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, October 15, 2019, 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: September 17, 2019 Minutes*
3. VOTE: Title VI Program Update and Assurance*
4. VOTE: MPO Self-Certification Statement*
5. VOTE: Proposed 2020 Unified Planning Work Program for Public Review & Comment*
6. VOTE: Draft 2020-2024 Transportation Improvement Program*
7. VOTE: October Special Amendment to the 2018-22 & 2020-24 TIP’s*
8. REPORT: RideKC Next System Redesign
9. REPORT: Lenexa Planning Initiatives Update
10. REPORT: Regional Transportation Plan 2050 (RTP2050) Project Prioritization Process
11. REPORT: Regional Safety Report
12. Other Business
13. 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
September 17, 2019
Meeting Summary

**Members, Alternates Present-Representing**
Mayor Carson Ross, Jackson County Municipalities, MO Co-Chair
Cory Davis, KDOT
Tony Hofmann, City of Overland Park
Dick Jarrold, KCATA
Nathan Law, Miami County Municipalities
Michael McDonald, Leavenworth County Municipal.
Sherri McIntyre, City of Kansas City
J. R. McMahon, Miami County
Jack Messer, City of Overland Park
Matt Nolker, Ray County
Josh Powers, Johnson County
Eric Rogers, BikeWalk KC
Mayor R. L. Scharfen, Cass County Municipalities
Kite Singleton, Regional Transit Alliance
Griffin Smith, MoDOT
Reginald Townsend, Cass County
Beth Wright, City of Olathe

**Others Present**
Lauren Anderson, Leavenworth County
Scott Crain, Affinis
David Gress, City of Raymore
Terri Griffen, Clay County
Dave Kocour, Hg Consult Inc.
Darby Logan, Platte County
David Nolte, BHC Rhodes
Kate Pfefferkorn-Mansker, Pfefferkorn Engin. & Envir.
Steve Schultz, Bartlett & West
Allison Smith, KDOT

**MARC Staff Present**
Ron Achelpohl, Dir. Of Transportation & Environ.
Karen Clawson, Principal Planner/Air Qual. Prog. Mgr.
Beth Dawson, Senior Land Use Planner
Darryl Fields, Senior Transportation Planner
Jared Islas, Transportation Intern
Tom Jacobs, Environmental Program Director
Laura Machala, Transportation Planner III
Martin Rivarola, Assistant Director of Transportation
Land Use Planning
Alex Rotenberry, Transportation Planner III
Kaleena Salazar, Transportation Intern
Patrick Trouba, Transportation Planner I
Ray Webb, Manager of Traffic Operations
Jermain Whitmore, Program Assistant
Eileen Yang, Transportation Modeling Manager
1) **Welcome/Introductions**
Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) **Approval of August 20, 2019 Meeting Summary**
There were no changes to the August 20, 2019 meeting summary. Sherri McIntyre moved to approve the meeting summary, Beth Wright seconded and the motion carried unanimously.

3) **Draft 2020-2024 Transportation Improvement Program for Public Review & Comment**
The Draft 2020-2024 TIP has been developed by MARC in accordance with regulations contained in the FAST Act, the most recent legislation governing the federal transportation program. In accordance with these regulations the Draft 2020-2024 TIP includes:

- A financial plan that accounts for inflation and includes system-level estimates of operation & maintenance costs and revenues
- An environmental justice analysis that examines transportation investments and other considerations
- Discussion as to the effect of the programmed investments toward achieving performance targets
- Visualization techniques to help convey information

The complete Draft 2020-2024 Transportation Improvement Program is available for review at:


One of the committee members how did the 52% of the transit-based expenditures fluctuate over time, and Mr. Achelpohl acknowledged that we would have to research it, but is most likely due to decreased programming and continued operation costs that have slightly increased over time.

Dick Jarrold moved to approve the release of the Draft 2020-2024 Transportation Improvement Program (TIP), including the Financial Plan and Environmental Justice analysis for Public Review & Comment, Kite Singleton seconded and the motion carried unanimously.

