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, March 17, 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: February 18, 2020 Minutes*
3. VOTE: Update to MARC Local Match Policy and Strategy*
4. VOTE: Authorize 2020 Call for Projects & Funding Allocations*
5. VOTE: 2020 Amendment to the 2020-24 TIP for Public review and Comment*
6. REPORT: RideKC Next System Redesign
7. REPORT: Johnson County Transit System adjustments proposal and public comment process
8. REPORT: Update on draft county population and employment projections through 2050
9. REPORT: Connected KC 2050 Update
10. REPORT: Low RVP Gasoline Regulations
11. Other Business
12. 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
February 18, 2020
Meeting Summary

Members, Alternates Present-Representing
Mayor Carson Ross, Jackson County Municipalities,
MO Co-Chair
Commissioner Jim Allen, Johnson County
Lauren Anderson, Leavenworth County
Chet Belcher, City of Olathe
Mike Brungardt, Johnson County Municipalities
Eric Bunch, City of Kansas City
Cory Davis, KDOT
Matt Davis, Kansas City Streetcar
Tom Gerend, City of Overland Park
Mayor Leonard Jones, Jackson County
Mike Krass, Cass County
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Michael McDonald, Leavenworth County Municipal.
Mayor Mike McDonough, Jackson County Municipal.
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Jack Messer City of Overland Park
Melissa Sieben, Unified Gov’t of WyCo/KCK
Kite Singleton, Regional Transit Alliance
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Griffin Smith, MoDOT
Geoffrey Vohs, Johnson County
Doug Whitacre, Johnson County Municipalities
Bruce Wilke, Jackson County
Sabin Yanez, Northland Regional Chamber of Comm.
Beccy Yocham, Johnson County Municipalities

Others Present
Don Bowlin, KCATA
Scott Crain, Affinis
Randy Gorton, BHC Rhodes
Jose Leon, City of Raytown
Darby Logan, Platte County
Clarence Munsch, GBA
Barry Rolle, HDR
Chuck Soules, City of Smithville
Mike Spickelmier, City of Lansing
Joe Stolle, GeoEngineers
Jim Townsend, Wilson & Co.
Cynthia Wagner, City of Smithville

MARC Staff Present
Ron Achelpohl, Dir. Of Transportation & Environ.
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 Director
Alex Rotenberry, Transportation Planner III
Kaleena Salazar, Transportation Intern
Amy Strange, Public Affairs Coordinator II
Patrick Trouba, Transportation Planner I
Ray Webb, Manager of Traffic Operations
Jermain Whitmore, Program Assistant
1) Welcome/Introductions
Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of January 21, 2020 Meeting Summary*
There were no changes to the January 21, 2020, meeting summary. Mayor David Slater moved to approve the meeting summary, Janet McRae seconded and the motion carried unanimously.

3) 2020 Special Amendment #1 to the 2020-24 Transportation Improvement Program*
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 were included in the meeting packet.

Commissioner Jim Allen moved to approve the 2020 Special Amendment #1 to the FFY 2020-2024 TIP, Mayor Mike McDonough seconded and the motion carried unanimously.

4) 2020 Safety Performance Targets for the Kansas City metropolitan area*
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.

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

A committee member asked if the coalition followed the 4 E approach to safety planning (education, enforcement, engineering and emergency response) and what else could be put in place given the decrease in funding. Ms. Horner responded that the 4 Es are the basis of the Destination Safe Blueprint which includes many strategies targeted to specific crash types and contributing factors.

Mayor Slater moved to approve the updated 2020 Safety Performance Targets for the MARC metropolitan planning area as recommended by the Destination Safe Coalition, Mayor Smedley seconded and the motion carried unanimously.

5) Buck O’Neil Bridge Project Update
Griffin Smith provided an update on the project at the meeting. 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.

One of the committee members inquired if the public meeting will also include information regarding the preferred alternative, as well as they selection process for the RFP. Mr. Griffin confirmed they will have information regarding preferred alternative, then proceeded to explain the RFP selection process.

6) Planning Sustainable Places Program Update
Beth Dawson shared a report about major PSP program details. 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.

7) Heartland Freight Technology Plan Update
Caitlin Zibers gave an update on the 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.
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.

