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, June 16, 2020, at 9:30 a.m.

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 June 15, 2020 for instructions to join the teleconference.

AGENDA

1. Welcome/Introductions
2. VOTE: April 21, 2020, Minutes*
3. VOTE: Connected KC 2050 Regional Transportation Plan*
4. VOTE: 2020 3rd Quarter Amendment to the 2020-24 TIP for public review and comment*
5. VOTE: Ad Hoc CMAQ Workgroup*
6. REPORT: Climate Action Plan Update
7. REPORT: FY 2021 Destination Safe Call for Projects
8. REPORT: 2020 Call for Projects Update
9. REPORT: Regional Wayfinding Plan
10. Other Business
11. 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.
Members, Alternates Present—Representing
Mayor Carson Ross, Jackson County Municipalities,
MO Co-Chair
Perry Allen, MoDOT
Chet Belcher, City of Olathe
Mike Brungardt, Johnson County Municipalities
Councilman Eric Bunch, City of Kansas City
Cory Davis, KDOT
Matt Davis, Jackson County
Tom Gerend, Kansas City Streetcar
Richard Greenville, PortKC
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
Michael McDonald, Leavenworth County Municipal.
Mayor Mike McDonough, Jackson County Municipal.
Sherri McIntyre, City of Kansas City
J. R. McMahon, Miami County
Janet McRae, Miami County
Jack Messer, City of Overland Park
Mike Moriarty, KDOT
Matt Nolker, Ray County
Josh Powers, Johnson County
Mark Randall, City of Independence
Eric Rogers, BikeWalk KC
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
Gregory Vohs, Johnson County
Councilman Jim Walters, Unified Govt WyCo/KCK
Mayor Eileen Weir, City of Independence
Justus Welker, Unified Govt WyCo/KCK
Doug Whitacre, Johnson County Municipalities
Sabin Yanez, Northland Regional Chamber of Comm.
Beccy Yocham, Johnson County Municipalities

Others Present
Terri Barr, KCATA
Margaret Brown
Chip Corcoran
Scott Crain, Affinis

Kyle Dieckmann, City of Overland Park, KS
Paul Foundoukis, FHWA-KS
Nicole Gilmore
Randy Gorton, BHC Rhodes
Ashley Hand
Athena Huynh
David Johnson, KCATA
Dave Kocour, HG Consult
Rob Krewson, Benesch
Whitney Morgan, KCATA
Clarence Munsch, GBA
Bill Noll, Leavenworth County
Agnes Otto, WSP/Parsons Brinckerhoff
Leslee Rivarola, City of Basehor
Steve Schultz, Bartlett & West
Chuck Soules, City of Smithville
Mike Spickelmier, City of Lansing
Kip Strauss, HNTB
James Tobaben, JEO
Jason Van Nice, JEO
Rick Walker

MARC Staff Present
Ron Achelpohl, Dir. Of Transportation & Environment
Karen Clawson, Principal Planner/Air Qual. Prog. Mgr.
Beth Dawson, Senior Land Use Planner
Marc Hansen, Principal Planner
Amanda Horner, Safety and Mobility Planner
Jared Islas, Transportation Intern
Frank Lenk, Director of Research Services
Laura Machala, Transportation Planner III
Martin Rivarola, Asst. Dir. of Trans. & Land Use Plan.
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
Eileen Yang, Transportation Modeling Manager
Caitlin Zibers, Transportation Planner III
1) Welcome/Introductions
Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of March 17, 2020 Meeting Summary*
There were no changes to the March 17, 2020 meeting summary. Mayor David Slater moved to approve the meeting summary, Beccy Yocham seconded and the motion carried unanimously.

3) 2020 2nd Quarter Amendment to the 2020-24 Transportation Improvement Program*
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](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. One comment was received via phone expressing concern that people on fixed incomes can’t afford internet to be able to comment on the TIP. The commenter also inquired about the availability of programs in Kansas City that subsidize internet services for low-income people.

MARC has been researching options for low-cost internet in the Kansas City area and has identified several options. This information will be added to any future public comment advertising and the MARC website. Additionally, as part of a scheduled review of the Public Participation Plan in 2020, MARC will explore additional ways by which information can be conveyed to the public.

