OPEN MEETING NOTICE

Goods Movement COMMITTEE
Janet McRae Kansas Co-Chair
Richard Greenville, Missouri Co-Chair

There will be a meeting of MARC’s Goods Movement Committee on Tuesday, April 3, 2018 at 10:00 a.m. at MARC, 600 Broadway, Kansas City, MO 64105.

AGENDA

I. Introduction and approval of minutes

II. MARC call for Project overview - Darryl Fields
   • CALL FOR PROJECTS: 2021-2022 suballocated Federal Funds

III. 2018 Work Plan - Darryl Fields
   • Discussion of 2018 work items

IV. Regional Transportation Plan 2050 update - Martin Rivarola
   • Update on the metropolitan long range transportation plan

V. Membership on the Kansas STP Priority Committee* - Darryl Fields
   • Membership from the Goods Movement Committee on the KS STP Committees

VI. Updates
   • MO STP Priority Committee - Mike Duffy
   • KDOT
   • MoDOT

VII. Other Business

*Action Item

Getting to MARC: Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, can be found online. If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

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 MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC
programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our webpage.
1) Introductions and Approval of Meeting Summary
Ms. McRae called the meeting to order and welcomed all attendees. Introductions followed, and minutes approved.

2) MO Critical Urban Freight Corridors (CUFC) - voting item
Darryl Fields, MARC, discussed and presented to the Committee 17 Missouri projects for submittal to MoDOT and FHWA for consideration as the Kansas City region’s - Missouri’s Critical Urban Freight Corridors for 2018. Projects are a compilation taken from the current transportation improvement program (2018 - 2022 TIP) and the metropolitan improvement (MTP -Transportation Outlook 2040) plan. The list represent those projects that support freight movement based on the CUFC criteria. Keep in mind that 2018 MARC will have a new TIP call for projects and developing a new long range transportation plan. The suggested CUFC may change based on projects submitted by these calls for projects.

   The Committee moved (Jeff Schwartz), seconded (Michael Duffy) adoption of the CUFC list, and voted unanimously to submit the list to TTPC for approval and submittal to FHWA and MoDOT.

Questions:
- How many miles in Missouri as compared to Kansas can be used for the CUFC
  - MARC has 30 miles of the 102 shared mile shared between 8 other MPOs in MO. MoDOT elected to use a formula to divide mileage among the MPOs. KS has a total of 72 miles to share between 6 MPOs. MoDOT used an allocation formula to determine mileage (% of Truck VMT X CUFC Mileage = 30% * 102 = 31 miles)
- Is there flexibility to change the list of projects?
  - It is staff’s understanding that MARC has an option to revise the list each year. Federal funds will not be available for 2018. Federal rule allow 2018 funds to remain at the discretion of state DOTs for allocation. KS and MO decided to keep these funds, 2019 funding will be directed to the suggested projects from MPOs. Through 2018, MARC will reevaluate the relevance of those suggested projects and alter the list as appropriate.

3) MoDOT’s Project Scenario Planning
Gerri Doyle, MoDOT, presented MoDOT’s planning scenario “what should MoDOT do with additional funding?” The reason for the scenario planning exercise is that the MO Governor appointed a transportation taskforce holding public hearings, determine needs and figure out how to pay for it all.
MoDOT assumes that if there is an outcome for an increase in the gasoline sales tax, what projects could be done and what are their priorities? Therefore, MoDOT is asking regions help in determining what should be done if extra money is generated from a new sales tax for projects especially freight, multimodal, and transit. It’s anticipated that a multimodal set aside funding pot will be created that will include freight. The set aside will provide approximately 10% to 15% for freight projects. As funding becomes a reality, MoDOT would return to the Goods Movement Committee to help identify freight projects and their priorities. Currently TTPC and RTCC (Regional Transit Coordinating Council) and working on prioritizing road, bridge, and transit projects. This process should be completed by the second week of December giving MoDOT and idea about how much is available for the transit, multimodal and bike/pedestrian pots.