4) **Title VI Program Update and Assurance**
The current MARC Title VI program expires in October of 2019. The updated program will run from 2019 to 2021. MARC staff has prepared a draft update of the program for review and comment by TTPC, the MARC Board, and our partner transit agencies. It is not required that MARC release the document for public review and comment, though once adopted by the agency the policy will be available to the public on the MARC website or in hard copy, if requested.

The draft Title VI Program document may be viewed on the Internet by going to:

[https://www.marc.org/Transportation/Equity/Programs/LEPP](https://www.marc.org/Transportation/Equity/Programs/LEPP)

Currently, MARC is asking TTPC members to review the draft document and make suggestions, with an intent of asking for action at the October TTPC meeting.

5) **BikeWalkKC Update**
Eric Rogers, Executive Director, provided an update on the organization’s current initiatives. BikeWalkKC is a non-profit organization that provides advocacy, education, consulting and bike-sharing services to promote biking and walking in greater Kansas City and currently holds one of four community organization seats on TTPC. In 2019, BikeWalkKC added electric scooters to their portfolio.
A committee member inquired if they provide bright shirts and helmets to help identify riders at the school trainings, and Mr. Rogers confirmed they do address the issue.

There was a question regarding the connection between e-bikes/scooters and end points, and Mr. Rogers affirmed that there are.

6) Kansas City Regional Transit Alliance Update
This report was postponed for a later date.

7) Raymore Planning Initiatives Update
Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities that impact transportation within their community. David Gress provided an update on recent planning work, the community’s redevelopment, and associated land use impacts.

Someone asked if the accessory dwelling units are reserved for families, and Mr. Gress responded that they have to provide proof of ownership, and that they are dwelling on the property.

8) Climate Planning Activities
Tom Jacobs and Karen Clawson reported on climate protection and resilience planning activities associated with the regional transportation plan, and with the Metro Kansas City Climate Action Coalition.

On September 14, 2019, the Coalition sponsored a regional Climate Summit at Johnson County Community College. The sold-out event included participation from dozens of local and state elected officials, presentations by national and internationally recognized keynote speakers, and discussions among local thoughts leaders on a variety of panel discussions.

MARC continues to work closely with the Climate Action Coalition to develop a regional greenhouse gas inventory and a climate risk and vulnerability assessment by December 2019. Those work products will support the development of a climate action plan by fall of 2020.

Additionally, MARC’s metropolitan transportation plan (RTP 2050) includes goals related to climate resilience and greenhouse gas emissions reductions. Accordingly, transportation models are being developed to estimate greenhouse gas emissions under different transportation scenarios. Subsequently, area stakeholders will be engaged to assess alternative strategies for inclusion in the plan.

Group discussion following the presentation highlighted the opportunity to create new connections between area stakeholders involved in climate and transportation planning.

9) Other Business
- Ron Achelpohl reminded everyone of the Regional Wayfinding Plan Committee Meeting today in the MARC Board Room at 1pm.

10) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held October 15, 2019.
TTPC AGENDA REPORT

October 2019
Item No. 3

ISSUE:
Vote: Title VI Program Update and Assurance*

BACKGROUND:
As the Kansas City Metropolitan Planning Organization, MARC is required to maintain and update a policy outlining procedures related to Title VI of the Civil Rights Act of 1964 (Title VI). Title VI centers on the statement that,

No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. (see Policy Statement and Authorities)

The current MARC Title VI program expires in October of 2019. The updated program will run from 2019 to 2021. MARC staff has prepared a draft update of the program for review and comment by TTPC, the MARC Board, and our partner transit agencies. It is not required that MARC release the document for public review and comment, though once adopted by the agency the policy will be available to the public on the MARC website or in hard copy, if requested.

