OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE
The Honorable Chuck Adams, Kansas Co-Chair
The Honorable Carson Ross, Missouri Co-Chair

There will be an online meeting of MARC’s Total Transportation Policy Committee on Tuesday, September 15, 2020, at 9:30 a.m.

AGENDA

1. Welcome/Introductions
2. VOTE: August 18, 2020, Minutes*
3. VOTE: Planning Sustainable Places Program of Projects*
4. VOTE: Release of the 2020 4th Quarter Amendment to the FFY 2020-2024 TIP for public review and comment*
5. REPORT: Blue River Watershed Resilience Planning
6. REPORT: Buck O’Neil Bridge Project Update
7. REPORT: 2020 Sub-allocated Transportation Programming Update
8. REPORT: Climate Action Plan Update
9. REPORT: Heartland Freight Technology Plan Update
10. REPORT: Complete Street Network Assessment
11. REPORT: Vision Zero Summit
12. REPORT: Investible Strategies for Federal and Regional Funding
13. Other Business
14. Adjournment

*Action Items

Due to social distancing requirements stemming from the coronavirus pandemic, the meeting will be held via teleconference. Members of the public who wish to participate in this meeting please email transportation@marc.org by Noon on Monday September 14, 2020 for instructions to join the teleconference.

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our webpage.
Total Transportation Policy Committee
August 18, 2020
Meeting Summary

Members, Alternates Present-Representing
Councilman Chuck Adams, Wyandotte County
Municipalities, KS Co-Chair
Mayor Carson Ross, Jackson County Municipalities,
MO Co-Chair
Perry Allen, MoDOT
Lauren Anderson, Leavenworth County
Chet Belcher, City of Olathe
Mike Brungardt, Johnson County Municipalities
Tom Gerend, KC Streetcar
Bob Heim, Platte County
Patty Hilderbrand, City of Kansas City
Tony Hofmann, City of Overland Park
Dick Jarrold, KCATA
Mayor Leonard Jones, Jackson County
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Robbie Makinen, KCATA
Janet McRae, Miami County
David Miller, City of Kansas City
Mike Moriarty, KDOT
Matt Nolker, Ray County
Josh Powers, Johnson County
Mark Randall, City of Independence
Eric Rogers, BikeWalk KC
Greg Rokos, Cass County Municipalities
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Griffin Smith, MoDOT
Chad Thompson, City of Kansas City
Councilman Reginald Townsend, Cass County
Tim Vandal, Leavenworth County Municipalities
Geoffrey Vohs, Johnson County
Doug Whitacre, Johnson County Municipalities
Beth Wright, City of Olathe
Sabin Yanez, Northland Regional Chamber of Comm.
Beccy Yocham, Johnson County Municipalities

MARC Staff Present
Ron Achelpohl, Dir. Of Transportation & Environment
Karen Clawson, Principal Planner/Air Qual. Prog. Mgr.
Beth Dawson, Senior Land Use Planner
Darryl Fields, Senior Transportation Planner
Marc Hansen, Principal Planner
Amanda Horner, Safety and Mobility Planner
Jared Islas, Transportation Intern
Tom Jacobs, Environmental Program Manager
Martin Rivarola, Asst. Dir. of Trans. & Land Use Plan.
Amy Strange, Public Affairs Coordinator II
Patrick Trouba, Transportation Planner I
Ray Webb, Manager of Traffic Operations
Jermain Whitmore, Program Assistant
Caitlin Zibers, Transportation Planner III

Others Present
Zack Baker
Ralph Davis, City of Kansas City
Randy Gorton, BHC Rhodes
Britini O’Connor, MoDOT
Agnes Otto, WSP
Sarah Shafer, Unified Gov’t of WyCo/KCK
Allison Smith, KDOT
Mike Spickelmier, City of Lansing
1) **Welcome/Introductions**
Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) **Approval of July 17, 2020 Meeting Summary***
There were no changes to the July 17, 2020, meeting summary. Janet McRae moved to approve the meeting summary, Mayor Leonad Jones seconded and the motion carried unanimously.

3) **Functional Classification Call for Updates***
As the Metropolitan Planning Organization for the Kansas City Region, MARC is responsible for developing and maintaining the Functional Classification system of roadways within its planning boundaries through coordination with local cities, counties, and departments of transportation. MARC follows an established schedule for updates to this system, with the next call for updates scheduled to open August 18th and close September 15th.

