Welcome and Introductions – Commissioner Walters welcomed those present and asked for self-introductions.

Approval of March 2020 Meeting summary – Edwin Lowndes made a motion, seconded by Janet McRae to approve the March meeting summary. The motion carried.

2021 PSP Topline Report
The Planning Sustainable Places program serves as a single local government assistance program intended to specifically respond to the goals of the Creating Sustainable Places Initiative, Connected KC 2050 and the MARC Board’s adopted policy statement on regional land use. The goals emphasize efforts on promoting concepts consistent with sustainable communities and place a focus on advancing site specific and project specific activities along with facilitating the following objectives:

Program Objectives:
- Support the development and implementation of local activity center plans consistent with Creating Sustainable Places principles, identified regional activity centers, and the land use policy direction outlined in Connected KC 2050.
- Support localized public engagement and community consensus building.
• Support the identification and conceptualization of land use strategies, transportation projects, and related sustainable development initiatives that help to realize and advance the objectives identified in the Creating Sustainable Places initiative, Connected KC 2050, and the MARC Board’s adopted policy statement on regional land use direction.
• Support the conceptualization, development, and implementation of Creating Sustainable Places projects.

The 2021 call for projects closed on Friday, June 19, 2020. This report provides an initial summary of the applications that were received.

Funding Request Details (budget figures in thousands)

<table>
<thead>
<tr>
<th># of Projects</th>
<th>Total Budget</th>
<th>Federal Request</th>
<th>Local Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 Grand Total</td>
<td>$3,298.0</td>
<td>$2,388.3</td>
<td>$909.7</td>
</tr>
<tr>
<td>Project Category</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 Sustainable Places Plan</td>
<td>$2,276.0</td>
<td>$1,660.8</td>
<td>$615.2</td>
</tr>
<tr>
<td>7 Project Development</td>
<td>$767.0</td>
<td>$569.5</td>
<td>$197.5</td>
</tr>
<tr>
<td>3 Implementation Activities</td>
<td>$255.0</td>
<td>$158.0</td>
<td>$97.0</td>
</tr>
</tbody>
</table>

In the above table, the Total Budget figure represents the combined total of the Federal Request column and the Local Match. A state breakdown of the applications can be found below. The table offers the columns found in the previous table along with an additional column that details the allotted funding by state.

<table>
<thead>
<tr>
<th># of Projects</th>
<th>Total Budget</th>
<th>Federal Request</th>
<th>Local Match</th>
<th>Total Funding Available*</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 Grand Total</td>
<td>$3,298.0</td>
<td>$2,388.3</td>
<td>$909.7</td>
<td>$949.0</td>
</tr>
<tr>
<td>15 Kansas</td>
<td>$1,845.5</td>
<td>$1,316.8</td>
<td>$528.7</td>
<td>$600.0</td>
</tr>
<tr>
<td>15 Missouri</td>
<td>$1,452.5</td>
<td>$1,071.5</td>
<td>$381.0</td>
<td>$349.0</td>
</tr>
</tbody>
</table>

*A small administrative fee will be withheld off the top to cover MARC’s costs to administer the program.

To learn more about the individual applications please visit: [http://www.marc2.org/tr_psp/browseprojects.aspx](http://www.marc2.org/tr_psp/browseprojects.aspx). The applications are listed by jurisdiction.

**Climate Strategy Report**
Tom Jacobs and Karen Clawson provided an update on the outcomes of this engagement, next steps to solidify recommended mitigation and adaptation actions that will go in the plan, and the relationship to Connected KC 2050. MARC kicked off a process in the fall of 2019 to develop the region’s first Climate Action Plan with goals to reduce greenhouse gas emissions below 2015 levels by 40% by 2030, and 80% by 2050. To date, the Greenhouse Gas Emission Inventory and Climate Risk and Vulnerability Assessment have been completed as initial steps in developing climate resilience actions. According to the inventory, on-road transportation accounted for 34% of total GHG emissions. And while significant effort will be made to reduce those GHG emission from transportation, the region will also need to focus action on climate adaptation—both in terms of protecting transportation assets from extreme weather and ensuring our most vulnerable communities and economy have the capacity to adapt and bounce back from climate-related shocks and stresses.

