

ACTIVE TRANSPORTATION PROGRAMMING COMMITTEE

November 18, 2020

Meeting Summary

Members Present:

Brian Nowotny, Jackson County, Missouri Co-Chair
John Neuberger, Sierra Club, Kansas Co-Chair
Sara Copeland, North Kansas City/Clay County Municipalities
Travis Hoover, City of Riverside/Platte County Municipalities
Wendy Shay, City of Independence
Mike Landvik, MoDOT
Joe Shook, City of Lee's Summit
Cliff Middleton, Johnson County
Allison Smith, KDOT
Sara Shafter, Unified Government of Wyandotte County/KCK
Shawn Strate, KCATA
Dustin Zenger, City of Edwardsville/Wyandotte County Municipalities
DuRon Netsell, Better Block KC/Missouri Community Representative

Alternates Present:

Brian Shields, City of Overland Park
Kristie Reitingger, Miami County
Nicole Brown, Johnson County Health & Environment
Marisela Ward, MoDOT
Mike Winckler, City of Independence
Cheryl Lambrecht, City of Olathe

Other Attendees:

Rodney Riffle, Kansas City, Missouri Parks and Recreation
John Findlay, City of Liberty
Jean Carder, City of Louisburg
Jon Gallion, City of Basehor
David LaRoche, FHWA Kansas
Dave Mennenga – George Butler & Associates
Drew Pearson, Wilson & Company
Charles Soules, City of Smithville

MARC Staff:

Marc Hansen
Martin Rivarola
Alex Rotenberry
Karen Clawson
Beth Dawson

1. Welcome

- Missouri Co-Chair Brian Nowotny and Dr. John Neuberger welcomed the attendees.

2. Approval of the November 18, 2020 Meeting Summary

- No meeting minutes were provided due to staff illness. The November 18 and February 10 meeting minutes will be submitted at the May 12 meeting for approval.

3. Status of Current Program

- KDOT Program Balance
 - Marc Hansen, MARC staff, working with Allison Smith, KDOT staff, to introduce an issue with TAP funding for Kansas. Entering the 2021 fiscal year, there was a negative balance of around \$352,000, with KDOT fulfill obligations more than what we had available. As it is project outward towards 2024, the balance gets increasingly worse.
 - Researching how this has occurred, Mr. Hansen speculated that MARC has been using targets from previous funding rounds (2016 and 2018) of the program. The actual dollars available were significantly lower than those targets. The last funding round took the newer, lower balance into account when programming funds for 2023-2034 (completed in November 2020). Compounding the issue of fewer funds being made available, many projects have moved their projects back from the year it was awarded.
 - Mr. Hansen broke down 2021, showing that with a negative beginning balance of \$352,000 and a distribution of \$967,000 and the projects due for 2021 totaling over \$2.3 million dollars, that there is an issue requiring the ATPC's approval.

- Mr. Hansen asked project sponsors if they were planning on sliding projects back to 2022 or are unable to make a 2021 obligation. He also suggested that MARC staff may need to work with the Kansas STP Committee to see if excess unobligated funds may be used to facilitate some of the projects, paying the committee back with programming fewer funds over time in the future.
- Allison Smith, KDOT staff, stated that she and Mr. Hansen have come to the conclusion that asking sponsors to delay programming until 2022 and/or ask the Kansas STP committee for assistance making up some of the difference. KDOT is typically able to loan future years' worth of TAP to MARC, but KDOT does not have the apportionment available to allow MARC to do that.
- A motion was made and voted on for expressing support for voluntary deferrals to fiscal year 2022 as well as taking advantage of available STP funds.
- MoDOT Program Update
 - Mr. Hansen mentioned that the Missouri TAP funds have a different issue than Kansas: the balance of TAP funds has grown and project sponsors need to start obligating funds.
 - Mike Landvik, MoDOT staff, started by stating that the balance is around \$6.2 million. Missouri allows for unused TAP funds to roll over to the next fiscal year, with about four years of apportionment being included in that balance.