Mayor Slater moved to approve the 2020 2nd Quarter Amendment to the FFY 2020-2024 TIP, Tony Hofmann seconded and the motion carried unanimously.

4) Functional Classification System Changes*
MARC conducts a call for functional class change requests twice a year, as scheduled in the Highway Committee Work Plan. In February staff began the call for requests, receiving a total of 2 requests (only Kansas side requests were received). Staff coordinated with KDOT to review each request, using FHWA’s Functional Classification Concepts, Criteria and Procedures (2013) and the Official MARC Procedures for Roadway Functional Classification (2013) as guidance.
Eligibility for some federal funding programs and some project types is related to the functional classification of corresponding roadway segments. For example, STP funds to widen roadways require a functional classification of “collector” or higher in urban areas.

The MARC Highway Committee reviewed these proposed changes and recommended their approval on March 25, 2020.

Mayor Slater moved to approve the proposed functional classification system changes, Mayor Eileen Weir seconded and the motion carried unanimously.

5) Revised Congestion Management Process Policy*

Within the policy, it is MARC’s responsibility to review the policies and procedures governing the CMP and revise them to address changes to regional transportation goals and/or federal rules and requirements. With the update of the long-range plan, Connected KC 2050, the Congestion Management Policy is proposed for an update to reflect and support the outcomes and strategies within the plan. These updates include:

- General consolidation and clarification of narrative. Much of the narrative was repetitive and was condensed to provide a more user-friendly document. Additionally, a new transportation bill, the FAST Act, has been passed since the last update; language was updated to reflect the change in federal requirements.
- Better integration with the transportation planning process. Timelines were reviewed and updated to reflect more timely updates of data for planning activities, i.e. consolidating reports in advance of the sub-allocated programming call for projects every 2 years instead of every 4 years to better inform funding decisions.
- Clarification of terms such as congestion and capacity to better align with our most up to date congestion report and data. As well as clarification around what constitutes an exemption from the policy to reduce the burden of this policy on projects that are exempt.
- This policy reemphasizes and clarifies existing MARC policy around congestion mitigation efforts. Policy continues to indicate:
  - **Added emphasis:** In order to justify the addition of single occupant vehicle (SOV) capacity, a project sponsor shall conduct and document a congestion mitigation analysis during the planning stage of project development showing that additional SOV capacity is necessary to manage existing and documented congestion.
  - **Added emphasis:** Analysis should include consideration of non-capacity strategies such as travel demand management (TDM), transportation system management (TSM) and management and operations strategies.
  - **Clarification and revision:** Policy is adjusted to clarify that data collected within the 8 step management process and compiled in MARC’s Transportation Congestion and Reliability in Kansas City shall be referred to as resource to determine where existing congestion/unreliability has been an area of concern.
  - **Clarification and revision:** Policy is adjusted to indicate that project sponsor may provide a study which documents that congestion/system unreliability is occurring or anticipated to occur given recently completed development.
  - **Clarification and revision:** Policy is adjusted to clarify projects/programs which are exempted from these requirements.
- Updates to the review and update process outlined within the document, to ensure timelines sync with planning products and processes to clarify MARC’s responsibilities in implementing this process and policy.

This has been reviewed by the Connected KC Steering Work Group and the Goods Movement Committee. The Highway Committee has recommended approval of revisions to this policy (March 25th committee meeting).
Other committees have also been advised of upcoming revision to policy (BPAC, RTCC Tech Team, Air Quality Forum, etc.). No objections were raised in either of these meetings.

Patty Hilderbrand moved to approve the Updates to the MARC Congestion Management Process Policy, Sabin Yanez seconded and the motion carried unanimously.

6) **Release Connected KC 2050 for Public Review and Comment***

Martin Rivarola provided a status update on development of the plan. 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

Major final upcoming steps include:

- TTPC Release for Public Review and Comment April 21st
- Public Engagement Efforts April-May 2020
- TTPC/Board action – June 2020

A final draft of an online plan has been posted at [http://connectedkc.org/](http://connectedkc.org/). Connected KC 2050 includes a financial plan with reasonably anticipated transportation revenues and expenditures through 2050 and is organized around a core set of strategies to address regional needs and make progress towards a vision of Greater Kansas City as a region of opportunity whose robust economy, healthy environment and social capacity support the creativity, diversity and resilience of its people, places and communities.