   Functional classification determines the eligibility of roadways to receive federal funds, most notably the STP funds that MARC’s programming committees award every two years.

   Mayor John Smedley moved to authorize a call for functional classification updates, Janet McRae seconded and the motion carried unanimously.

4) **RideKC Update**
Robbie Makinen, CEO of the Kansas City Area Transportation Authority, provided an update on Ride KC activities at the meeting. 2020 has seen several of significant developments, challenges and changes to regional public transportation services in response to the coronavirus pandemic and in implementation of planned projects such as Prospect MAX, the East Village Transit Center and other initiatives.

5) **Kansas Long-Range Transportation Plan Update**
Mike Moriarty, KDOT’s Planning Bureau Chief, provided an update on this process at the meeting. In 2018, KDOT initiated an update to the 2008 Plan with the local consult process that also contributed to the development of the Eisenhower Legacy Program. KDOT intends to complete this update in late 2020 or early in 2021. The Plan is a broad-based policy document which identifies important transportation-related issues and provides direction for future programs and actions and is available online at https://www.ksdot.org/lrtp2008/.

   MARC has coordinated with KDOT on the state-system priorities reflected in the Connected KC 2050 regional transportation plan, adopted in June of 2020.

   One of the committee members asked if there has been a date set for the webinar, and Mr. Moriarty informed everyone that nothing has been set yet, but possibly thinking around October or November.

6) **Olathe Planning Initiatives Update**
Chet Belcher, Transportation Manager, provided an update on their recent 2019 Olathe Downtown Planning Sustainable Places project and associated transportation and land use impacts. Periodically local jurisdictions are invited to provide an update to the Committee on recent activities that impact transportation within their community.

7) **Safe Commute Guidance for COVID-19**
As the greater Kansas City area continues to balance our region’s economy and community health needs during the COVID-19 pandemic, employer-based safe commute policies and plans are integral to the functioning of core business operations and the health of our workforce. Developed in partnership with MARC, RideKC, the Greater Kansas City Chamber of Commerce, and the Full Employment Council, the Safe Commute Guide aims to equip local businesses with the tools they need to get their employees to work and stay resilient in the face of the public
The guide is meant to assist employers in navigating the risks and best practices for each of Kansas City’s diverse transportation options, in order to find the solutions that make sense for their needs and goals through the pandemic and beyond.

A committee member asked what is the plan to distribute information, and Ms. Phillips replied that they intend to link up with the chambers and other governing bodies.

8) 2020 Annual Safety Report and Final Destination Safe Grant Funding

Each year a fatality and serious injury crash report is created for the 13 counties in the Destination Safe region. This report compares 2019 crash data to the 2019 Safety Performance Measure Targets. Unfortunately, the region did not achieve its fatality reduction targets. The five-year average fatalities reached 233, 30 higher than the target for this period. Similarly, the region did not achieve its serious injury reduction target. The five-year serious injury average reached 1,262, 240 higher than the target. Nonmotorized fatalities and serious injuries have been increasing in recent years. The five-year average for combined fatalities and serious injuries reached 118 in 2019. This is 6 higher than the target.

Additionally, the following is the full list of projects that Destination Safe Leadership recommended for Kansas and Missouri Department of Transportation Funding for FY2020-2021. Due to funding revenue changes, Missouri reduced the amount allotted to fund Missouri projects. The list below reflects that reduction.

- Blue Springs Enforcement and Education Project, $2,460
  Blue Springs PD, MO
- Buckle Up Kids & Arrive Alive, $12,233
  Platte County Health Dept., MO
- Car Seats for Littles of Lafayette County, $7,310
  Lafayette County Health Dept., MO
- Destination Safe Public Outreach, $29,480
  Mid-America Regional Council, MO
- Driver Safety Awareness, $1,806
  AARP Driver Safety, MO
- Drone, $3,897
  Shawnee PD, KS
- DWI/HMV Enforcement Equipment, $1,587
  Marshall PD, MO
- Gardner Safer School Zones, $14,895
  City of Gardner, KS
- Grandview Destination Safe, $23,927
  Grandview PD, MO
- Immediate Response to Dangerous Drivers, $4,105
  Lawson PD, MO
- Platte County Buckle Up Kids & Arrive Alive, $12,233
- Platte County Health Dept., MO
- Police Speed Laser Data, $3,000
  Smithville PD, MO
- Stop the Bleed, $8,700
  Truman Medical Center, MO
- ThinkFirst for Teens Assembly Program & RoadWise Program, $9,048
  The Research Foundation, MO
- Tri-County Education Project, $12,376
  Tri-County Mental Health, MO

