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

There will be a meeting of MARC’s Total Transportation Policy Committee on Tuesday, February 18, 2020, at 9:30 a.m. in the Board Room on the second floor of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

AGENDA

1. Welcome/Introductions
2. VOTE: January 21, 2020 Minutes*
3. VOTE: 2020 Special Amendment #1 to the 2020-24 TIP*
4. VOTE: 2020 Safety Performance Targets for the Kansas City Metropolitan Area*
5. REPORT: Buck O’Neil Bridge Update
6. REPORT: Planning Sustainable Places Program Update
7. REPORT: Heartland Freight Technology Plan Update
8. REPORT: Connected KC 2050 Update – Potential Revenue Sources
9. Other Business
10. Adjournment

*Action Items

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.
Total Transportation Policy Committee
January 21, 2020
Meeting Summary

**Members, Alternates Present-Representing**
- Mayor Carson Ross, Jackson County Municipalities, MO Co-Chair
- Councilman Chuck Adams, Wyandotte County Municipalities, KS Co-Chair
- Commissioner Jim Allen, Johnson County
- Lauren Anderson, Leavenworth County
- Cory Davis, KDOT
- Tom Gerend, Kansas City Streetcar
- Richard Grenville, PortKC
- Patty Hilderbrand, City of Kansas City
- Damon Hodges, Jackson County Municipalities
- Kent Lage, Johnson County
- Nathan Law, Miami County Municipalities
- Mayor Mike McDonough, Jackson County Municipal.
- Janet McRae, Miami County
- Eric Rogers, BikeWalk KC
- Fred Sherman, Johnson County Municipalities
- Brian Shields, City of Overland Park
- Mayor David Slater, Clay County Municipalities
- Mayor John Smedley, Platte County Municipalities
- Griffin Smith, MoDOT
- Geoffrey Vohs, Johnson County
- Bruce Wilke, Jackson County
- Sabin Yanez, Northland Regional Chamber of Comm.
- Beccy Yocham, Johnson County Municipalities

**MARC Staff Present**
- Ron Achelpohl, Dir. Of Transportation & Environ.
- Beth Dawson, Senior Land Use Planner
- Marc Hansen, Principal Planner
- Tom Jacobs, Environmental Program Director
- Laura Machala, Transportation Planner III
- Natalie Phillips, RideshareKC Employer Outreach Coordinator
- Martin Rivarola, Assistant Director of Transportation Land Use Planning
- Alex Rotenberry, Transportation Planner III
- Kaleena Salazar, Transportation Intern
- Jermain Whitmore, Program Assistant

**Others Present**
- Kevin Corlew, Evans & Dixon, LLC
- Randy Gorton, BHC Rhodes
- Dave Kocour, Hg Consult Inc.
- Nickie Lee, City of Smithville
- Clarence Munsch, GBA
- Steve Schultz, Bartlett & West
- Mike Spickelmier, City of Lansing
- Jim Townsend, Wilson & Co.
- Cynthia Wagner, City of Smithville
1) **Welcome/Introductions**
Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) **Approval of December 17, 2019 Meeting Summary**
There were no changes to the December 17, 2019, meeting summary. Mayor John Smedley moved to approve the meeting summary, Beccy Yocham seconded and the motion carried unanimously.

3) **2020 1st Quarter Amendment to the 2020-24 Transportation Improvement Program**
The proposed 2020 1st Quarter Amendment to the 2020-24 TIP includes 12 projects:

- 5 new projects to be added, including, but not limited to:
  - #162006 – K-7; Intersection Improvements at Eisenhower Road
  - #280157 – I-635; Surfacing in Wyandotte County
  - #280158 – I-70 & I-670; Surfacing in Wyandotte County
  - #345130 – 87th Street Bicycle Pedestrian Tunnel
  - #524007 – Bridge Replacement on Greenwood Road over the Fishing River

- 7 modified projects
  - #259179 – State Avenue & Village West Parkway Intersection Improvements
  - #259205 – Metropolitan Avenue Area Bikeway Improvements
  - #347014 – Mission Safe Routes to School Phase II Facilities
  - #524003 – Bridge Replacement on NE 148th Street over Carroll Creek
  - #524004 – Bridge Replacement on NE 188th Street over New Hope Creek
  - #628140 – US 24 Highway Complete Streets
  - #628142 – Truman Connect

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/20Q1amend.aspx](http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/20Q1amend.aspx)

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. No comments were received.