These strategies focus on:

- Centers and corridors
- Climate protection and resilience
- New funding sources
- Prioritized investments, and
- Data and technology

Once adopted, this plan will guide transportation investments in our region in future years. 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.

Mayor Slater moved to approve the release of Connected KC 2050 for Public Review and Comment, Dick Jarrold seconded and the motion carried unanimously.

7) **Eisenhower Legacy Transportation Program**

Mike Moriarty provided an update on the program and next steps. The Kansas legislature and Governor have enacted a new 10-year statewide transportation program. The Eisenhower Legacy Transportation Program will provide funding for multi-modal transportation needs across the state. In addition to commitments to complete remaining TWORKS projects and prioritize highway preservation, it includes several new provisions including a new rolling program to add new projects at multiple points over the life of the plan and new programs for broadband internet and new technology investments.
8) Kansas City, Missouri Vision Zero Traffic Safety Update
Councilman Eric Bunch and Ashley Hand provided updates to the resolution. There are currently an average of 50 to 100 traffic fatalities and many more serious injuries each year in Kansas City, Missouri and vulnerable users such as pedestrians and bicyclists are over-represented in these numbers. Many US cities have adopted Vision Zero goals and strategies to eliminate traffic deaths. MARC’s Destination Safe Coalition is also working towards a goal of zero traffic deaths in the Kansas City region and has developed regional targets and strategies to make progress towards this goal.

The Mayor and City Council are currently considering a resolution that would establish a citywide goal of zero traffic fatalities by 2030 and direct the city manager to convene a task force and develop an action plan to meet this ambitious safety goal by September of 2020.

Councilman Eric Bunch is co-sponsoring the resolution in cooperation with the Regional Transit Alliance, BikeWalkKC and others.

Ron Achelpohl added that this aligns well with Connected KC 2050, and Destination Safe is taking a look at this as a framing device.

9) COVID-19 Transportation Impacts
Ron Achelpohl provided additional information on the subject. The COVID-19 pandemic and associated safe-at-home orders and economic impacts have impacted regional transportation in a variety of significant ways. In the near-term, traffic volumes and transit ridership have both declined sharply. As traffic volumes have declined, speeding has increased on some facilities resulting in increased severity of traffic crashes, while traffic crashes have also declined in number. As the economy has contracted, revenues for transportation and other public services have also declined impacting state and local agency budgets.

MARC’s aging services, emergency services and early education programs have provided direct support to local governments, area non-profits and vulnerable populations in the early response to the outbreak. Operation Green Light is also making adjustments to traffic signal timing to serve changing travel patterns and MARC transportation staff is supporting the Kansas City Area Transportation Authority and other regional transit providers to coordinate needs assessments to support distribution of federal relief funds for public transportation services impacted by the pandemic.

10) Other Business
• Mr. Achelpohl informed the committee of the upcoming Call for Projects.

11) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held May 19, 2020.
ISSUE:
VOTE: Connected KC 2050 Regional Transportation Plan

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”, is due this month. Major elements of this plan update 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
- TTPC Release for Public Review and Comment April 21st
- Public Engagement Efforts April-May 2020

In April 2020, TTPC authorized release of the plan for public review and comment. The plan is housed in its entirety on www.connectedkc.org. MARC contracted with MindMixer, an online engagement tool, as a platform to assist in facilitation of public comments. The Mindmixer site was open to the public from May 3 to June 2. Question asked of the public included:

1. Which funding tools should be explored in the future?
2. What do you think our next steps should be?
3. What are you personally willing to do to help the region accomplish our goals?
4. What strategies would you like your community to focus on?
5. Are there things we missed in this plan that you think are important to the future of our transportation system?
6. Demographic Questions

No comments were received which necessitated any revisions to the plan contents found online. A number of comments were received which encouraged faster adoption or implementation of various strategies, funding mechanisms or projects identified in the plan. Future planning work is currently identified in https://connectedkc.org/next-steps/ which in large part address these comments. Finally, a few additional project specific comments were received on the project listing page online. All of these are found on the plan site.