Below is a breakdown of the grants and their top project focus areas from the 2018-2022 Regional Transportation Safety Blueprint. (Each grant can have more than one focus area.)
Someone inquired if there is any consensus on why the numbers are higher this year and if there is anything age related. Ms. Horner answered that she isn’t sure, as it always varies from year to year, and that there is nothing age related in this report but can pull that information out as needed.

9) Process to update Public Participation Plan
MARC uses a range of public involvement strategies throughout the development of its core transportation plans. The PPP sets a consistent standard across different planning efforts but recognizes that strategies may vary by project. Early engagement and continuous participation are important goals that merit consideration in all transportation planning processes.

Goals for the update to the PPP include:
- Shorten the plan and use plain language to make it more accessible for the general public.
- Provide a catalog of strategies that preserve flexibility in how to engage public.
  - Be mindful of issues such as the digital divide and ADA accessibility in online engagement options.

MARC staff will gather input on the plan update:
- The Regional Association of Public Information Officers (RAPIO) will provide feedback on engagement best practices (Aug. 21).
- We will invite a broad group of stakeholder and partners to provide feedback on the goals and strategies at one of two focus group sessions. These conversations will have a focus on equity issues and targeted invitations will be sent to those who serve vulnerable populations. (Tentatively Aug. 26 and 27.)

Based on this input, we will develop a draft of the plan that will be available during a 45-day public review and comment period.

10) Other Business
- There was no other business to discuss.

11) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held September 15, 2020.
ISSUE:

VOTE: Planning Sustainable Places Program of Projects*

BACKGROUND:
The Kansas City region’s vibrant, green and connected centers and corridors is central to both the Creating Sustainable Places initiative and Connected KC 2050 (CKC 2050), the region’s long-range transportation plan.

In 2012, MARC’s Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee launched Planning Sustainable Places (PSP), a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors and centers.

The Sustainable Places Policy Committee (SPPC) worked with MARC staff earlier this year to refine the 2021 criteria for eligibility and the award process. MARC issues a call for projects that closed on June 19, 2020. MARC staff conducted an initial review and scoring of the 30 applications and worked with the Sustainable Places Policy Committee to develop a recommended list of awardees. The Committee will approve the final recommended project list on September 11, 2020. The recommended list will be available beginning September 11th on the Sustainable Places Policy Committee website at: https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/Creating-Sustainable-Places/Sustainable-Places-Policy-Committee

These projects will be developed with a focus on the integration of transportation, land use and environment, and will include robust citizen engagement. The Committee weighed several considerations when developing the recommended list including project scores, scalability, local jurisdiction priorities, geography, eligibility, replicability and alignment with PSP program objectives. Local sponsors are responsible for local match requirements. The consultant contracts for the projects will be held by MARC, authorization for those individual contracts will be brought to the MARC board after they have been negotiated.

BUDGET CONSIDERATIONS:

<table>
<thead>
<tr>
<th>REVENUES</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>KS Surface Transportation Program</td>
<td>$ 600,000</td>
</tr>
<tr>
<td>MO Federal Transportation Admin.</td>
<td>$ 349,000</td>
</tr>
<tr>
<td>Local Match from Project Sponsors</td>
<td>$ 237,250*</td>
</tr>
<tr>
<td>Transportation Fee</td>
<td>$ 9,490</td>
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</table>

<table>
<thead>
<tr>
<th>PROJECTED EXPENSES</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel (salaries, fringe, rent)</td>
<td>$ 71,175</td>
</tr>
<tr>
<td>Contractual</td>
<td>$1,124,565*</td>
</tr>
</tbody>
</table>

* The exact Local Match from Project Sponsors and Contractual Amount will be provided at the meeting.
COMMITTEE ACTION
The Sustainable Places Policy Committee will consider funding recommendations at their meeting on September 11, 2020.

RECOMMENDATION
Authorize the Planning Sustainable Places Program of Projects.