Tom Gerend moved to approve the 2020 1st Quarter Amendment to the FFY 2020-2024 TIP, Mayor Smedley seconded and the motion carried unanimously.

4) **2020 Unified Planning Work Program – Amendment #1**
The proposed 2020 UPWP Amendment #1 will make the following modifications:

- Add a new task funded through the FTA Pilot Program for Transit-Oriented Development Planning
  - 5.11 – Comprehensive Transit-Oriented Development Plan for the Prospect MAX Corridor – City of Kansas City, MO & KCATA
- Add a new task funded through the Missouri Traffic Engineering Assistance Program (TEAP) to the Appendix E – Related Activities
  - E.6 - Active Transportation Assessment for School Transportation Services – Raytown, MO
- Revise Appendix C as necessary to account for the modifications noted above.

These revisions add work activities to the UPWP for 2020 and should be released for public review and comment. No comments were received during the comment period.

Nathan Law moved to approve Amendment #1 to the 2020 Unified Planning Work Program (UPWP), Janet McRae seconded and the motion carried unanimously.

5) 2020 Special Amendment #1 to the 2020-24 TIP for public review and comment*
The proposed 2020 Special Amendment to the 2020-24 Transportation Improvement Programs includes 6 projects:

- 6 new Kansas projects to be added:
  - #280159 – I-435; Surfacing from the Wyandotte/Johnson County line to Leavenworth Rd
  - #280160 – I-635; Bridge repair at the K-32 junction
  - #380180 – I-635; Surfacing near the Wyandotte/Johnson County line
  - #380181 – I-435; Surfacing in Johnson County from K-10 to Midland Drive
  - #880008 – US-169; Bridge repair 1.66 miles north of K-7
  - #880009 - Kelly Parkway (Baptiste Drive) Improvements in Paola, KS

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/20SA1amend.aspx

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

Mayor Mike McDonough moved to approve the release of the 2020 Special Amendment #1 to the FFY 2020-2024 TIP for public review and comment, Mayor Smedley seconded and the motion carried unanimously.

6) Smithville Planning Initiatives Update
Cynthia Wagner and Nickie Lee provided updates on various Smithville initiatives. Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities that impact transportation within their community. Smithville, Mo., provided an update on their recent strategic plan update, their upcoming comprehensive plan update, multimodal projects, recent development, and associated land use impacts.

One of the committee members questioned if there has been any conflict with new growth from older residents; and Ms. Wagner admitted there has been some resistance, and not from the older residents but also others who grew up there, as well as others who appreciate the old town feel.

Another committee asked if they have a route for the Main street trail, and Ms. Wagner acknowledged that they do and broke down the trail route.

Someone else inquired what was their election approval percentage, and Ms. Wagner remarked that it was around 65%.

7) Transportation Planning Committees Related Major Work Activities
Martin Rivarola presented an overview of each planning committee’s work plan for the current year. All committees will support programming of sub-allocated funds throughout 2020. In addition, major items to be included in each committee work plans include:
Bicycle Pedestrian Advisory Committee – (Staff liaison: Alex Rotenberry)
• BPAC will be assisting staff in the 2020 update of the Regional Trails & Bikeway Map.
• BPAC will be assisting staff in updating the MARC Complete Streets Policy (updated/created in 2015)
• PBAC will support Seasonal campaigns such as the Bike Month, Trails Day, and Walk to School

RTCC – (Staff liaison: Laura Machala)
• Will work to create a short-term investable transit program, which identifies specific projects and possible funding sources/strategies.
• It is a programming year for Mobility Advisory Committee, so the 5310 process will make up most of the committee’s work this year. (Funds targeted for transportation needs for older adults/people with disabilities)

Highway – (Staff liaison: Caitlin Zibers)
• Committee will conduct functional class updates (twice a year)
• Committee will conduct a Congestion Management Process Policy Update

Aviation – (Staff liaison: Caitlin Zibers)
• Construction Project Proximity Report
• KCI Airport Update

Destination Safe Coalition – (Staff liaison: Amanda Horner)
• Updating and monitoring safety performance targets
• Programming safety funds for education/enforcement programs

Goods Movement Committee – (Staff liaison: Darryl Fields)
• Initiating update to regional freight plan
• Critical Urban Freight Corridors

Sustainable Places Policy Committee – Staff liaison: Beth Dawson
• Planning Sustainable Places – 2021 Programming of projects

8) Connected KC 2050 Update
Martin Rivarola provided details about the project prioritization process and project listings. As a major next step towards completion of this plan, MARC’s planning and policy committees have recently reviewed project prioritization methodologies and the following Draft project lists to be considered for inclusion in the transportation plan:
• Financially constrained project listing – In this list, financial projections indicate that revenues can be reasonably anticipated to be available over the life of the plan in order to advance these projects towards implementation.
• Illustrative Projects – Under current projections and without anticipation of increased revenues, it is not expected that financial resources will be available to advance these projects. This list of illustrative projects is divided into high, medium and low priority projects, based on a ranking exercise conducted by the planning committees.

