1. Welcome and Introductions
   - Missouri Co-Chair Brian Nowotny welcomed the attendees and began introductions.

2. Approval of the November 13, 2019 Meeting Summary
   - Meeting Summary was approved.

3. Kansas Co-Chair Vacancy* and Membership Roster Review
   - Greg Ruether, the Director of Parks and Recreation of Overland Park, retired in December 2019. There were two candidates from Kansas that volunteered to fill the vacancy of Mr. Ruether’s departure: Dr. John Neuberger from the Sierra Club and Neil Holman, Parks and Recreation Director from Shawnee. Neil was unable to attend the meeting due to the Kansas Recreation & Park Association annual meeting in Topeka. Dr. John Neuberger, spoke about his interest in environmental issues for the whole region, but particularly for the Kansas side and would like to serve as co-chair to further environmental needs on the committee.
   - Voting was done by paper ballot. Dr. John Neuberger was elected by a majority of voting members. A motion was made and voted on approving Dr. Neuberger as the Kansas Co-Chair of the Active Transportation Programming Committee.
   - As per the ATPC bylaws, the final step is to have the co-chairs of the Total Transportation Policy Board at MARC approve the nomination.
   - Additionally, vacancies on the ATPC were pointed out by staff. The Bylaws specify that it is up to the county or group of cities (should one exist) to fill those vacancies.

4. Planning Sustainable Places (PSP) Story Map
   - Patrick Trouba, Planner I with the Mid-America Regional Council, presented on the Planning Sustainable Places program administered by MARC. Patrick presented on two separate topics: high level information on the PSP program as well as presenting on the map of all projects sponsored by the PSP program. Between 2013-2019, funding has ranged between $1.4 million to $2.5 million. There has been a total of sixty-nine PSP projects, with thirty-eight beginning implementation, totaling about $106 million spent.
   - He also mentioned that the upcoming application for 2023-2024 project was upcoming in May, with $750,000 in Kansas and $436,000 in Missouri. Applications are due on June 19 and will be approved by the TTPC in September. Application criteria include the intention of the project, the location, partnerships, and planned implementation.
5. MARC Transportation Program Local Match Policy and Strategy

- Ron Achelpohl, Director of Transportation and Environment at MARC, shared some of the changes that staff were interested in the local match for the federal funds that MARC uses. This involves the ATPC because this involves the collection of a project fee for federal funds that are administrated by MARC. This fee is used to match the twenty percent requirement of federal transportation dollars for planning projects.

- In the past, MARC had been able to use non-cash sources as a match for these federal dollars, but there were concerns for the state departments of transportation and the Federal Highway Administration about matching those funds and deliver a full sized program to the region. Unlike many jurisdictions, MARC has no taxing ability, and relied on ten percent of local dues. MARC then adopted a half percent project fee to raise the match as well.

- The issues is that it is a struggle to find the non-cash sources as reliable and the money collected through fees and dues is not sufficient to match the funds for the region in the next several years, so staff is looking at a deficit of $244,000 by 2024. Kansas has stopped allowing non-cash match at all, though Missouri still allows it. This means that money collected has been used to match Kansas projects.

- There are a number of options to fix this cash deficit problem: absorbing the shortfall (unable to capture those funds), increasing member dues, project fee increase, and being open to other ideas from committee members. When asked about a preferred outcome, Ron answered that doubling the project fee from 0.5% to 1%, to match similar peer MPOs in St. Louis and Wichita. This fee is not part of the twenty percent match for TA, CMAQ, or STP funds. This is a topic for discussion at all the programming committees at MARC.

- There was a discussion about dues. There are several of the larger cities and the counties that are required to pay dues, with voluntary dues that are calculated for smaller communities.

6. Connected KC 2050 & Sub-allocated funds - Programming Process Adjustments

- Public opportunity has completed, with six in-person meetings and a survey, with 839 responses. Access to opportunity scored highly in the policy goals of the long-range plan. Projects were grouped into categories in the survey, with making public transportation better and maintain the system were the top two choices, with protecting the environment and active transportation ranked highly as well. Project lists that scored less well included adding lanes to roadways and highways, with building new roads being ranked very lowly.

- MARC staff are in the project prioritization stage of the planning process – 419 total projects submitted totaling $15.1 billion are being ranked by application scores and committee member priority.

- There is sufficient funding being raised in Kansas to support many, if not all, projects on the state and local system. This is not the case in Missouri state system, with a struggle for funding, leading to mostly maintaining the system. The local system in Missouri is better, but not all projects will be built.

- Staff convened all the planning committees to look at the projects submitted throughout the entire region and rank them. Based on those scores plus staff scores, staff was able to take the combined total and determine projects as being high, medium or low priority.

- There is going to be a two-step preliminary assessment process, both steps will be required for those requesting funds. This is an opportunity to the alignment of the projects that are submitted looking for funds with Connected KC 2050. This process also will attempt to provide additional resources and assist project applicants to improve applications that are submitted. This will also look to engage planning committees at MARC earlier to increase their role in the process. There will be a policy assistance symposium after the call for the first step of this process in April. The first step will last a month, be scored by staff, and submitted by survey for the planning committees for feedback. The second step will begin in late July or early August. By November or December, the TTPC and Board will be making decisions on awarding the funds.

- The first step will short and be looking for preliminary information, including the mode, federal funds being requested, cost, is it listed in the Connected KC 2050 financially constrained list or a high priority projects, and the project location. The first step will also ask a few policy questions including how the projects advance the policy goals of Connected KC 2050 and elements of other MARC-adopted policies, such as congestion management or complete streets elements. Those projects that meet many of the policies or those that are already fiscally constrained will be considered high alignment, those that meet some of the strategies and
goals of the plan but not all or are not fiscally constrained are aligned, and those that do not match well with the long-range plan or the adopted policies will be considered not aligned. The second step will be similar in makeup with past programming applications, though shorter due to the first step.

7. KDOT/MoDOT Status of Current Work Updates
   - Mr. Michael Landvik of MoDOT discussed the balances of federal funds at MoDOT, with $1.6 million in apportionment. The balance is $6 million, while receiving between $1.34 to $1.6 million a year, with about four years of balance on the Missouri side. Some projects were funded in 2012-2013, so Mr. Landvik suggested asking for updates from project sponsors to start whittling away at the large balance.
   - KDOT did not have a representative present.

8. Annual Policy Review (Conflict of Interest & Whistleblower Policies)
   - MARC staff reintroduced the MARC Board of Directors policies on Conflict of Interest and Whistleblower Policy to the ATPC. Ron Achelpohl clarified that the conflict of interest is not for voting purposes, but for projects that committee members have a personal financial interest. The whistleblower policy has a hotline to report an untoward regarding funding through MARC to the appropriate party.

9. Other Business
   - Staff briefly discussed the Regional Wayfinding PSP project and its background. Staff announced a February 26 public meeting and invited members to attend.
   - Staff also informed the committee about nominations leadership awards presented by MARC at their annual meeting in June.
   - Staff also gave a brief update on the regional bikeway map that is revised every two years. It is going to be redesigned to work in conjunction with the regional wayfinding PSP project. The deadline for receiving data is March 6 followed by work with the Bicycle & Pedestrian Advisory Committee and internal MARC staff.

10. Adjournment
    Meeting adjourned.