A project which outlines the project milestones in further detail was provided in the meeting packet. *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.

Someone asked if there is a mileage cut-off regarding freight and if it includes both private and commercial carriers. Ms. Zibers answered it is calculated by every movement and confirmed that it includes both private and commercial.

8) **Connected KC 2050 - Potential New Revenue Sources**

Ron Achelpohl shared information about these estimates at the meeting and invited the committee for further discussion and input. 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.

A committee member inquired if Kansas is allowed to collect road usage charges, and Mr. Achelpohl acknowledged that it would require new legislation in both Kansas and Missouri in order to be enacted.

9) **Other Business**

- Mr. Achelpohl informed the committee about the KS Forward Program launching, which is the successor to T-Works and that Co-Chair Chuck Adams was in Topeka offering testimony on behalf of MARC.

10) **Adjournment**

With no further business the meeting was adjourned. The next meeting of TTPC will be held March 17, 2020.
ISSUE:
VOTE: Update to MARC Transportation Program Local Match Policy and Strategy

BACKGROUND:
In 2012, MARC implemented a formal policy on local matching funds to support the federal funding for the region’s metropolitan transportation planning work. The current policy requires MARC to dedicate 10% of the dues collected from MARC members and all of the 0.5% project fees collected from successful applicants for sub-allocated federal funds to provide cash match to support the transportation planning program.

In looking forward to 2021 and beyond, staff has estimated that funds generated by the current policy will not be sufficient to match future federal funds. Also, in recent years several of the state and local projects used as non-cash match for MARC’s planning funds have come in substantially below their original cost estimates, resulting in higher than anticipated charges to MARC’s cash reserves.

Staff discussed this policy with relevant programming committees at their February meetings. The majority favored increasing project fees as the preferred approach to meet MARC’s future match requirements for federal planning funds, albeit unenthusiastically.

Staff recommends increasing project fees to 1% of the value of sub-allocated funds awarded through the MARC programming process, effective with the 2020 call for projects, to replenish MARC’s cash reserves and position the transportation planning program to remain solvent through 2024.

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

COMMITTEE ACTION:
The current local match policy and strategy was adopted in April of 2012. Options to revise the policy were discussed at the Missouri STP Priorities, Active Transportation Programming and Kansas STP Priorities committees on February 11, 12 and 13, respectively.

RECOMMENDATION:
Modify the MARC Transportation Program Local Match Policy and Strategy to increase project fees to 1% of sub-allocated federal funds awarded through MARC’s transportation programming process effective with the 2020 call for projects.

STAFF CONTACT:
Ron Achelpohl
1. MARC will continue to look for opportunities to financially participate with state and local governments on specific planning projects and utilize the state and local participation as match for federal planning funds.

2. As has been the past practice, MARC will annually pursue in-kind match from KDOT, MoDOT and local governments in the region. MARC will continue to seek and use as much in-kind match as is possible.

3. Beginning in 2011, MARC implemented a transfer of 10% of the MARC dues collected to a new Transportation Reserve Fund. For 2011, the transfer is $40,805. MARC will continue making this transfer in future years.

4. Beginning in 2012, MARC will implement a new project fee of 0.5% – 1.0% of federal funds awarded to any project selected through a MARC transportation project selection/programming process. The nonrefundable fee would be charged to the project sponsor. MARC will assess the fees on an annual basis, reflecting all programming work completed in the prior year. MARC will not pay the project fee for MARC projects, as the fee would come from the Transportation Reserve Fund and would not result in any net increase in funding to MARC.

5. For those local and state governments that provide in-kind match or project-specific cash that is used by MARC as match, MARC will calculate the value of match provided and utilized by MARC over the prior two years. Those entities will be given a “credit” for that prior match by reducing the level of fee they would owe related to a two-year programming cycle. Should a local jurisdiction choose to make supplemental dues payments to MARC for Transportation to have more budget predictability, MARC will also provide “credit” for those supplemental payments against any fees.

6. MARC will seek to use the additional funds in ways that are supportive of the needs of local governments paying the fees.
   - MARC will solicit proposals from local governments as the Unified Planning Work Program is developed each year to identify planning work that MARC could conduct with the funds (i.e. research, data collection/analysis, modeling, tool development, etc.) that would be supportive of local government planning needs.
   - MARC will also look for opportunities to leverage the additional funds to secure additional grants that can be used in support of local jurisdiction priorities.
   - MARC may also use some of the funds to contribute to or otherwise support specific local planning studies that would advance elements of the region’s long-range transportation plan and related goals/policies.