Project listings were presented as part of the packet. Connected KC 2050 identifies needs and budget federal transportation funds that the metro area expects to receive over the next three decades. The plan contains:
• 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.
• Proposed regional transportation projects,
• Reasonably expected regional transportation investments to help accomplish goals. Once adopted, updated policies/goals and strategies identified in the MTP will guide transportation investments in our region in future years. For more information, please see: www.marc.org/2050

Sustainable Places Policy Committee, Air Quality Forum, Regional Transit Coordinating Council, Highway, Bicycle Pedestrian Advisory Committee, Aviation, Goods Movement, Technical Forecast Committee, and the MARC Board of Directors have all participated in prior discussions to support this work.

A committee member asked if the revenues are forecasted by MARC in consultation with other partners. Mr. Rivarola responded that this work is collaborative in nature and is done in consultation with state DOTs, transit agencies and local governments.

9) MARC Transportation Program Local Match Policy and Strategy
Ron Achelpohl discussed this process at the meeting. The current local match policy and strategy was adopted in April of 2012. The current policy requires MARC to dedicate 10% of the dues collected from MARC members and all of the project fees collected from successful applicants for sub-allocated federal funds to provide cash match to support the transportation planning program.

MARC intends to review and update this policy with relevant programming committees before the 2020 call for projects. The current policy is attached.

Federal planning regulations require a non-federal match of at least 20% to access federal planning funds.

Someone questioned if MARC will give enough time for this to go before other agencies, and Mr. Achelpohl replied that we planned to focus this discussion with MARC committees but that information about any changes to the policy would be made available before the next call for projects.

Another committee member inquired about the use of cash to match federal funds in Kansas & Missouri. Currently, Kansas requires cash match and Missouri allows non-cash match. As a practical matter, MARC has only had enough cash under the current policy to match Kansas CPG.

One of the committee members asked about the timeframe to get this completed, and Mr. Achelpohl commented that we are trying to get this completed as soon as possible to hopefully have it ready by the next call for projects.

Lastly, it was asked if there have been any changes on the horizon regarding cash vs. non-cash match for Kansas or Missouri, and Mr. Achelpohl replied that no changes are anticipated.

10) Annual Policy Review
MARC strives to operate in an open and transparent way that demonstrates that the organization is an effective steward of public resources. The MARC Board, TTPC, and a number of other committees are responsible for developing and approving project funding allocations to specific projects.

The committee processes ensure that federal, state and local funds available to the metropolitan area are invested in ways that benefit the region and local communities. The MARC Board of Directors has approved the attached Conflict of Interest and Whistleblower policies, to provide guidance to the participants in MARC committees regarding conflicts of interest and actions to take in those circumstances, and on processes to report any wrongdoing in the administration of MARC’s work.

Members of the MARC Board of Directors and the committees that support the Board are expected to review the policies annually.
The policies are intended to supplement, but not replace, any state or federal laws that govern conflicts of interest in public, non-profit, and charitable organizations and that govern the reporting of wrongdoing.

11) Other Business
   • There was no other business.

12) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held February 18, 2020.
ISSUE:
VOTE: 2020 Special Amendment #1 to the 2020-24 Transportation Improvement Program

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 Special Amendment to the 2020-24 Transportation Improvement Programs includes 6 projects:

- 6 new Kansas projects to be added:
  - #280159 - I-435; Surfacing from the Wyandotte/Johnson County line to Leavenworth Rd
  - #280160 - I-635; Bridge repair at the K-32 junction
  - #380180 - I-635; Surfacing near the Wyandotte/Johnson County line
  - #380181 - I-435; Surfacing in Johnson County from K-10 to Midland Drive
  - #880008 - US-169; Bridge repair 1.66 miles north of K-7
  - #880009 - Kelly Parkway (Baptiste Drive) Improvements in Paola, KS

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/20SA1amend.aspx

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. One comment in support of the amendment was received. The comment, and a proposed response from MARC have been included.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
Approve the 2020 Special Amendment #1 to the FFY 2020-2024 TIP.