The draft Title VI Program document may be viewed on the Internet by going to:

https://www.marc.org/Transportation/Equity/Programs/LEPP

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
Recommend to the MARC Board that the Executive Director is authorized to sign the 2019 Title VI Program’s Policy Statement and Assurance

RECOMMENDATION:
The Executive Director is authorized to sign the 2019 Title VI Program’s Policy Statement and Assurance

STAFF CONTACT:
Darryl Fields
Ron Achelpohl
Policy Statement and Authorities

The Mid-America Regional Council (MARC) assures that no person shall, on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. MARC further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not. In the event MARC distributes federal aid funds to another governmental entity, MARC will include Title VI language in all written agreements and will monitor for compliance. MARC’s Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing required reports, and other MARC responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

_______________________________ ______________________
David Warm, Executive Director Date
ISSUE:
VOTE: MPO Self-Certification Statement*

BACKGROUND:
Federal transportation regulations require that MARC, as the region’s metropolitan planning organization (MPO), certify that it is carrying out the continuing, cooperative and comprehensive transportation planning process outlined in federal law and regulation. The certification must occur at least every four years, concurrent with the submittal of the Transportation improvement Program (TIP) to USDOT. The statement, which MARC includes in the TIP, is attached.

Also attached is a Self-Certification Checklist that has been developed by staff to assess MARC’s compliance with federal requirements. The Checklist demonstrates that the primary products of the metropolitan planning process have been completed and are current.

BUDGET CONSIDERATIONS
Compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the region to continue to receive federal transportation funds.

COMMITTEE ACTION
None.

RECOMMENDATION
That TTPC recommend to the MARC Board of Directors that the Executive Director be authorized to sign the self-certification statement.

STAFF CONTACT
Marc Hansen
MPO Self-Certification

The Kansas Department of Transportation, the Missouri Department of Transportation and the Mid-America Regional Council certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America’s Surface Transportation Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

Michael Moriarty
Chief of Transportation Planning
Kansas Department of Transportation

David Silvester
Kansas City District Engineer
Missouri Department of Transportation

David A. Warm
Executive Director
Mid-America Regional Council
The following products of the metropolitan planning process have been completed, adopted and/or approved and demonstrate that the Mid-America Regional Council is carrying out a continuing, cooperative and comprehensive transportation planning process for the Kansas City metropolitan area.

<table>
<thead>
<tr>
<th>Item</th>
<th>Date Completed, Adopted or Approved</th>
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<tbody>
<tr>
<td>✓ Coordinated Public Transit – Human Services Transportation Plan</td>
<td>June 28, 2018</td>
</tr>
<tr>
<td>✓ Disadvantaged Business Enterprise Plan and Goal</td>
<td>August 22, 2018</td>
</tr>
<tr>
<td>✓ Environmental Justice Analysis/Assessment</td>
<td></td>
</tr>
<tr>
<td>• Long-Range Transportation Plan</td>
<td>June 23, 2015</td>
</tr>
<tr>
<td>• Transportation Improvement Program</td>
<td>October 24, 2017</td>
</tr>
<tr>
<td>2018-2022</td>
<td>Pending: (approval assumed October 22, 2019)</td>
</tr>
<tr>
<td>2020-2024</td>
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<tr>
<td>✓ Equal Employment Opportunity Filing (EEO Type 1)</td>
<td>Jackson County, Missouri: January 1, 2019</td>
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<tr>
<td>✓ Federal Certification Review</td>
<td>October 2, 2017</td>
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<tr>
<td>✓ Limited English Proficiency Plan</td>
<td>June 14, 2016</td>
</tr>
<tr>
<td>2016-2018</td>
<td>Pending: (approval assumed October 22, 2019)</td>
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<td>2019-2021</td>
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<tr>
<td>✓ Long-Range Transportation Plan</td>
<td>June 23, 2015</td>
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<tr>
<td>✓ Performance Measure Targets</td>
<td></td>
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<tr>
<td>• NHS Condition (PM2)</td>
<td>November 27, 2018</td>
</tr>
<tr>
<td>• NHS Performance (PM3)</td>
<td>November 27, 2018</td>
</tr>
<tr>
<td>• Safety</td>
<td>December 18, 2018</td>
</tr>
<tr>
<td>• Transit State of Good Repair</td>
<td>March 26, 2019</td>
</tr>
<tr>
<td>Item</td>
<td>Date Completed, Adopted or Approved</td>
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<td>-------------------------------------</td>
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</tr>
<tr>
<td>Public Participation Plan</td>
<td>August 22, 2017</td>
</tr>
<tr>
<td>Regional ITS Architecture</td>
<td>June 26, 2018</td>
</tr>
<tr>
<td>Title VI Plan</td>
<td>June 14, 2016 Pending: (approval assumed October 22, 2019)</td>
</tr>
<tr>
<td>Transportation Improvement Program</td>
<td>October 24, 2017 Pending: (approval assumed October 22, 2019)</td>
</tr>
<tr>
<td>Unified Planning Work Program</td>
<td>November 27, 2018 Pending: (approval assumed November 26, 2019)</td>
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ISSUE:
VOTE: Draft 2020-2024 Transportation Improvement Program*