7. MARC will monitor the impacts of the implementation of the project fee to assess any measurable differences in the mix of projects submitted for consideration for funding or in the sizes of jurisdictions applying for projects.

8. MARC staff will monitor and report the status of the funds and their use to MARC’s Budget and Personnel Committee. Reported information will include tracking the funds on each side of the state.
line separately and the ongoing balance of funds collected but not yet spent. MARC staff will also consult with the Budget and Personnel Committee prior to each programming year to confirm whether or not the fee should be collected and/or reduced given the fund balance.
ISSUE:  
VOTE: Authorize 2020 Call for Projects & Funding Allocations

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.

In anticipation of a call for projects for the Congestion Mitigation Air Quality (CMAQ) program, Surface Transportation Block Grant Program (STP) and Surface Transportation Block Grant Program - Set Aside Program (TAP) program in 2020, staff has worked with the programming committees and other interested parties to review and update project evaluation criteria and processes. This work included changes to programming process that will result from the adoption of the new metropolitan transportation plan for the region currently scheduled for June 2020.

Staff has also worked with appropriate committees and stakeholders to update the online GIS resources relevant to the project evaluation process to reflect changing demographics, land use, and local planning efforts. These resources are provided to project sponsors as part of the application process.

Given the completion of these activities, staff requests authorization to proceed with a call for projects for CMAQ, STP and TAP funds in 2020. MARC plans to conduct the 2020 call for projects in two phases. The first phase will begin in April and will assess project applications for consistency with regional plans and policies. The second phase will evaluate project applications using the scoring methodologies established by the various programming committees as in previous funding rounds.

Staff recommends that this call for projects fully fund FFY 2023 and FFY 2024 for CMAQ, STP and TAP as noted in the following table:

<table>
<thead>
<tr>
<th></th>
<th>Kansas</th>
<th>Missouri</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ</td>
<td>$5,600,000</td>
<td>$6,600,000</td>
</tr>
<tr>
<td>STP</td>
<td>$25,000,000</td>
<td>$41,000,000</td>
</tr>
<tr>
<td>TAP</td>
<td>$2,000,000</td>
<td>$3,100,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$32,600,000</strong></td>
<td><strong>$50,700,000</strong></td>
</tr>
</tbody>
</table>

All funding amounts shown are subject to change.
In recent years, MARC has received approval to fund several projects outside of the project selection process. This allows the following regionally significant projects to proceed with an appropriate level of financial stability.

<table>
<thead>
<tr>
<th>CMAQ 2023-2024</th>
<th>Kansas</th>
<th>Missouri</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Transportation Program</td>
<td>$72,000</td>
<td>$72,000</td>
</tr>
<tr>
<td>Air Quality Public Education</td>
<td>$555,000</td>
<td>$555,000</td>
</tr>
<tr>
<td>Rideshare</td>
<td>$300,000</td>
<td>$300,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$927,000</strong></td>
<td><strong>$927,000</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STP 2023-2024</th>
<th>Kansas</th>
<th>Missouri</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operation Greenlight</td>
<td>$420,000</td>
<td>$980,000</td>
</tr>
<tr>
<td>Buck O'Neil Bridge</td>
<td>$ -</td>
<td>$20,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$420,000</strong></td>
<td><strong>$20,980,000</strong></td>
</tr>
</tbody>
</table>

**Budget Considerations**
MARC will collect fees in 2021 from applicants awarded funds in this programming cycle as detailed in the *Transportation Program Local Match Policy and Strategy*.

**Committee Action**
None.

**Recommendation**
Authorize a call for projects in 2020 for FFY 2023-2024 CMAQ, STP and TAP funds and approve funding for the projects noted.