STAFF CONTACT
Marc Hansen
Vote YES to the special amendment!
The condition of I-435 from K-10 to Midland is deplorable! I frequently travel this road and have on multiple occasions, found numerous cars pulled to the side of the road with flat tires from potholes.
This is an embarrassment to Johnson County, the State of Kansas and the KC Metropolitan Region. Please secure the funds to repair and repave this section of Interstate highway.
Thank you,
Roger Lippert
Olathe, Ks
Dear Mr. Lippert:

Thank you for your recent comment regarding the proposed 2020 Special Amendment #1 to the regional Transportation Improvement Program. We shared your comment with MARC’s Total Transportation Policy Committee, the MARC Board of Directors and the Kansas Department of Transportation for their consideration.

We look forward to your continued participation in the regional transportation planning process and encourage you to review A Citizen’s Guide to Transportation Planning. This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council
ISSUE:
VOTE: 2020 Safety Performance Targets for the Kansas City metropolitan area.

BACKGROUND:
The current and previous federal transportation bills, FAST Act and MAP-21, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance.

Final USDOT rules related to TPM established five performance measures for traffic safety (see attached memo for details). State DOTs are required to update safety performance targets on an annual basis for all five measures. Missouri and Kansas statewide targets for a 5-year rolling average ending in 2020 were set in August 2019. MPOs have the option to (a) support the state targets, or (b) establish their own regional targets within 180 days of the establishment of state targets.

MARC has elected to update regional targets, and core reasons include the need to harmonize significantly different statewide targets between Kansas and Missouri, and the fact that trends in the Kansas City region do not consistently align with statewide trends on either side of the state line. To develop the targets, MARC staff considered historical traffic safety trends, regional plans and programs, and emerging issues such as technology. The targets were developed in coordination with State DOTs and regional partners and are consistent with safety targets in the adopted 2018-2022 Regional Safety Blueprint, with exception of the Number of Fatalities target. Because the 2022 target was already met as of 2018, the Destination Safe Coalition leadership team elected to reduce the target set in the Regional Safety Blueprint by 5%.

The five recommended MPO safety performance targets represent a rolling 5-year average ending in 2020:

1. Number of fatalities — 191.4
2. Fatality rate per 100 million VMT — 0.869
3. Number of serious injuries — 1004.9
4. Serious injury rate per 100 million VMT — 4.481
5. Number of non-motorized fatalities and serious injuries — 102.1

Through Destination Safe, MARC is working with regional partners to improve traffic safety and implement strategies in the Regional Safety Blueprint. The Blueprint identifies specific strategies related to engineering, enforcement, education, and emergency response. MARC advances these strategies by prioritizing proven safety countermeasures when programming various types of federal transportation funding.
BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
The prosed safety targets were recommended for approval by the Destination Safe Coalition leadership team on January 29, 2020.

RECOMMENDATION
Approve updated 2020 Safety Performance Targets for the MARC metropolitan planning area as recommended by the Destination Safe Coalition.

STAFF CONTACT
Amanda Horner
Ron Achelpohl
2020 Safety Performance Measure Targets

The following graphs help to visualize the crash and injury data in the 5 required areas:

1. Crash fatalities
2. Crash fatality rate per 100M vehicle miles traveled (VMT)
3. Crash serious injuries
4. Crash serious injury rate per 100M VMT
5. Non-motorized crash fatalities and serious injuries

The purpose of these graphs is to assist in setting the 2020 performance measure targets for the MARC region. Additional information:

- Actual fatality and/or serious injury totals are shown in blue and/or gray bars
- Actual 5-year average, based on data starting in 2000 (except for VMT, which begins in 2007 and non-motorized data, which begins in 2008), is shown in the solid yellow line
- The 2018 and 2019 voted performance measure targets are shown as green diamonds
- The 5-year average trend line, based on data starting in 2000 (except for non-motorized data, which begins in 2008), is shown in the dotted yellow line
- The incremental steps to reach the “Together Toward Zero 2018-2022 Kansas City Regional Transportation Safety Blueprint 2022” target is shown in the orange dotted line