Questions:

- Do you have an idea about what you think the 10% to 15% will equal?
  - MoDOT estimates about $90 million in the Kansas City District for multimodal. That breaks down to about $9 to $15 million over 10 years for freight.
- The Committee suggest to reevaluate prior project submittals based on cost and priorities.
- Does the planning process include rail and port projects and how will this work with cost share?
  - Yes, the funds will include rail and port but unsure about cost share.
- Does the Committee need to prioritize projects now?
  - No this is simply an update - if the additional funding becomes a reality, MoDOT would ask the Committee to help develop a process to prioritize a list of projects.
- Are funds going to be all programed or are there going to be competitive programs similar to a cost share or moves?
  - MoDOT has not moved that far in the process and is under evaluation. Much of how the funds will be allocated will be based on constitutional limitation about how funds may be used.
- There are some Amendment 7 projects that affect rail crossing that are still outstanding the Committee may need to review these, including Port, and new projects for relevance and priorities.
- Suggested to reach out the Class 1, Short-line, and switching rail roads for projects that help mitigate safety and efficiency.
- Possible February discussion about projects related to the MoDOT planning scenario.
- The Committee pointed out that in the upcoming planning effort to realize that freight should and cannot be considered as standalone projects that start and stop at a MoDOT District boundary but are part of total system and should be evaluated at a system level.
- Understand that any increase in sale tax would need to go to a vote of the people. At the earliest would be July giving MoDOT a few months to develop an appropriate prioritizes list.
- Gerri stated for the Committee to feel free to contact her via email on any additional questions or comments -- Gerri.Doyle@modot.mo.gov

4) **Membership on the Kansas and Missouri STP Priority Committees***

Darryl Fields - MARC’s modal committees have an opportunity to have representation on the Kansas and Missouri STP Priority Committees. This enables each modal committee to provide input for the Committee’s modal perspective into the STP project selection and prioritization process. Therefore, the Goods Movement Committee may appoint a member to the Kansas and Missouri STP Committees. A
single representative may attend both STP Committees or the GMC may appoint a representative to each state’s committee. Representation need not be a public official or staff, but it is suggested that consultant should not be appoint in order to circumvent any potential conflicts of interest.

Questions:

- The GMC does review those projects with connections to freight and make recommendations to the STP committees?
  - Yes
- The STP committees are generally made up of road and bridge guys -- engineer types?
  - Yes
- Have you talked to Beth Linn, Edgerton, too see if she is interested?
  - No but will contact her.

_The Committee motioned and approved Mike Duffy, Sugar Creek, to represent the Committee on the Missouri committee._

The Committee held off on its Kansas appointment until the February meeting.

5) **MARC’s Whistleblower and Conflict of Interest Policies**

Darryl Fields, MARC, provided the Committee with its annual 2018 overview of MARC’s Whistleblower and Conflict of Interest Policies. The Policies direct Committee members about how to address occurrences of possible MARC or staff’s inappropriate use of funds and also how to address instances that may occur or possibly be construed as a conflict of interest. The purpose is to ensure that participants on the MARC board and committees have clear guidance when they participant in any MARC decision-making process that could have a conflict of interest and what the appropriate action would be in those circumstances.


6) **Other Business**

**Question:**

- Any update on the KS recommendation for the CUFC and how did MARC’s list fair?
  - John Maddox, KDOT, updated the Committee that the KS freight Plan was approved, the CUFC are a part of the plan. KDOT has not made a determination on the set aside freight funds. The first two years KDOT used the funds on I-435 and currently looking at the Lewis and Clark viaduct.
- How did MARC end up on mileage in relation to the CUFC submittal?
  - All mileage submitted by MARC was accepted. Wichita did not have all of its miles accepted and there were a couple of miles requested by the Flint Hills that were approved.