Since the public comment period, a few final minor adjustments have been completed to connected.kc.org, as follows:

- “Model the future” - the story map was adjusted to more adequately describe results of greenhouse gas emission scenario modeling conducted in 2019.
- Curb Management work has been added to the “Next Steps” page.
- A summary table has been added to help illustrate an overview of the constrained/illustrative project listing in plan.
- A number of static maps were added to the various downloadable (PDF) files in “What else in in the plan?” page.
At the upcoming TTPC meeting, Staff will provide a status update on plan development and will seek TTPC approval of the Metropolitan Transportation Plan.

POLICY CONSIDERATIONS:
Connected KC 2050 includes a financial plan with reasonably anticipated transportation revenues and expenditures through 2050 and is organized around a core set of strategies to address regional needs and make progress towards a vision of Greater Kansas City as a region of opportunity whose robust economy, healthy environment and social capacity support the creativity, diversity and resilience of its people, places and communities.

These strategies focus on:
- Centers and corridors
- Climate protection and resilience
- New funding sources
- Prioritized investments, and
- Data and technology

Once adopted, this plan will guide transportation investments in our region in future years.

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:
Approve Connected KC 2050 as MARC Region’s Metropolitan Transportation Plan.

STAFF CONTACT:
Ron Achelpohl
Martin Rivarola
ISSUE:
VOTE: 2020 3rd 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 3rd Quarter Amendment to the 2020-24 Transportation Improvement Programs includes 119 projects:

- 93 new projects to be added, including but not limited to:
  - #280166 - I-635; Bridge repair at K-5 Interchange
  - #380186 - I-435; Bridge rehabilitation at Renner Road
  - #380187 - K-7; Bridge rehabilitation at 67th Street
  - #590288 - I-435; Drainage and pavement repair from US-69 to 48th Street
  - 82 projects to identify potential future highway and bridge projects in Missouri (scoping)
- 26 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/20Q3amend.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 3rd Quarter Amendment to the FFY 2020-2024 TIP for public review and comment.

STAFF CONTACT
Marc Hansen
**ISSUE:**

**VOTE: Ad Hoc CMAQ Workgroup**

**BACKGROUND:**

MARC began accepting proposals for federal fiscal years (FFY) 2023-2024 Kansas & Missouri Congestion Mitigation/Air Quality (CMAQ) funds from local, regional and state government agencies on April 23. Final applications must be submitted by September 4, 2020.

As in previous programming rounds, the Air Quality Forum will provide a funding recommendation to TTPC and the MARC Board of Directors. The Active Transportation Programming Committee, Regional Transit Coordinating Council, and Kansas and Missouri STP committees will provide funding recommendations to the Air Quality Forum for designated projects in accordance with the set funding targets below.

- 11 percent of total funding to the Air Quality Forum for eligible alternative fuels, diesel retrofit, outreach and other projects.
- 15 percent of total funding to the Active Transportation Programming Committee for eligible bicycle and pedestrian projects.
- 37 percent of Kansas funding to the Kansas STP Priorities Committee for eligible traffic flow projects.
- 37 percent of Missouri funding to the Missouri STP Priorities Committee for eligible traffic flow projects.
- 37 percent of total funding to the Regional Transit Coordinating Council for eligible public transportation projects.

In the past programming cycle held in 2018, there were unmet funding targets due to fewer applications. In the event that one or more funding target is unmet in this round of programming, MARC staff proposes establishing an ad hoc CMAQ workgroup to adjust funding targets and recommended projects based on regional policy goals and objectives, project scores, and planning committee priorities. The proposed workgroup would consist of the co-chairs, or their designees, from each of the relevant committees mentioned above, for a total of 10 individuals.

Staff will provide additional information at the meeting.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.
RECOMMENDATION:
Approve the creation of an Ad Hoc CMAQ Workgroup in the event further deliberation over CMAQ funding recommendations is required due to unmet targets.