Because zero traffic crash fatalities and serious injuries is our ultimate goal, and the efforts of KDOT, MoDOT and all Destination Safe partners continue to work toward that goal, it is recommended that the 2020 Performance Measure targets are based on the “Together Toward Zero 2018-2022 Kansas City Regional Transportation Safety Blueprint 2022,” with the exception of the crash fatalities. The Regional Safety Blueprint target for crash fatalities for 2022, 197.4, was reached in 2018. For this reason, the Destination Safe Leadership Team voted to reduce the crash fatalities target by 5%. All 2020 performance targets are as follows:

1. Crash fatalities – 191.4
2. Crash fatality rate per 100M vehicle miles traveled (VMT) - .869
3. Crash serious injuries – 1004.9
4. Crash serious injury rate per 100M VMT – 4.481
5. Non-motorized crash fatalities and serious injuries – 102.1
2020 Federal Performance Measure Targets: Annual Crash Fatalities

Annual Fatalities - MARC Region

Annual Fatality Rate per 100M VMT - MARC Region
2020 Federal Performance Measure Targets: Annual Crash Serious Injuries

### Serious Injuries - MARC Region

<table>
<thead>
<tr>
<th>Year</th>
<th>MO Counties</th>
<th>KS Counties</th>
<th>MARC 5 Year Average</th>
<th>Approved Targets</th>
<th>Regional Blueprint 2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>303</td>
<td>752</td>
<td>1302</td>
<td>993.2</td>
<td>1022.3</td>
</tr>
<tr>
<td>2015</td>
<td>321</td>
<td>764</td>
<td>1237.2</td>
<td>985</td>
<td>1061.3</td>
</tr>
<tr>
<td>2016</td>
<td>314</td>
<td>809</td>
<td>1178.4</td>
<td>945</td>
<td>1004.9</td>
</tr>
<tr>
<td>2017</td>
<td>270</td>
<td>861</td>
<td>1136.4</td>
<td>948.4</td>
<td>948.4</td>
</tr>
<tr>
<td>2018</td>
<td>253</td>
<td>942</td>
<td>1117.8</td>
<td>891.9</td>
<td>891.9</td>
</tr>
</tbody>
</table>

### Serious Injury Rate per 100M VMT - MARC Region

<table>
<thead>
<tr>
<th>Year</th>
<th>MPO Rate</th>
<th>MARC 5 Year Average</th>
<th>Approved Targets</th>
<th>Regional Blueprint 2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>5.360</td>
<td>6.716</td>
<td>5.360</td>
<td>5.360</td>
</tr>
<tr>
<td>2015</td>
<td>5.310</td>
<td>6.304</td>
<td>5.310</td>
<td>5.310</td>
</tr>
<tr>
<td>2016</td>
<td>5.270</td>
<td>5.894</td>
<td>5.270</td>
<td>5.270</td>
</tr>
<tr>
<td>2017</td>
<td>5.240</td>
<td>5.564</td>
<td>5.240</td>
<td>5.240</td>
</tr>
<tr>
<td>2018</td>
<td>5.480</td>
<td>4.766</td>
<td>5.480</td>
<td>4.766</td>
</tr>
</tbody>
</table>

---

15
2020 Federal Performance Measure Targets: Non-Motorized Fatalities and Serious Injuries

Non-Motorized Fatalities and Serious Injuries

<table>
<thead>
<tr>
<th>Year</th>
<th>MARC Region</th>
<th>5 Year Average</th>
<th>Approved Targets</th>
<th>Regional Blueprint 2022 Target</th>
<th>Trend</th>
<th>2020 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>124.4</td>
<td>116</td>
<td>121</td>
<td>101.7</td>
<td>146</td>
<td>102.1</td>
</tr>
<tr>
<td>2015</td>
<td>121.2</td>
<td>109</td>
<td>113</td>
<td>106.0</td>
<td>117.5</td>
<td>116.8</td>
</tr>
<tr>
<td>2016</td>
<td>118.0</td>
<td>113</td>
<td>121</td>
<td>111.5</td>
<td>117.5</td>
<td>111.5</td>
</tr>
<tr>
<td>2017</td>
<td>117.0</td>
<td>121</td>
<td>146</td>
<td>102.1</td>
<td>102.1</td>
<td>83.1</td>
</tr>
<tr>
<td>2018</td>
<td>121.0</td>
<td>106.0</td>
<td>117.5</td>
<td>92.6</td>
<td>146</td>
<td>83.1</td>
</tr>
<tr>
<td>2019</td>
<td>117.5</td>
<td></td>
<td>116.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td>116.8</td>
<td></td>
<td>92.6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td>92.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td>83.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
ISSUE:
REPORT: Buck O’Neil Bridge Project Update

BACKGROUND:
At the state of the state address on January 15, 2020, Governor Parsons announced that Missouri will fund its portion of the cost of a new Buck O’Neil bridge. In 2017, the MARC Board of Directors provisionally approved up to $40 million of federal Surface Transportation Program funds for this project subject to MoDOT and the City of Kansas City, Missouri securing the remaining funds for the project.