- **Alternative Fuel Corridor**
Kelly Gilbert, Metro Energy Center, updated the Committee about application processes in designating alternative fuel corridors. This year’s application was much more burdensome than 2016. FHWA asked for additional details as GIS locations and other corridor attributes that were more taxing than staff could handle in the time frame allowed for some of the applications. The Metro Energy Center did not pursue designation for I-70 west of Kansas City (time constraints), but did partner with IADOT for designation along I-35. The designation is for electric, propane and compressed natural gas (CNG) vehicles. I-35 in Missouri already has the designation. Kelly wants to thank Davonna and John for putting up with all the e-mails. If the I-35 application is accepted, the designation would reach from TX through IA.
MARC 2021 - 2022 STP Call for Projects

MARC is soliciting project proposals for Federal Fiscal Years (FFY) 2021-2022 for three Federal Highway Administration funding programs. As such, the Committee will help prioritize freight related submitted projects. This process will occur over the course of several months.

- Anticipated Calendar of events
  - March 23, 2018 - Project submittals due MARC
  - May -- Projects ready for GMC Review
  - June - proposed STP project selection
2018 Committee Work Plan

The Committee will focus on items that support the following:

1. Support/promote efficient movement of freight thru and around the KC region
   a. Performance measures - truck reliability standards KS and MO
   b. Call for Projects
      i. TIP
      ii. LRTP

2. Provide regional input into national and statewide freight planning
   a. State Freight Advisory Committees
   b. Freight scenario planning
   c. CUFC

3. Support efforts to ensure compliance with federal regulation

- Committee discussion/request for 2018
As the Kansas City region’s federally designated metropolitan planning organization (MPO), MARC is required to develop and maintain a long-range metropolitan transportation plan (MTP) for federal transportation investments over a 20+ year plan horizon. The MTP serves as a blueprint for managing the region’s transportation system. The current MTP, Transportation Outlook 2040 (TO2040), was adopted in June 2015 and the next MTP is due by June 2020. MARC has initiated the process to develop the next plan, Regional Transportation Plan 2050 (RTP2050). During the next two years, MARC committees and staff will continue to work with local government planners, elected officials, regional stakeholders and the public to update the plan.

Staff will provide an update to various committees on major objectives, upcoming milestones and completed activities, which include:

- Needs Assessment
- Public Engagement Activities
- Revised Regional Vision, Policy Goals & Policy Framework

A steering work group composed of co-chairs or designees of various MARC committees provide policy guidance into this work. The plan will identify transportation system needs and federal transportation funds that the metro area expects to receive over the next three decades, including:

- Vision: a long-term vision for the region’s transportation system.
- Goals and strategies: what we want to achieve by the year 2050 and how we plan to do it.
- Transportation projects: major regional transportation investments to help accomplish goals.

For more information, please see: www.marc.org/2050
The Regional Transportation Plan 2050 — or RTP 2050 — is the Kansas City region’s metropolitan transportation plan (MTP). Federal law requires metropolitan planning organizations (MPOs) to create a plan that outlines a vision and goals for the transportation network in their region.

As the MPO for Kansas City, MARC works with the state departments of transportation and public transportation providers — with input from the public — to identify how the region will manage and operate a multimodal transportation system that includes public transportation, highway, freight, bicycle, pedestrian and accessible transportation for the disabled and elderly. The system outlined by RTP 2050 must meet the region’s economic, transportation, development and sustainability goals — among others — while working within the limits of potential funding for future projects.

A metropolitan transportation plan must:
- Cover a 20+ year horizon.
- Include both long- and short-range strategies that provide for the development of an integrated multimodal transportation system.
- Be updated every five years.
- Use the latest available estimates and assumptions for populations, land use, travel, employment, congestion, and economic activity.
- Include a list of projects and corresponding financial strategies to fund them based on reasonable expected federal, state, local and private revenues.

RTP 2050 will:
- Respond to issues uncovered through scenario planning work including technology, demographics, climate change and economic forces.
- Develop a more adaptive plan that asks “what if?”
- Develop scenarios for new revenues.
- Develop a more integrated approach to regional planning.

The current plan, adopted in 2015, is called Transportation Outlook 2040 and can be viewed at www.TO2040.org.