**Staff Contact**
Marc Hansen
Ron Achelpohl
ISSUE:
VOTE: 2020 2nd Quarter Amendment to the 2020-24 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 2nd Quarter Amendment to the 2020-24 Transportation Improvement Programs includes 22 projects:

- 15 new projects to be added, including but not limited to:
  - #180076 - K-16; Intersection improvements at Parallel Road
  - #280162 - US-73/K-7; Construct turn lanes at Hollingsworth Road
  - #380182 - US-56; Reconstruction from Sycamore to Moonlight in Gardner
  - #590266 - I-435; Scoping for operational improvements at 48th St/Parvin Road
  - #690547 - Buck O’Neil Corridor Design Build Project
  - #868001 - Intersection improvements at Baptiste Drive and Hedge Lane
- 7 modified projects
  - 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/20Q2amend.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 2nd Quarter Amendment to the FFY 2020-2024 TIP for public review and comment.

STAFF CONTACT
Marc Hansen
TTPC AGENDA REPORT

March 2020
Item No. 6

ISSUE:
REPORT: RideKC Next System Redesign

BACKGROUND:
The Kansas City area Transportation Authority (KCATA) is conducting a comprehensive review of transit services in Kansas City, Missouri to rebalance the share of services provided for high ridership with those provided for coverage in areas of lower demand.

KCATA has recently released a draft of this RideKC Next Service plan and is currently conducting surveys to gather community input into the system redesign. These materials are available online at https://ridekc.org/planning/ridekc-next

KCATA staff will provide more information at the meeting.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
The Regional Transit Coordinating Council has received briefings on this project.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Martin Rivarola
Laura Machala
ISSUE:
REPORT: Johnson County Transit adjustments proposal and public comment process

BACKGROUND:

Johnson County Transit provides public transportation throughout Johnson County, connecting to downtown Kansas City, Missouri and Kansas City, Kansas.

In 2018, Johnson County and the Kansas City Area Transportation Authority conducted a Comprehensive Operations Analysis (COA) to identify improvements to fixed route performance and efficiency. In 2019 the county launched a MicroTransit pilot. This analysis included the elimination or reduction of low performing services, as well as the expansion and reallocation of services that experience substantial ridership growth. Based on the results of the COA and on input from the Johnson County Transportation Council and the Board of County Commissioners, KCATA and Johnson County staff have developed plans for a series of changes to the fixed-route system that further these goals.

The Johnson County Board of County Commissioners has authorized a public comment process for possible adjustments to the RideKC in Johnson County fixed route transit system. That process has now begun. The details of the proposed changes to six fixed routes in Johnson County are described here and a map can be viewed here. The public was able to provide feedback through a series of open houses or a public only survey (which remains available online).

At the upcoming TTPC meeting, Johnson County Staff will provide a brief status update on this proposed service adjustment plan and public input process.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION
None. Information Only.

RECOMMENDATION
None. Information Only.

STAFF CONTACT
Martin Rivarola
ISSUE:
REPORT: Update on draft county population and employment projections through 2050

BACKGROUND:
Connected KC, the region’s long-range transportation plan, requires MARC to estimate the demand for travel along road and transit networks in 2050. In turn, that requires MARC to forecast the number and location of people, homes and jobs in 2050. MARC uses a top-down process to make these forecasts. It starts with a forecast for the region, based on a regional economic model of how the region competes against other parts of the country for a share of the nation’s economic growth. MARC then allocates the regional forecast to counties based on examining the trends in each county’s share of the region’s growth. Finally, MARC distributes the county forecasts to sub-county areas called Transportation Analysis Zones (TAZ), using a model that considers the attractiveness to and capacity for development in each TAZ.

At each step of the way, the forecasts are reviewed by MARC’s Technical Forecast Committee (TFC), which is comprised principally of local government planners from around the region, who are involved in monitoring development trends. The development of regional and then county population totals, the number of households and employment, constrain the review at the TAZ level. If one portion of a county is felt to have too low a forecast, any adjustment upward must be matched by reductions elsewhere in the county. Constraining the review process in this way has repeatedly been shown to produce realistic forecasts.