STAFF CONTACT
Beth Dawson
Martin Rivarola
Ron Achelpohl
ISSUE:
VOTE: Release of the 2020 4th Quarter Amendment to the FFY 2020-2024 TIP for public review and comment*

BACKGROUND:
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 both a quarterly cycle and as needed to accommodate changes to projects in the TIP.

The proposed 2020 4th Quarter Amendment to the 2020-24 Transportation Improvement Programs includes 30 projects:

- 25 new projects to be added, including but not limited to:
  - #280168 - I-635; Bridge replacement at Metropolitan Avenue
  - #380189 - Ottawa Street; Reconstruction in the city of DeSoto
  - #420008 - Six At Park Complete Streets Improvements
  - #690595 - I-70; Bridge replacement at Prospect
  - #880010 - K-68, Crosswalk improvements in the city of Louisburg
- 5 modified projects
  - FTA Section 5310 funding recommendations
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review on the Internet at: http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/20Q4amend.aspx

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
Approve the release of the 2020 4th Quarter Amendment to the FFY 2020-2024 TIP for public review and comment.

STAFF CONTACT
Marc Hansen
ISSUE:
REPORT: Blue River Watershed Resilience Planning

BACKGROUND:
MARc received a Federal Highway Administration Resilience and Durability to Extreme Weather Pilot Program grant to assess climate change-related risks and vulnerabilities to transportation infrastructure in the Blue River watershed. Hydrologic modeling and analysis was lead by Dr. Stacy Hutchinson from Kansas State University.

Project analysis and findings were interwoven as appropriate through four separate but interrelated planning processes. These included the regional transportation plan, the regional hazard mitigation plan, the regional climate action plan, and the Integrated Blue River Watershed Feasibility Study.

Key findings from the study will be presented by Dr. Hutchinson. These may be group into two groups: analytical methods and policy/planning implications.

Analytical methods

From a methodological perspective, KSU analysis demonstrated how common hydrological modeling procedures may be modified to account for climate change. Common assumptions about the frequency, intensity and duration of storm events are likely to shift. Downscaled climate data reflects the probability of shorter duration and higher intensity storms, changes in the frequency of in future precipitation events, and storm “stacking” over multi-day periods.

In addition to shifts in hydrological modeling assumptions, future watershed analysis will require a shift from a wholly empirical basis to one that incorporates projected precipitation regimes using evolving downscaled modeling approaches. Further, the discipline will benefit from shifting from a focus on discrete design storms to an approach guided by risk assessment and mitigation.

Policy/Planning

Analysis of alternative land use and development scenarios demonstrated two key findings, which reiterate conclusions from multiple studies in Kansas City and nationally. The study found the connected riparian corridors and the disconnection of impervious areas throughout the watershed create meaningful reductions in peak flows. While the study did not address water quality or geomorphological analysis, it can be reasonably projected that these measures also would create substantial benefits in those regards. Further, ongoing discussions with the APWA and municipal partners reflect a strong interest in revising area stormwater engineering standards and best management practice design to address these issues.

Finally, many opportunities exist to integrate project findings with other regional plans. For example, the newly adopted Connected KC 2050 highlights climate protection and resilience as one of five overarching strategies. The plan specifically
highlights nature-based solutions and green infrastructure strategies as notable resilience strategies. (Climate plans routinely recognize green infrastructure as the low-hanging fruit of adaptation.) Further, from a transportation programming perspective, green infrastructure criteria may inform multiple strategies including green and complete streets, multi-purpose greenways, right-of-way management, native landscaping, riparian restoration and other stormwater best management practices.

BUDGET CONSIDERATIONS:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Tom Jacobs
ISSUE:
REPORT: Buck O’Neil Bridge Project Update

BACKGROUND:
In 2017, the MARC Board of Directors provisionally approved up to $40 million of federal Surface Transportation Program funds for a new Buck O’Neil bridge with accommodations for bicyclists and pedestrians, subject to MoDOT and the City of Kansas City, Missouri securing the remaining funds for the project. In the past few months, several important milestones have been completed for this project.

MoDOT and the city have each secured their share of funding for the project and MARC and MoDOT have amended both the Kansas City regional Transportation Improvement Program and the Missouri Statewide Transportation Improvement Program to commit these funds. The Federal Highway Administration has issued a formal finding of no significant impact, completing the required analysis under the national Environmental Policy Act and, most recently, MoDOT has qualified five design build teams to submit formal proposals to complete the project, with final selection of the winning team expected in February of 2021.