Transportation can have significant effects on mobility, economic development, environmental quality, and quality of life for the Kansas City region. We must put thoughtful plans in place today in order to create high quality transportation facilities and services at a reasonable cost with minimal environmental impact that enhance economic activity far into the future.
THE PROCESS

The process to develop RTP 2050 will take nearly two years to complete and has been broken down into several task areas.

1. **Discovery and Needs Assessment**
   - This phase will focus on gathering information about big picture needs in the region. These needs will be supported by a variety of analyses, including how the region is performing in areas related to the 10 policy framework goals that drive the vision of the current metropolitan transportation plan, Transportation Outlook 2040. Feedback from the public and MARC committees will also inform the needs assessment process.
   - **Important committee actions**
     - Population and employment forecast adopted by MARC’s Technical Forecast Committee.

2. **Storytelling & Policy Framework**
   - MARC will use the information from the prior phase to construct and tell the story of transportation in the Kansas City region, as well as illuminate challenges and opportunities on the horizon. Staff will develop a new Policy Framework for the plan that responds to these challenges and opportunities.
   - **Important committee actions**
     - Policy Framework adopted by the Total Transportation Policy Committee and MARC Board of Directors.

3. **Scenario Analysis**
   - A new step in the RTP 2050 process is to develop and test different scenarios with the regional transportation model. This analysis will foster a deeper understanding and dialogue about different transportation and land use alternatives, and how they can help achieve the vision set forth by the Policy Framework. This task will consist of three phases:
     1. No-build analysis — Evaluate a future scenario that only includes currently funded projects, but no additional improvement.
     2. Technology analysis — Use existing tools to simulate the possible impacts of future transportation technologies, such as connected and autonomous vehicles (CAV).
     3. Network analysis — Develop and test unique transportation network alternatives to understand how different investments impact future performance.
   - Scenarios used in each phase will be based on public and stakeholder input and tested using a variety of performance metrics. The results will inform the policy discussions and project selection process in the next phase.
   - **Important committee actions**
     - The work group will provide input on scenario development.
     - Staff will present scenario development recommendations and scenario outcomes to TTPC and the MARC Board of Directors.

4. **Project Selection**
   - RTP 2050 is required to include a financially constrained list of projects that will help the region meet its long-term transportation vision and are aligned with the adopted Policy Framework. MARC will issue a call for projects in which the departments of transportation from Kansas and Missouri and local governments will submit regionally important projects for inclusion in the plan. Projects will be prioritized and selected through a coordinated process involving the public, regional transportation stakeholders and MARC planning committees.
   - **Important committee actions**
     - Relevant committees will recommend packages of projects (e.g., the Bicycle and Pedestrian Committee (BPAC) will recommend bicycle and pedestrian projects).

5. **Plan Development**
   - Staff will develop elements of the plan in coordination with MARC’s committees. Staff will check in with relevant committees at key points to get feedback on draft strategies and narrative. Once the draft plan is completed, the documents will be posted online for the public and stakeholders to review.
   - **Important committee actions**
     - None. Staff will work with relevant policy committees during development of the plan chapters.

6. **Plan Adoption**
   - Once the plan documents have reached a final draft stage, MARC will provide one last opportunity for public and stakeholder input. A 30-day public comment period is required before adopting a metropolitan transportation plan. Once the public comment period has ended, MARC staff will respond to each comment in writing and consider revisions to the plan based on that feedback.
   - **Important committee actions**
     - TTPC will release the final draft of the plan for a 30-day public review and comment period.
     - TTPC will review comments, staff responses and consider the final plan for recommended adoption.
     - MARC Board of Directors will consider final approval of the plan.
ENGAGEMENT & DECISION-MAKING

Throughout the planning process, MARC staff will work within the existing MARC committee structure to establish consensus among various local leaders and stakeholders at key points along the way.

Public & Stakeholder Engagement
MARC will engage the public and transportation stakeholders throughout the plan development process. Presentations to MARC committees, the RTP 2050 work group, TTPC, and the MARC Board of Directors will summarize public and stakeholder feedback and how it was used in plan development. For more information about how MARC will engage the public, read the RTP 2050 Public and Stakeholder Engagement Plan at marc.org/2050.