The recently completed regional transportation plan, Connected KC 2050, includes a variety of climate mitigation, adaptation and resilience strategies. Collectively, though, they fall significantly short of regional
greenhouse gas emissions goals. At a systems level, they also do not meaningfully address known vulnerabilities associated with flooding or urban heat islands. The climate plan, then, will assess short, medium and long-range strategies to accelerate the impact of transportation strategies to meet these goals.

In May and June, MARC and Climate Action KC hosted an online engagement process to develop and prioritize actions across multiple sectors, including transportation and the built environment.

SPPC members are encouraged to share how their local transportation projects support climate resilience or any challenges their city or county faces.

**Committee Discussion**

- **Comment:** Social vulnerabilities are being highlighted by COVID and will continue to be a concern moving forward.
- **Comment:** Affordable housing, food security and access to health care were issues before COVID and now the crisis is of bigger concern.
- **Question:** How does this initiative pivot from individually focused engagement to engaging the business community and elected officials that would enact beneficial climate action policies and strategies?
  - Mr. Jacobs replied that we are meeting with many governing bodies and continuing to do so; however, still struggling with scaling concerning regional and local.
- **Question:** How do we handle the difference between what the GHG inventory tells us our priorities should be, energy and transportation, and what the public tells us their priorities are - green infrastructure, affordable housing, composting, etc.?
  - Mr. Jacobs responded that there is separate mitigation work from the adaptation work.
- **Comment:** Already seeing changes in housing expectations and design criteria.
- **Comment:** These items are all important, but they are details determined, or outcomes, of our larger framework of urban planning and development: housing, transportation and employment centers/jobs. If these three areas are coordinated and encouraged these, GI items will be outcomes as well as wealth building and a number of sustainability goals.
- **Comment:** Seeing a lot of commercial interest from firms looking to move from areas with greater density to where people can work from home and be in the office a day or two a week. They can have a smaller headquarters facility and save on overhead.
- **Comment:** We need to pay attention to adapting already built housing/infrastructure to gain improvements.
- **Comment:** In line with the "three-legged stool" idea is the linkage between the three top producers of GHG are Residential (affordable housing), Commercial (jobs) and Transportation. Any plan must use a wholistic approach touching all three at the same time.

**Sub-allocated Call for Projects – Assessment and Prioritization**

Martin Rivarola provided additional details about these pre-applications to the committee. One of MARC’s fundamental roles as Metropolitan Planning Organization is to provide a forum and facilitate processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area.

Consistent with this role, MARC issued a call for projects on April 30, 2020 for federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STBG) and Surface Transportation Block Grant Program – Set Aside (TAP) funding programs estimated to total $60 million through FFY 2024. MARC received 102 completed Phase 1 pre-applications by the May 29, 2020 application deadline.

It is the policy of the Mid-America Regional Council to award sub-allocated federal transportation funding to eligible local priorities that advance regional goals and objectives, strategies and actions as articulated in the metropolitan transportation plan, *Connected KC 2050*. Staff has completed a preliminary assessment of how well these project candidates align with the plan and has shared this assessment with members of planning and
policy committees (Highway, Goods Movement, Bicycle Pedestrian Advisory, Regional Transit Coordinating Council Technical Team, Air Quality Forum, Sustainable Places Policy Committee, and Destination Safe Coalition). Projects and programs were assigned one of four categories based on their alignment with Connected KC 2050 — Highly Aligned, Aligned, Not Aligned or Not Aligned/Incomplete in cases where information provided was insufficient for complete assessment.

Each one of these committees has been asked to review these preliminary assessments and will be meeting over the weeks of July 20th and July 27th for discussions and concurrence.

At the conclusion of these committee discussions, applicants will receive guidance and tips for project enhancement based on staff assessment and feedback from committee members. This preapplication assessment is advisory in nature and will not preclude a sponsor’s ability to submit a project for funding consideration during the full technical application stage in August. All project sponsors will have an opportunity to incorporate feedback or address issues that have been identified through this process.

MARC will collect a 1.0% project fee for all federal funds awarded through this call for projects.

Other Items – Quick updates
There were no additional updates to report.

Other Business
The next meeting of the committee is August 14, 2020. The meeting was adjourned.