More information about the project is available at: https://www.modot.org/buck-oneil-bridge-project

MoDOT staff will provide an update on the project at the meeting.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl
ISSUE:
REPORT: 2020 Sub-allocated Transportation Programming Update

BACKGROUND:
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.

On August 3, 2020 MARC opened the second phase of the call projects for 2023-2024 federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STP) and Surface Transportation Block Grant Program - Set Aside (TAP) programs. Funding available through these programs for 2023-2024 is estimated to total $60.4 million. MARC received 85 complete applications for projects by the September 4, 2020 application deadline.

Throughout the fall of 2020, the Active Transportation Programming Committee, Air Quality Forum, Kansas and Missouri STP Priorities Committees and the Regional Transit Coordinating Council will be working to develop funding recommendations for these programs.

Staff will provide summary details about the applications received and the next steps in the programming process at the meeting.

POLICY CONSIDERATIONS:
TTPC adopted a programming policy statement for this funding cycle with the adoption of the new metropolitan transportation plan, Connected KC 2050 on June 16, 2020.

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

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Marc Hansen
ISSUE:
REPORT: Climate Action Plan - Draft Strategies Update

BACKGROUND:
MARC kicked off a process in the fall of 2019 to develop the region's first Climate Action Plan. To date, the Greenhouse Gas Emission Inventory and Climate Risk and Vulnerability Assessment have been completed as initial steps in developing climate resilience actions. 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. Following this engagement, a series of work groups were convened to review feedback from stakeholders and the community and assist in refining a set of draft strategies across multiple sectors.

MARC staff will share the overarching themes from the workgroups and the set of draft strategies that will be included in the plan. TTPC members are encouraged to provide feedback on the strategies and indicate priorities.

BUDGET CONSIDERATIONS:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Karen Clawson
Tom Jacobs
ISSUE:
REPORT: Heartland Freight Technology Plan Update

BACKGROUND:
In May of 2018, MARC hosted FHWA’s Multi-Jurisdictional Coordination for the Central Plains/Heartland Region Workshop held in Kansas City, which was held to facilitate coordination and collaboration around transportation needs among our neighboring states and metropolitan areas. Building on this experience, MARC applied for and was awarded a FHWA grant through the National Economic Partnerships program, which is currently funding the development of the Heartland Freight Technology Plan.

The plan is due to be finalized by the end of September. Preliminary recommendations coming from the plan include:

- Continue consortium for implementation and investigate opportunities to house the plan within a larger agency
- Integrate the HFTP as the source for statewide and regional freight plans as it relates to freight technology
- Focus on implementation of near-term technologies like truck electrification and Advanced Driver Assist Systems
- Maintain technology watchlist
- Formalize a data working group within consortium, specifically including technical members
- Develop a formal data governance structure - strive for a more systematic structure to manage agreements
- Consolidate and share the region’s existing freight data resources. Work to develop data, metadata and quality priorities and standards for each data set
- Consider developing a regional data portal for data sharing

These anticipated outcomes will result in improved economic performance and harmonized planning and policy development for regional freight-based industries and technology achieved in an approach that can be duplicated.

The attached project schedule outlines the project milestones in further detail.

POLICY CONSIDERATIONS:
Transportation Outlook 2040 identifies a network of national, regional and local freight corridors as part of the Goods Movement element of the plan. Additionally, the RTP2050 identifies Data and Technology as part of the updated policy framework.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None.

STAFF CONTACT:
Caitlin Zibers
Table 1: Central Plains Heartland Freight Technology Project Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Scheduled Timeline</th>
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<tbody>
<tr>
<td>Task 1: Engage Key Regional Public and Private Stakeholders</td>
<td>October - November 2019</td>
</tr>
<tr>
<td>Task 2: Economic Connections Between Heartland</td>
<td>December 2019 - February 2020</td>
</tr>
<tr>
<td>Metropolitan Areas and States</td>
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<tr>
<td>Task 3: Harmonize Regional Regulatory Objectives and Strategies</td>
<td>March - May 2020</td>
</tr>
<tr>
<td>Task 4: Regional Data Sharing and Management</td>
<td>June - July 2020</td>
</tr>
<tr>
<td>Task 5: Final Report</td>
<td>August - September 2020</td>
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ISSUE:
REPORT: Complete Street Network Assessment

BACKGROUND:
Complete streets are streets, highways and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the entire public right of way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit or mobility aids; and freight shippers. Complete streets are also green streets which incorporate natural systems to enhance the tree canopy, reduce stormwater runoff and improve water quality.