MARC Committees
MARC’s policy and programming committees will help shape various policy aspects of the plan. These committees will ensure the plan meets federal requirements and that each committee’s respective plan section(s) follow the vision set forth by the Policy Framework. Committees will also be responsible for strategy development and project selection that will make up the final project listing in the plan.

RTP 2050 Work Group
The work group includes many local leaders who are representatives from each of MARC’s transportation and community development committees, as well as representatives from the state departments of transportation and federal transportation agencies. The work group will focus on the development of RTP 2050, provide guidance and policy advice to TTPC as the plan is developed, and act as a sounding board and liaison between staff, various MARC committees and the public.

Total Transportation Policy Committee (TTPC)
TTPC serves as the umbrella over all transportation policy and programming committees at MARC. TTPC will receive many RTP 2050 presentations from staff and will be asked to advise or make recommendations at important milestones throughout the process. Decisions and recommendations made by TTPC will be taken to the board for final action.

MARC Board of Directors
As the official leadership body for the MPO, the board will have final decision-making authority on the RTP 2050 and its Policy Framework, strategies, projects, and official public review and comment period.
Building the Policy Framework

**TO2040 FRAMEWORK**

- **VIBRANT**
  - Economic Vitality
  - Placemaking
  - Equity

- **CONNECTED**
  - Transportation Choices
  - Safety & Security
  - System Condition
  - System Performance

- **GREEN**
  - Public Health
  - Environment
  - Climate/Energy

**DRIVING FORCES**

- Shifting demographics
- Globalization of our regional economy
- Rapidly emerging new technologies
- Climate change — more weather extremes

**REGIONAL VISION & GOALS**

Greater Kansas City is a resilient region that strives to build and sustain a globally competitive economy, a healthy natural environment and diverse population, creating opportunities and expanding choices for all current and future residents.

**PEOPLE**
- EMPOWERED
- ENGAGED
- HEALTHY

**PLACES**
- VIBRANT
- CONNECTED
- GREEN
**NEEDS ASSESSMENT**

1. Placemaking
2. Access to Opportunity
3. Economic Vitality
4. Transportation Choices
5. Public Health & Safety
6. Healthy Environment
7. Data & Technology
8. Fiscal Sustainability

**PROPOSED RTP2050 POLICY FRAMEWORK**

- Economic Vitality
- Placemaking/Sustainable Growth & Development
- Equity
- Transportation Choices
- Safety & Security
- System Condition
- System Performance
- Public Health
- Environment
- Climate/Energy
- Data & Technology
- Fiscal Sustainability

*Comments indicate “placemaking” was not well understood.*
Draft Regional Vision and Goals

Work on the Regional Transportation Plan (RTP), which will guide transportation investments in the Kansas City metropolitan area over the next 30 years, began with a year-long scenario planning process that examined driving forces likely to impact our future: changing demographics, emerging technologies, economic globalization and climate change.

During that process, we took a fresh look at the regional vision adopted by the MARC Board of Directors in 2009 and proposed an update.

2009 Vision:  Greater Kansas City is a sustainable region that increases the vitality of our society, economy and environment for current residents and future generations.

Proposed Update:  Greater Kansas City is a resilient region that strives to build and sustain a globally competitive economy, a healthy natural environment and diverse population, creating opportunities and expanding choices for all current and future residents.

Transportation Outlook 2040, the previous long-range transportation plan, built its policy framework around the “Vibrant, Connected and Green” places goals introduced in 2010 through the Creating Sustainable Places initiative. We propose expanding this concept to address not just places but people, adding goals for an “Empowered, Engaged and Healthy” population. These goals can be integrated not only in transportation planning, but across a broad range of regional plans.