BACKGROUND:
MARC has prepared the Draft 2020-2024 Transportation Improvement Program (TIP) for public review and comment. The Draft TIP includes all federally funded surface transportation projects, and all regionally significant surface transportation projects regardless of funding source, planned for the Kansas City metropolitan area in Federal Fiscal Years 2020-2024.

The Draft 2020-2024 TIP has been developed by MARC in accordance with regulations contained in the FAST Act, the most recent legislation governing the federal transportation program. In accordance with these regulations the Draft 2020-2024 TIP includes:

- A financial plan that accounts for inflation and includes system-level estimates of operation & maintenance costs and revenues
- An environmental justice analysis that examines transportation investments and other considerations
- Discussion as to the effect of the programmed investments toward achieving performance targets
- Visualization techniques to help convey information

The complete Draft 2020-2024 Transportation Improvement Program is available for review at:

MARC’s Public Involvement Plan requires that the TIP be released for public review and comment prior to adoption. During the comment period, no comments from the public were received, but MARC did receive comments from FHWA-MO. The comments received, and MARC’s proposed responses, are attached for your reference.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
That TTPC approve the 2020-2024 Transportation Improvement Program (TIP), including the Financial Plan and Environmental Justice analysis.

STAFF CONTACT
Marc Hansen
1. **Federal Revenue allocation:** Please show the annual allocation amounts of CMAQ and STPG revenue that is anticipated to be made available by MoDOT to MARC for each year of the TIP horizon period?
   The annual allocation amounts are listed for the programs specified in tables 5 & 6, respectively.

2. **Federal Revenue Carryover:** Please show the amount, if applicable, of previously allocated but unprogrammed CMAQ and STPG revenue, that is available for programming projects in program year 2020?
   Tables 5, 6, 7 and 8 have been revised to show this information.

3. **Off-System Bridge Replacement and Rehabilitation Program:** The MoDOT FY2020-2024 STIP states that the Kansas City District will receive an annual amount of $2,515,000 over the STIP horizon period. The KC District will distribute this funding to the counties located within the KC MPA based on the ratio of the replacement cost of the square footage of deficient bridge deck per county compared to the replacement cost of the square footage of deficient bridge deck in all counties of the state.

   Please show the annual allocation amounts of BRO revenue that the KC District plans to make available to counties located within the Missouri portion of the MPA boundary. Show for each year of the TIP horizon period.

   While the Kansas City District will receive an annual amount of $2,515,000, the MPO area will receive a smaller amount. In 2019, the counties in the MPO area received $1,224,894.92 according to documentation regarding allocations to the counties on the MoDOT website. This amount will be shown for each year.

4. **BRO Revenue Carryover:** Please show the amount, if applicable, of previously allocated but unprogrammed BRO revenue, that is available for programming projects in program year 2020?
   Since BRO is not suballocated or managed by MARC and does not have a program specific table, a line for BRO carryover revenue has been added to Table 11.

5. **Federal Revenue allocation:** Please show the annual allocation amounts of Section 5307, 5309, 5310, 5311, 5337 & 5339 revenue that is anticipated to be made available by FTA Region 7 to MARC for each year of the TIP horizon period?
   This information is presented in Table 11.

6. **Financial Analysis (Pgs. 33-37)**

7. **Table 10 - Documentation of Anticipated Local Transit Operator Revenue:** The Table 10 presents anticipated local transit operator revenue (Federal, State, Local) in an 8-year time band summary format.
To ensure compliance with 23 CFR 450.326 (j), and the financial demonstration of how the approved TIP can be implemented, please show the anticipated local transit operator revenue and revenue sources for each local transit agency that has projects programmed in the TIP and for each year of the TIP horizon period.