MoDOT and the city are currently completing an Environmental Assessment of the project and anticipate releasing the final draft document including recommendations for a preferred alternative in February or March. All of the alternatives under consideration will provide accommodations for people to walk or ride bicycles across the new bridge.

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: Planning Sustainable Places Program Update

BACKGROUND:
The Kansas City region’s vibrant, green and connected centers and corridors is central to the Creating Sustainable Places initiative, Transportation Outlook 2040 (TO2040), the region’s long range transportation plan and part of the shared vision of connecting people and place for a shared community through Connected KC 2050, the region’s long range transportation plan that is under development.

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. Four rounds of projects have been funded in 2013, 2015, 2017 and 2019. The PSP program continues to serve as a local government assistance program intended to specifically respond to our long-range transportation goals and facilitate the following objectives:

- Support the development and implementation of local activity center plans consistent with CSP principles and land use policy direction outlined in TO2040 and Connected KC 2050.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of land use strategies, transportation projects, and sustainable development initiatives that help advance the objectives identified in the CSP initiative, our long-range transportation plans, and the MARC Board’s adopted policy statement on regional land use.
- Support the conceptualization, development, and implementation of CSP projects.

The Planning Sustainable Places Program represents a key implementation mechanism for numerous related adopted plans, including our long-range transportation plan. At the February TTPC meeting, Staff will share a report about major PSP program details.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACT
Beth Dawson
Martin Rivarola
ISSUE:
REPORT: Heartland Freight Technology Plan Update

BACKGROUND:
In May of 2018, MARC staff attended FHWA’s Multi-Jurisdictional Coordination for the Central Plains/Heartland Region Workshop held in Kansas City, which was developed to encourage multi-jurisdictional coordination and collaboration around freight. 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.

Task 2, Economic Connections Between Heartland Metropolitan Areas and States, is ending this month and has produced preliminary information about the freight connections between metropolitan areas and states. This information will be shared with the committee during the February meeting.

The anticipated future outcomes of this work include:

- Harmonized regional regulatory objectives and strategies — The project will develop policy recommendations to avoid or minimize the risks of a patchwork of regulations for new and emerging technologies. Understanding current regional state and metropolitan transportation goals and safety objectives, economic development, environmental sustainability, asset management and other needs are imperative to reducing patchwork regulations.

- Regional data sharing and management recommendations — The project will provide recommendations to public and private sector stakeholders for technical and institutional best practices for data management and exchange between agencies and companies for safe, efficient operation of freight technology systems. The recommendations will protect privacy and intellectual property, ensure cybersecurity, and facilitate public and private sector benefits through their coordinated management and operation.

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

Figure 1: Central Plains Heartland Freight Technology Plan Study Area

Table 1: Central Plains Heartland Freight Technology Project Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Scheduled Timeline</th>
</tr>
</thead>
<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 Metropolitan Areas and States</td>
<td>December 2019 - February 2020</td>
</tr>
<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>
</tr>
</tbody>
</table>
ISSUE:
REPORT: Connected KC 2050 - Potential New Revenue Sources

BACKGROUND:
One of the primary issues identified in the work to develop the Connected KC 2050 regional transportation plan has been the need to identify potential sources of new revenues for transportation in the Kansas City area. The current financial forecasts for this plan show insufficient revenues to cover basic asset management costs for the MoDOT system and limited revenues to advance priorities for regional public transportation and projects on local roadway networks in Missouri. The final document for this plan will include discussion of potential revenue sources for future consideration.

Staff has developed order-of-magnitude estimates for a variety of new regional revenue sources including motor fuel taxes, sales taxes and road user charges. Staff will share information about these estimates at the meeting for further discussion and input from the committee.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information and discussion only.

STAFF CONTACT:
Ron Achelpohl
Darry Fields