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<th>EMPOWERED PEOPLE</th>
<th>VIBRANT PLACES</th>
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<td>have access to opportunities for education and employment that enable them to be as successful as they can be. Empowered people have choices in housing and mobility in an inclusive community that strives for equity among people of all ages, abilities, races, gender and incomes.</td>
<td>provide easy access to jobs and services; offer choices in housing, recreation, shopping and transportation; and promote access to arts and culture. Vibrant places make efficient use of public and private resources and are attractive to residents and businesses, not just today and tomorrow, but over the long haul.</td>
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<th>ENGAGED PEOPLE</th>
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<td>benefit from strong social networks with friends, family and coworkers. Engaged people enjoy independence and are integral parts of civic life in their neighborhoods and communities, creating and promoting belonging, inclusion and meaningful connection.</td>
<td>are linked by corridors that provide viable transportation choices, accommodating walking, biking and public transportation as well as the automobile. These corridors attract development and help connect residents to jobs and services.</td>
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<th>HEALTHY PEOPLE</th>
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<td>have access to opportunities to promote both physical and mental well-being. Healthy people live in clean and safe communities that value and promote healthy eating and active lifestyles and they have access to health care services that focus on both treatment and prevention.</td>
<td>are ecologically resilient places that create real economic, social and environmental value. The conservation, protection and restoration of natural areas and natural resources (air, water, land and energy) enhance environmental health while supporting healthy life styles and healthy residents.</td>
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Once finalized, the updated regional vision and goals will be presented to the MARC Board of Directors for adoption and shared with policy committees responsible for regional planning.
The Needs Assessment is an important first step in developing policies and strategies for RTP 2050. It can help clarify issues that the plan must address to help achieve the regional vision and goals. With input from policy committees and the public, the following have been identified as key needs for our future transportation system:

1. **Placemaking/Sustainable Growth & Development**
   People and communities need transportation infrastructure and services that support livable, vibrant, resilient and adaptable places, with amenities that enhance residents’ quality of life, preserve distinctive neighborhood character and support a variety of land uses.

2. **Economic Vitality**
   The region needs a well-maintained, multimodal transportation system that supports the efficient movement of people and goods and promotes economic development.

3. **Access to Opportunity**
   Residents of all races, ages, abilities and income levels need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes.

4. **Transportation Choice**
   Residents need access to more walkable, mixed-use neighborhoods with “complete streets” that accommodate all users and a variety of housing and transportation choices, supported by a centers-and-corridors investment strategy that connects people to activity centers.

5. **Public Health and Safety**
   The region needs transportation infrastructure and services that foster safe travel, reduce fatalities and serious injuries, reduce pollutants that are harmful to health, and encourage active modes of transportation as an important part of healthy living.

6. **Healthy Environment**
   The region needs a transportation system that conserves, enhances and restores green infrastructure, protects air and water quality, reduces energy consumption, promotes climate resilience, and preserves cultural and historic resources.

7. **Data and Technology**
   The region needs to access, manage and exchange timely and reliable transportation data to support effective system performance, good decision-making by travelers and safe and secure communications between vehicles and infrastructure. The region also needs to prepare for the implementation of emerging new transportation technologies.

8. **Fiscal Sustainability**
   The region needs sustainable funding sources from federal, state and local sources in order to support current and future transportation investments. The region should consider life-cycle costs of investments — operations, maintenance and service delivery — early in the decision-making process to avoid creating ongoing financial burden for future residents.
Agenda Item V*

Membership on the Kansas STP Priority Committee*

**Kansas STP Priority Committee - voting membership**

The Kansas STP Committee establishes transportation priorities for the state's metropolitan Surface Transportation Program (STP) federal funds.

The Committee is authorized by the MARC’s Total Transportation Policy Committee (TTPC) to provide project funding recommendations to TTPC for federal Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) traffic flow funds sub-allocated in Kansas to the Metropolitan Planning Organization (MPO) by Federal and/or State policy and to assist in monitoring and reporting on the progress of projects funded through these programs.

The Kansas STP Priorities Committee meets regularly on the second Thursday during the second month of each quarter.