Tables 9 & 10 reference the financial plan from the region’s current long-range transportation plan and are provided to show that the estimated revenues available for the 2020-24 TIP are within the range identified in the plan. Tables 11 and 12 show the anticipated revenue and expenditures.

8. **Tables 11/Table 12**: These two tables present the anticipated available local revenue and estimated local expenditures in a collective manner. This approach does not document the specific demonstration of available revenue and estimated expenditures as it relates to each of the LPA’s that have sponsored roadway projects programmed in the TIP.

To ensure compliance with 23 CFR 450.326 (j), and the financial demonstration of how the approved TIP can be implemented, please revise the documentation of anticipated local revenue to show revenue sources and revenue amounts for each LPA project sponsor that has projects programmed in the TIP.

The MARC TIP is compliant with 23 CFR 450.326(j) as currently drafted. The regulation, as clarified by extensive discussions with FHWA-MO, FHWA-KS and FHWA-HQ in 2009 and documented in the attached memo, does not carry a requirement or expectation that the TIP should be financially constrained at the individual local jurisdiction level or that local revenues must be reported for individual jurisdictions in the TIP financial plan. We are not aware of any legislative or regulatory changes since 2009 that would create any new requirements for these provisions.

**System Operations and Maintenance (Pg. 37 & 39)**

9. **Table 13: Federal-Aid Highway Operations and Maintenance**: Table 13 presents estimated Missouri O&M costs in a manner that combines all locally and MoDOT owned Federal-aid system lane miles and estimated O&M cost together.

To ensure compliance with 23 CFR 450.326 (j), and the financial demonstration of how the approved TIP can be implemented, please revise the documentation of estimated LPA O&M cost in a format that shows LPA owned federal aid system lane mile and estimated O&M cost for each LPA project sponsor that has projects programmed in the TIP. The O&M need to be shown for each year of the TIP horizon period.

The MARC TIP is compliant with 23 CFR 450.326(j) as currently drafted. The regulation, as clarified by extensive discussions with FHWA-MO, FHWA-KS and FHWA-HQ in 2009 and documented in the attached memo, may be met by the use of average aggregate costs applied to the federal-aid system as a whole and does not carry an expectation that the TIP attribute these costs to individual owners. We are not aware of any legislative or regulatory changes since 2009 that would create any new requirements for these provisions.

10. **Table 14: Transit Operations & Maintenance**: The O&M cost that need to be shown are for the KCATA and any other local transit operator that has transit projects programmed in the TIP. The O&M costs should represent the annual cost that KCATA expects to incur in the operation and maintenance of their transit facility, regardless of whether KCATA receives any federal or state funding for covering the annual O&M costs.
The Table 14 shows an estimated annual cost for transit operator O&M that ranges from $105,012 to $118,192 over the TIP horizon period. These annual cost amounts appear to be unreasonably low for maintaining the KCATA transit system.

To ensure compliance with 23 CFR 450.326 (j), and the financial demonstration of how the approved TIP can be implemented, please take steps, as needed, to revise the amounts shown in this table.
MARC disagrees with this assessment. According to the most recent entries for transit operators in the Kansas City region in the National Transit Database (NTD), O&M expenditures were approximately $97.4M annually. When inflation is added, the estimates provided by MARC in Table 14 appear to be reasonable.

11. Table 15: Estimated Revenues vs Expenditures: The purpose of this table is to show the demonstration of fiscal constraint. The table correctly brings together anticipate revenue, estimated O&M and TIP project expenditures to arrive at a showing of remaining financial capacity for each year of the TIP horizon period. However, as like the Tables 11 & 12, the revenue and cost amounts are presented in a collective program wide manner. This approach does not summarize the documentation of the demonstration fiscal constraint as it relates to each of the LPA’s that have sponsored roadway projects programmed in the TIP.