The regional forecasts were presented to the MARC Board in March 2018. Recently, the TFC approved the county-level forecasts as part of its process for review of the TAZ level forecasts. These forecasts provide a useful and understandable method to communicate anticipated trends. These are considered draft forecasts while the review at the TAZ level is on-going. The final forecasts will be presented for adoption with the adoption of Connected KC.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
These forecasts have been approved by the Technical Forecast Committee and presented to the Connected KC 2050 Steering Workgroup and the MARC Board of Directors.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Frank Lenk
ISSUE:
REPORT: Connected KC 2050 Update

BACKGROUND:
The Mid-America Regional Council (MARC) is responsible for developing and maintaining a metropolitan transportation plan (MTP) to guide federal investments and serve as a blueprint for managing the region’s transportation system. Adoption of the next plan, “Connected KC 2050”, will be due by June of 2020. Major elements of work to date have included:
• Regional vision statement update, Needs assessment & Policy framework
• Travel demand modeling
• Financial revenue forecasting, project prioritization & new potential revenue analysis
• Performance measures
• Federal funding programming process adjustments

A draft working version of an online plan has been posted at http://connectedkc.org/. Content will continue to be added and refined. Major final upcoming steps include:
• TTPC Release for Public Review and Comment April 21
• Public Engagement Efforts April - May
• TTPC/Board Anticipated Plan Approval

At the upcoming TTPC meeting, Staff will provide a brief status update on plan development.

POLICY CONSIDERATIONS
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

COMMITTEE ACTION
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.

RECOMMENDATION
None. Information Only.

STAFF CONTACT
Martin Rivarola
ISSUE:
REPORT: State of Missouri’s State Implementation Plan (SIP) Rule Rescission for the Control of Reid Vapor Pressure Rule (Low RVP Rule)

BACKGROUND:
The Missouri Department of Natural Resources (MoDNR) proposes to rescind a rule (Control of Reid Vapor Pressure) in the SIP. The Missouri SIP rule applies to Platte, Clay, and Jackson Counties. An identical rule exists in the Kansas SIP for Wyandotte and Johnson Counties and the Kansas Department of Health and Environment is in the process of proposing a similar rescission.

The Low RVP rule was approved by EPA in 1997 as an emergency rule to assist in the reduction of evaporative emissions from vehicles. These emissions, primarily volatile organic compounds (VOCs), are precursors to ozone formation. This rule was intended to reduce emissions in the maintenance area as quickly as possible to reduce the risk of further violations of the ozone standard, which could have prompted re-designation and/or sanctions by EPA. The rule has since remained a primary mobile-based emissions control strategy in the SIP, even as the Kansas City region has fulfilled its maintenance plan requirements and remains compliant with the ozone NAAQS to date.

The Low RVP rule sets a maximum vapor pressure (psi) at 7.0 or less for gasoline during the summer (June 1 through September 15), which is considered the height of “ozone season” when weather conditions, i.e. hot, dry, and sunny, are most conducive to ozone formation. The rule requires “boutique” gasoline blends that are specialized for the Kansas City region. There are, however, other regions in the U.S. that have similar RVP requirements.

As part of Executive Order 17-03 Red Tape Reduction Review—requiring all parts of state government to review rules and regulations for continued relevance, applicability, and effectiveness—MoDNR conducted a model-based analysis to determine whether the Low RVP Rule continued to provide emissions benefits to the Kansas City region. Modeling compared base-year 2017 emissions to two 2020 scenarios, one with the existing Low RVP Rule in place, and one with relaxed RVP limits aligning with national requirements.

The findings show that both 2020 scenarios result in lower emissions compared to 2017 due to fleet turnover and improved emissions technology, regardless of the rule. However, in comparing the two 2020 scenarios, the scenario based on the existing Low RVP Rule results in slightly less emissions compared to the scenario with relaxed RVP requirements. Based on these findings, the MoDNR has determined that a rescission of the Low RVP Rule will not interfere with the Kansas City region’s ability to comply with the Clean Air Act’s ozone standard and will proceed with the rescission process.
MARC staff will brief TTPC on this issue and outline continued concerns that will be shared in a final public comment letter due in April.

**BUDGET CONSIDERATIONS:**
None.

**COMMITTEE ACTION:**
The Air Quality Forum provided comments and questions to MoDNR on the Regulatory Impact Report for this issue in December 2019 and will submit final comments to MoDNR and the Missouri Air Conservation Commission ahead of the public comment period end date on April 2, 2020.

**RECOMMENDATION:**
Information only.

**STAFF CONTACT:**
Karen Clawson
Tom Jacobs