For additional information, please see the use the following link or contact MARC staff:

http://www.marc.org/Transportation/Committees/Transportation-Committees/STP-Priorities-Kansas
Updates and Other Business

MARC -- Multi-Jurisdictional Coordination for the Central Plains/Heartland Region

- The FHWA will host an invitation-only workshop for public and private sector decision makers to discuss how we can better connect and work together to address economic development, freight planning, and advanced transportation technologies on a multi-jurisdictional scale in the Central Plains/Heartland Region
  - The workshop will take place from 1:00 PM to 5:00 PM on Wednesday, May 16 and 8:30 AM to 4:30 PM on Thursday, May 17

MoDOT -- Missouri’s DRAFT Long Range Transportation Plan.

- **45-Day Comment Period Opens for Public Involvement Plan**
  - The Missouri Department of Transportation has updated the public involvement plan it utilizes in development of its long-range transportation plan, statewide transportation improvement program and consultation with non-metropolitan officials. The **45-day comment period will run through May 6, 2018.**
  - Interested persons may review the plan at: [http://www.modot.org/plansandprojects/documents/EPGPublicInvolvementforPlanningProcessX.pdf](http://www.modot.org/plansandprojects/documents/EPGPublicInvolvementforPlanningProcessX.pdf) and submit comments to michael.henderson@modot.mo.gov
  - One million dollars for the Freight Enhancement Program (FRE) was included in MoDOT’s FY19 budget (July 1, 2018 through June 30, 2019). MoDOT is accepting FRE applications, contingent on approval of that funding, through 5 pm on May 10.
    - A few reminders about this program:
    - In accordance with the funding source (RSMo 226.225), Freight Enhancement funds must be used for transportation purposes other than highways.
    - The funds must be used for capital projects only, operating costs or study costs are not eligible.
    - Applicants can be public, private, or not-for-profit entities.
    - Projects must be located in the State of Missouri.
    - A minimum of 20% match is required for the projects.
    - The maximum available for any one project is $500,000.
    - The project must be completed and reimbursement requested from MoDOT no later than June 15, 2019.
  - The application is also available on MoDOT’s consultant RFP site and the MODOT Freight site.
  - Please feel free to pass this along to any other organization who might be interested in the FRE program.
  - If you have any questions, please let our team know. MoFreight@modot.mo.gov
Save the Date: “Multi-Jurisdictional Coordination for the Central Plains/Heartland Region”

A Federal Highway Administration (FHWA) Workshop in partnership with the Mid-America Regional Council (MARC)

May 16-17, 2018
KCP&L Energy Center
1200 Main Street
Kansas City, MO 64105

View the draft agenda

The FHWA will host an invitation-only workshop for public and private sector decision makers to discuss how we can better connect and work together to address economic development, freight planning, and advanced transportation technologies on a multi-jurisdictional scale in the Central Plains/Heartland Region.

Transportation officials and planning representatives from the neighboring states of Illinois, Iowa, Kansas, Missouri, and Nebraska will explore ongoing transportation challenges and collaborate on topics such as goods movement, technology, and economic development from a multi-jurisdictional perspective.

The workshop will take place from 1:00 PM to 5:00 PM on Wednesday, May 16 and 8:30 AM to 4:30 PM on Thursday, March 17.

Private sector representatives will discuss transportation challenges from a system user perspective. State DOTs, MPOs, and other partners will highlight freight planning and transportation technology activities, and discuss the impact of innovation on our transportation future. The participants will then identify and discuss priority needs, potential collaboration actions, and next steps to remain engaged.

This is a free, invitation-only event for Executive Directors, CEOs, FHWA staff, and other key transportation leaders. Limited seating is available.
To register, visit https://fhwa-heartlandregion.eventbrite.com

Hotel information and additional information is available at the registration site. Please register for the workshop no later than May 2, 2018.

For more details on the event, please contact:
- James Garland (FHWA Office of Planning) at 202.366.6221 or James.Garland@dot.gov
- Brandon Buckner (FHWA Office of Planning) at 202.366.0471 or Brandon.Buckner@dot.gov
- Ron Achelpohl (MARC) at 816.701.8327 or Rona@marc.org