MARC staff has launched a complete street network assessment to measure “completeness” of our roadways in the region. This is an extension of previous MARC work products such as the Complete Streets Policy and Handbook, the Greater Kansas City Regional Bikeway Plan, and the Regional Pedestrian Policy Plan. The scope of the assessment will include:

- identify and analyze parts of the road network in the region,
- look at existing corridors shared by many MARC plans, such as the ones mentioned above and others including Smart Moves 3.0 and freight networks,
- look for gaps in the system,
- make programmatic, project and policy recommendations to communities, and
- update the MARC Complete Streets Policy.

A stakeholder group with an emphasis on a diverse and multimodal members and users will help guide the project, as well as several of the planning committees and public outreach as well. This assessment is anticipated to be completed in mid-2021.

During this month’s TTPC meeting, staff will provide further information about this study to the committee.

POLICY CONSIDERATIONS:
Connected KC 2050 (CKC2050), recently adopted in June of 2020, recommend a network assessment to identify system gaps and recommend policy adjustments to advance these strategies throughout the region.

COMMITTEE ACTION:
None. Staff intends to engage various MARC modal committees throughout this assessment.

RECOMMENDATION:
None. Informational Only

STAFF CONTACT:
Alex Rotenberry
Martin Rivarola
ISSUE:
REPORT: Vision Zero Summit

BACKGROUND:
The Pathways to Vision Zero Summit is a virtual series that will introduce policymakers, community representatives and change-makers to the importance of Vision Zero and examines focus areas that are working to achieve zero traffic fatalities in our region and beyond.

The summit focuses on four key components — policy, engineering, driver behavior, and bicycles and pedestrians — all of which are necessary for success in the Kansas City area.

The goal of the Vision Zero Summit is to provide introductory information of Vision Zero to participants in the hopes that local representatives will consider implementing efforts within their communities, as well as inform them of existing efforts resources available across the region.

There is a $10 fee for access to all 13 session of the Vision Zero Summit, which will occur between Thursday, October 29 and Thursday, November 19. Due to changing the summit from in-person to virtual, costs for the summit are limited to two speaker fees and contract with GTI for facilitation.

Registration Link (to be activated soon): www.marc.org/VisionZeroSummit

Our plan also includes a follow up workshop that will be a practical experience for attendees to receive more tangible instructions on how to move forward in creating policy, resolutions, form partnerships, accessing and maintaining data, and other aspects of making Vision Zero priorities possible.

An RFP for a workshop facilitator has been developed and is scheduled close September 17th.

BUDGET CONSIDERATIONS:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Alex Rotenberry
Amanda Horner
Ron Achelpohl
ISSUE:
REPORT: Investible Strategies for Federal and Regional Funding

BACKGROUND:
Given the pending reauthorization of federal transportation legislation and potential for additional federal infrastructure investment, MARC is currently engaged in three related initiatives to identify investment priorities for future federal and regional funding. Drawing on the recently adopted Connected KC 2050 plan, Smart Moves 3.0, the Heartland Freight Technology Plan and other resources, MARC staff have been participating in developing project priorities for:

1. **The Heartland Civic Collaborative**, an initiative of the Civic Council of Greater Kansas City with partner organizations in the Des Moines, Omaha and St. Louis metropolitan areas to identify potential enhancements to the transportation corridors connecting these regions together and to other markets. For the Kansas City region, these priorities may include improvements to I-29, I-35, I-49, I-70 and other major corridors for interstate commerce. This work is anticipated to be complete prior to the November election.

2. **The Greater Kansas City Chamber of Commerce** is also participating in the HCC work and is developing additional federal and regional priorities through their Transportation Big Five initiative. This work will focus on multimodal transportation and infrastructure investments for the Kansas City region with emphasis on job access and transportation safety strategies. Federal priorities should be identified this fall with other regional priorities to be identified by early 2021.

3. **The Regional Transit Coordinating Council** to identify regional priorities for public transportation and mobility investments consistent with Smart Moves 3.0. This work is also being coordinated with the initiatives above.

Staff will report on progress for these activities at the meeting.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl