacity for even more community participation. The Cities of Kansas City, Missouri, Lee's Summit, Missouri, Mission, Kansas and Johnson and Wyandotte Counties are currently participating in this task force. The goal of the task force is to develop an initial plug-in readiness plan before mass-market plug-in electric vehicles are introduced to the Kansas City market in 2011.

In March, MARC entered into relationship with the Rocky Mountain Institute (RMI) to provide a template for this planning work through its "Project Get Ready" program. Organizations that enter into a memorandum of understanding with RMI for "Project Get Ready" have access at no cost to this planning template, technical support from RMI staff and access to a network of contacts in other cities that are also implementing plug-in readiness activities.

Since then, MARC and our partners have identified key implementation activities needed in a variety of subject areas including charging infrastructure, government policies, incentives, fleet demand, retail demand and vehicle availability.

MARC and Kansas City Clean Cities Coalition staff will report on the status of this planning work at the meeting.

**POLICY CONSIDERATIONS**

Promotion of alternative fueled vehicles is supported by policies in *Transportation Outlook 2040* and in the *Clean Air Action Plan*.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

The MARC Board of Directors authorized an MOU with Rocky Mountain Institute for MARC to participate in Project Get Ready on March 30, 2010.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACT**

Ron Achelpohl