STAFF CONTACT:
Ron Achelpohl
ISSUE:
REPORT: Climate Action Plan Update

BACKGROUND:
In March 2019, the MARC Board of Directors elected to join the Global Covenant of Mayors for Climate and Energy (GCoM) in partnership with the Climate Action KC Coalition. Significant milestones achieved to date include: the Climate Summit on September 14, 2019; a two-day technical workshop focused on the regional greenhouse gas inventory and climate risk and vulnerability assessment; and a December 17, 2019 event for over 200 community stakeholders to roll out the newly published Climate Action Playbook.

MARC and the Coalition are now working together to develop a regional climate action plan by December 2020. The recently completed emissions inventory and risk and vulnerability assessment were shared through an online webinar on May 14, 2020. The webinar kicked off six weeks of online engagement at climateactionkc.mindmixer.com. Online discussions focus on climate mitigation and adaptation solutions and priorities across multiple sectors, including energy generation, buildings, transportation, land use and land cover, food and waste. Screening criteria begin with emissions and risk reductions, but will also include such issues as public health, social equity, innovation and natural ecosystem health.

Climate resilience figures prominently in Connected KC 2050. The transportation sector contributes approximately 34% of regional greenhouse gas emissions. Significant risks resulting from heat, flooding and drought were noted, with a variety of potential impacts to public health and safety, social equity, mobility, and ecosystem health. The regional climate action plan hopes to build from strategies articulated in the regional transportation plan to reduce both emissions and risk, while advancing adopted transportation policies.

The process is being guided by a Plan Steering Committee, which includes diverse community stakeholders and members of the CAKC Executive Committee. Additional community engagement and stakeholder participation will take place through relevant MARC and CAKC committees, expert stakeholder groups, and multiple social media outlets. The plan engagement process will be adjusted during the year as conditions evolve.

BUDGET CONSIDERATIONS:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACTS:
Tom Jacobs
Karen Clawson
ISSUE:
REPORT: FY 2021 Destination Safe Call for Projects

BACKGROUND:
Each year the Destination Safe Coalition holds a call for projects in which regional programs and agencies can apply for funding from the Kansas and/or Missouri Departments of Transportation. The projects use strategies from the *Together Toward Zero: 2018-2022*, Kansas City Regional Transportation Safety Blueprint in the areas of education, enforcement, and emergency response in an effort to meet the performance measure targets. Targets include reducing crash fatalities, crash fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries.

In March, 17 agencies applied for funding, 15 of which were determined to be eligible projects. In April, 17 members of the Destination Safe Leadership Team reviewed and scored the projects. On May 27th, the Destination Safe Leadership Team voted to recommend the following projects to be funded by the Kansas and Missouri Departments of Transportation.

### Kansas Project Funding Recommendations

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<tr>
<th>Project/title</th>
<th>Primary</th>
<th>Organization</th>
<th>Full Name</th>
<th>Score (60 Max)</th>
<th>Request</th>
<th>Recommendation</th>
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<td>Gardner Safer School Zones</td>
<td>Edu.</td>
<td>City of Gardner</td>
<td>Jen Jordan- Spence</td>
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<td>Drone</td>
<td>Enf.</td>
<td>Shawnee PD</td>
<td>Sgt. Nick Shurmantine</td>
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Recommendation Total: **$18,792**

### Missouri Project Funding Recommendations

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<th>Score (60 Max)</th>
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<td>Mid-America Regional Council</td>
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<td>PLATTE COUNTY BUCKLE UP KIDS &amp; ARRIVE ALIVE</td>
<td>Edu.</td>
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<td>Tia Bigus</td>
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<td>Tri-County Mental Health</td>
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<td>ThinkFirst for Teens Assembly Program &amp; RoadWise Program</td>
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<td>The Research Foundation</td>
<td>Rose Simone</td>
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<td>Stop the Bleed</td>
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<td>Truman Medical Center</td>
<td>Teresa Lienhop</td>
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<td>Car Seats for Littles of Lafayette County</td>
<td>Edu.</td>
<td>Lafayette County Health Dept.</td>
<td>Breeann Jensen</td>
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<td>Martin Studdard</td>
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<td>Cost 2</td>
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<td>Joe Storms</td>
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<td></td>
<td></td>
<td><strong>$147,921</strong></td>
<td></td>
</tr>
</tbody>
</table>

**BUDGET CONSIDERATIONS:**
None.

**RECOMMENDATION:**
None. Information only.

**STAFF CONTACT:**
Amanda Horner
Ron Achelpohl
ISSUE:
REPORT: 2020 Call for Projects 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.