4. Regional Climate Action Plan

- Ms. Karen Clawson, MARC Staff, presented on the Regional Climate Action Plan. The document is expected to be posted at marc.org/climateaction.
- The goal of the plan is a net zero region by 2050. This was a change from 80% reductions of iterations of plans past, but due to discussions on the regional and national level, they have set a much more aggressive target for this plan.
- The principles woven throughout the plan are: climate solutions build stronger, healthier, and more vibrant communities; that resilience builds from existing success; the leadership is shared among region, not focused solely on MARC or other entities; solutions must match the scale of the problem; and to do no harm and doing nothing is harmful.
- The plan looks at the risks and vulnerabilities of the region to climate change. The three hazards most likely to affect the region are drought, extreme heat, and flooding. Many of the strategies of the plan are directed towards mitigating the damage and effects of those, and other, climate risks. The plan also looks into the areas of the region likely to be overtaxed by the burdens of these risks, including many sections of Kansas City Missouri and the Unified Government.
- There are nine action areas identified in the plan: Governance & Leadership, Innovation & Finance, Community Resilience, Urban Greening, Renewable Energy, Energy Efficiently, Transportation & Land Use, Industry & Resource Management, and Food & Agriculture.
- Ms. Clawson highlighted several potential local government policies called out in the plan, since much of the work falls on cities and counties in the MARC region. The four categories she presented on were energy, urban greening, transportation & land use, and food production. The plan highlights several strategies under each of these categories, such as the adoption of IECC 2021 codes, adopting ordinances on native landscaping, and the consideration of parking maximums. Cities and counties should be in the forefront of planning and decision-making (such as hiring resiliency officers), as well as leading by example (retrofitting city owned buildings and planting trees), and all should be thinking like a partner (collaborating together and encouraging local participation).
- Next steps for the following the plan's adoption include forming a regional climate action & policy forum, launching a regional building energy exchange, and expanding regional tree plantings & green infrastructure initiatives.

5. 2023-2024 Programming

- Mr. Martin Rivarola, MARC staff, gave a debrief of the 2020 programming cycle. He reminded members that as a result of ConnectedKC 2050, there was a new, two-step process for programming in 2020. The purpose of the two-step process was to improve the quality of applications submitted for funding at MARC as well as a way to provide feedback from MARC staff and MARC committees to potential project sponsors.
- Mr. Rivarola showed that in 2020 applications, average application scores were lower than the average funded application score.

- A new scoring criterion investigated how well potential projects aligned with ConnectedKC 2050, ranging from not aligned to highly aligned. Almost every project that received funding was at least aligned with the long-range plan.
- Mr. Rivarola showed a distribution of the programmed funds by type:

Funding Type	Total Dollar Amount Awarded	Percentage of total
Roadway Operations	\$24,595,056	37%
Safety Infrastructure	\$11,373,600	17%
Roadway Capacity	\$10,827,356	16%
Non-Motorized	\$7,549,715	11%
Transit	\$7,255,537	11%
Bridge	\$2,900,000	5%
Other	\$1,964,000	3%

- Mr. Rivarola had a number of takeaways:
 - STP average scores of submitted applications increased when compared to previous rounds, with 4 in Missouri and 8 in Kansas.
 - Average scores of funded projects: 77 in Missouri (6 less than previous round) and 81 in Kansas (17 more than previous round)
 - List of major roadway projects emphasizes rehabilitation & modernization
 - Per congestion management policy, limited additional lanes added
 - Projects add significant complete street elements including:
 - Bike facilities
 - Sidewalks/multi-use paths
 - Stormwater BMP's, trees and other green infrastructure
 - Geographic spread:
 - Large and small cities awarded funds
 - Urban core, first-ring suburbs and outlying smaller suburban communities

6. Other Business

- MUTCD Update
 - Mr. Rotenberry reminded committee members and guests that there was a draft update to the Manual on Uniform Traffic Control Devices for Streets and Highways and that the deadline for comments was May 14.
- Association of Pedestrian & Bicycle Professional Webinars
 - MARC subscribes to Association of Pedestrian and Bicycle Professionals monthly webinars. They are free for member to watch.
- KDOT Active Transportation Plan Update
 - Public meetings throughout February, including for the Kansas City region as well.
- Model Tree Ordinance & Green Infrastructure Workshop
 - Hosted by MARC on February 24.

6. Adjournment

Meeting adjourned.