To ensure compliance with 23 CFR 450.326 (j), and the financial demonstration of how the approved TIP can be implemented, please revise the “Estimated Revenues vs Expenditures” summary table to show the demonstration fiscal constraint for each LPA project sponsor that has projects programmed in the TIP.

The MARC TIP is compliant with 23 CFR 450.326(j) as currently drafted. The regulation, as clarified by extensive discussions with FHWA-MO, FHWA-KS and FHWA-HQ in 2009 and documented in the attached memo, does not carry a requirement or expectation that the TIP should be financially constrained at the individual local jurisdiction level or that local revenues must be reported for individual jurisdictions in the TIP financial plan. We are not aware of any legislative or regulatory changes since 2009 that would create any new requirements for these provisions.

Programmed Project Listing (Pg. 1-163)

12. There are several LPA sponsored projects in the TIP project listing that do not show any phase of the project programmed in the TIP horizon period. Please explain why this is the case?
Several projects with scheduled obligations in 2019 were still waiting to obligate those funds and could potentially slide into 2020. To avoid potential unnecessary delays, the projects were carried forward into the new TIP.

13. There are several LPA sponsored projects in the TIP project listing that show a phase programmed in the TIP horizon period, and multiple phases programmed in prior program years. Why has MARC elected to show work and funding in 2019 and prior program years?
MARC has discussed this with its planning partners and has decided to show information about prior year expenditures to maintain the history of the project and provide the reader with detail about the activities that have already been completed.

Has MARC considered replacing this project information with a one line “prior programmed” field that shows prior programmed funding information?
MARC has discussed this with its planning partners and has decided to show information about prior year expenditures to maintain the history of the project and provide the reader with detail about the activities that have already been completed.
ISSUE:
VOTE: October Special Amendment to the 2018-22 & 2020-24 TIPs*

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 October Special Amendment to the 2018-22 & 2020-24 Transportation Improvement Programs includes 3 projects:

- 3 new projects in Jackson County, Missouri to be added:
  - #634080 - Helmig Road Bridge Replacement
  - #634081 - Haines Street Bridge Replacement
  - #634082 - Stoenner Road Bridge Replacement

Details of these projects are available for review on the Internet at:


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 October 2019 Special Amendment to FFY 2018-2022 and FFY 2020-2024 TIPs.

STAFF CONTACT
Marc Hansen
ISSUE:
VOTE: Proposed 2020 Unified Planning Work Program for Public Review & Comment*

BACKGROUND:
The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. A draft of the 2020 UPWP is available at:


Major Transportation Planning Initiatives proposed for 2020 include:

- Respond to the FAST Act - Tasks 1.1, 2.2, 3.9, 4.1, and 5.5
- Federal Certification Review - Task 1.1
- Update of the Public Participation Plan - Task 1.2
- Creating/Planning Sustainable Places - Task 2.1
- Update of the Metropolitan Transportation Plan - Task 2.2
- Performance Measures and Targets - Tasks 2.2, 3.9, 4.1
- Development of a Transportation Data and Technology Strategic Plan - Task 3.2
- Suballocated Federal Funds Programming - Task 4.1
- Smart Moves Implementation - Task 5.1, 5.2
- Expansion of the Kansas City Streetcar - Task 5.3
- Independence Avenue Bus Rapid Transit (BRT) Project Development - Task 5.3
- Regional Freight Study - Task 5.4
- Environmental Assessment ) for U.S. 169 Corridor from I-70 and I-35 to MO 9, Including the Buck O’Neil Bridge over the Missouri River - Task 5.7

BUDGET CONSIDERATIONS
The Draft 2020 UPWP has been developed based on funding levels resulting from the passage of FAST Act and the 2010 Census counts for urbanized area populations in Kansas and Missouri.

COMMITTEE ACTION
MARC hosted a conference call on May 21, 2019 with its planning partners to coordinate development of the 2020 UPWP. An initial version of the 2020 UPWP was circulated among the planning partners for comment in September 2019.
RECOMMENDATION
Approve the release of the proposed 2020 Unified Planning Work Program for Public Review & Comment.