Consistent with this role, MARC issued a call for projects on April 30, 2020 for federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STBG) and Surface Transportation Block Grant Program - Set Aside (TAP) funding programs estimated to total $60 million through FFY 2024. MARC received 103 completed Phase 1 pre-applications by the May 29, 2020 application deadline. Staff will provide additional details about these pre-applications at the meeting.

It is the policy of the Mid-America Regional Council to award sub-allocated federal transportation funding to eligible local priorities that advance regional goals and objectives, strategies and actions as articulated in the metropolitan transportation plan.

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

COMMITTEE ACTION:
TTPC authorized a call for projects for 2023-2024 federal suballocated funding on March 17, 2020.

RECOMMENDATION:
None. Information only.

STAFF CONTACT
Marc Hansen
ISSUE:
REPORT: Regional Wayfinding Plan

BACKGROUND:
The Connecting Our Region project was spearheaded by the Kansas City Area Transportation Authority, supported by the Mid-America Regional Council, and funded through MARC’s Planning Sustainable Places initiative. The purpose of this project was to develop a regional wayfinding system for residents and visitors that would make it easier to navigate the Kansas City region by walking, bicycling and taking transit and encourage greater exploration of the region by multimodal transportation. Nearly 20 different jurisdictions participated in this project in some way including involvement in the project steering committee, providing matching funding for the study, responding to jurisdictional staff surveys, and attendance at open house events and informational presentations.

Good wayfinding is about the whole journey. It encourages repeat visits, instills confidence, and builds reputation. When information is provided efficiently, it becomes seamlessly integrated within the broader context of a community. It allows the user to connect from point A to B without having to think or question any information. Figures 1 and 2 are two wayfinding examples, of which you may find many others at the above website. There are numerous principles that guided the development of the design and application of the Kansas City Regional Wayfinding System, including:

- Making Connections
- Making Information Simple and Predictable
- Promoting Active Travel and Regional Exploration
- Maintaining Motion
- Providing a Flexible and Manageable System
- Utilizing Technology

Engagement opportunities included development of https://www.connectingourregion.com/ and an online public survey, pop-up engagement opportunities at locations across the region, stakeholder committee workshops and meetings, a public open house and feedback opportunity. Future steps include incorporating the wayfinding plan into the Regional Trails & Bikeway map, as well as making presentations to interested jurisdictions or groups. This project is anticipated to be completed by June 2020. At the upcoming TTPC meeting, Staff will provide an update on development of this plan.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Informational purposes only

STAFF CONTACT:
Alex Rotenberry & Martin Rivarola
Wayfinding Sign Family

A: Pole mounted sign. Custom fabricated sign. Wrap around face with printed graphics.

B: Ground marker. Rectangular sign with painted graphics on face.

C1: Informational sign. Rectangular sign with printed graphics on face.

C2: Round header sign with wrapped face. Header text wrapped in white. Print wrap artwork on face.

D: Rotated support sign with icon. Includes a wrapped face.

E: Rotated support sign with icon. Includes a wrapped face.

F: Rotated sign with icon. Includes a wrapped face.

G: Rotated sign with icon. Includes a wrapped face.

H: Rotated sign with icon. Includes a wrapped face.

Wayfinding System Signs - DRAFT
Figure 2: Sign Type A Figure Detail

**Sign Type A**

*Post Marker v1*

- Pole mounted aluminum blade sign.
- Strap mounted boxed .125 panel with painted background and applied cut/cast vinyl graphics.

1. Existing pole
2. Aluminum wing bracket for horizontal mounting of sign to pole.
3. Strap attachment from pole to wing bracket
4. 1/4 in thick aluminum panel painted background and vinyl graphics. UV overlaminate.