STAFF CONTACT
Marc Hansen
ISSUE:
REPORT: RideKC Next System Redesign

BACKGROUND:
The Kansas City Area Transportation Authority is conducting a review and update of public transportation services in Kansas City, Missouri. The RideKC Next system redesign project will establish a policy-based balance within available budget constraints between services intended for high ridership and efficiency and services intended for lifeline coverage in areas with low ridership demand.

A consulting team lead by Jarret Walker Associates has conducted public opinion surveys and design charrettes to inform the system redesign. The Smart Moves 3.0 regional public transit vision was used as reference material in this work. More information about the project is available at: https://ridekc.org/planning/ridekc-next

KCATA staff will provide an update at the meeting.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
The Regional Transit Coordinating Council was briefed on this project on September 18, 2019.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Laura Machala
ISSUE:
REPORT: Lenexa Planning Initiatives Update

BACKGROUND:
Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities that impact transportation within their community. Lenexa, Kan., will provide an update on the recent Complete Streets plan, City Center’s continued development, and associated land use impacts. They will also provide an update on their 2017 Planning Sustainable Places project, Quivira Road Corridor Plan.

Updates on all of these planning initiatives will be provided by Beccy Yocham, City Manager.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACT
Beth Dawson
Martin Rivarola
ISSUE:
REPORT: Regional Transportation Plan 2050 (RTP2050) Project Prioritization Process

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 will be due by June of 2020. MARC is now working to develop the regional transportation plan for 2050, “RTP2050”. The MTP must include financially constrained regionally significant projects.

As a major next step towards completion of this plan, MARC’s planning and policy committees will prioritize submitted projects over the Fall of 2019. We will also work concurrently with our various regional partners towards development of RTP2050 policies and strategies, land use, population and employment forecasts, update of the programming policy statement, and continuing community engagement activities. At the upcoming TTPC meeting, staff will provide details about the next steps in this process, which include:

• Planning/Policy Committee Project Prioritization Workshop (Open House) October 17.
• Public Engagement in October/November
• Planning Committees in November/December
• Recommendations to TTPC/Board in January/February

POLICY CONSIDERATIONS
RTP 2050 identifies needs and budget federal transportation funds that the metro area expects to receive over the next three decades. RTP 2050 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: Regional Safety Report

BACKGROUND:
Two items are included in this update.

Call for Destination Safe Programs and Projects
Destination Safe funds education and enforcement strategies to reduce fatalities and serious injuries related to the focus areas outlined in the Together Toward Zero: 2018-2022, Kansas City Regional Transportation Safety Blueprint. The coalition focuses on the five non-infrastructure-related focus areas that have been a factor, on average, in at least 1,200 combined fatalities and serious injuries in the past five years. These focus areas include:

- Unrestrained occupants
- Aggressive drivers
- Impaired drivers
- Distracted drivers
- Young motorists (ages 15-24)

The Mid-America Regional Council issued a call for the 2020 Destination Safe program applications earlier in the year. The Destination Safe Coalition Leadership Team concluded its recommendations for program funding in the early summer and forwarded recommendations to MoDOT and KDOT (attached). Applications are available for review online.

Quarterly Safety Reports
This staff update will also include an overview of 1Q and 2Q quarterly safety reports for 2019. These reports contain the number of crash fatalities in the Kansas City region reported through specific dates during the year. The reports are intended to track changes in designated coalition priority areas.

- Ending second quarter, June 30, 2019
- Ending first quarter, March 31, 2019

BUDGET CONSIDERATIONS:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Martin Rivarola
## FY 2020 Funding Recommendations

### Kansas Project Funding Recommendations *

<table>
<thead>
<tr>
<th>Project/title</th>
<th>Primary</th>
<th>Organization</th>
<th>Full Name</th>
<th>Request</th>
<th>Recommendation</th>
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<td>08. KCK Safe Streets</td>
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<td>Kansas City Police Department</td>
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* KDOT modified funding program given duplication of grant requests from our region.

### Missouri Project Funding Recommendations (Education)

<table>
<thead>
<tr>
<th>Project Title</th>
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<td>Stop the Bleed</td>
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### Missouri Project Funding Recommendations (Enforcement)

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<td>ThinkFirst for Teens</td>
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