



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

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, April 19, 2022, at 9:30 a.m.** This meeting will be held in a hybrid in-person/virtual format from the Board Room in the MARC offices at 600 Broadway, Suite 200 in Kansas City, Missouri, 64105 and online via Zoom.

A G E N D A

1. Welcome & Introductions
2. *VOTE: March 15, 2022, Meeting Summary**
3. *VOTE: 2022 2nd Quarter Amendment to the 2022-26 Transportation Improvement **
4. *VOTE: 2022 Special Amendment #1 to the 2022-26 Transportation Improvement Program for Public Review and Comment**
5. *VOTE: Federal Functional Classification System Changes**
6. REPORT: FHWA Every Day Counts Program
7. REPORT: Induced Demand Overview
8. REPORT: BikeWalkKC Update
9. REPORT: Suballocated Call for Projects Update
10. REPORT: 2022 Ozone Season Forecast and Air Quality Public Awareness Campaign
11. Other Business
12. Adjournment

**Action Items*

Due to social distancing requirements stemming from the coronavirus pandemic, the meeting will be open to the public via teleconference. Members of the public who wish to participate in this meeting please email transportation@marc.org by Noon on Monday April 18, 2022, for instructions to join the teleconference.

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
March 15, 2022
Meeting Summary

Members, Alternates Present-Representing

Mayor Carson Ross, Jackson County Municipalities
Eric Bunch, City of Kansas City
David Church, COMTO
Cory Davis, KDOT
Matt Davis, Jackson County
Bob Heim, Platte County
Leslie Herring, Johnson County Municipalities
A.J. Herrmann, City of Kansas City
Mary Jaeger, City of Olathe
Mayor Leonard Jones, Jackson County
Paul Kramer, Leavenworth County Municipalities
Lauren Krutty, KC Streetcar
Kent Lage, Johnson County
Mayor Norman Larkey, Cass County Municipalities
Nathan Law, Miami County Municipalities
Jill Lawlor, City of Kansas City
Mayor Mike McDonough, Jackson County Municipal.
Janet McRae, Miami County
Jack Messer, City of Overland Park
Whitney Morgan, COMTO
Matt Nolker, Ray County
Commissioner Jerry Nolte, Clay County
Fahteema Parrish, COMTO
Eric Rogers, BikeWalkKC
Brian Shields, City of Overland Park
Melissa Sieben, Unified Govt WyCo/KCK
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Eva Steinman, FTA
Chad Thompson, City of Kansas City
Councilman Reginald Townsend, Cass County Munic.
Mario Vasquez, City of Kansas City
Geoffrey Vohs, Johnson County
Doug Whitacre, Johnson County Municipalities
Sabin Yanez, Northland Chamber of Commerce

Sarah Rose Shafer, Unified Govt WyCo/KCK
Justin Short
Mike Spickelmier, City of Lansing
Jason Waldron
Mike Waller, KCAD
Jacob Wilson, Affinis
John Zimmerman, TranSystems

MARC Staff Present

Ron Achelpohl, Dir. Of Transportation & Environment
Rachel Cannon, Transportation Planner I
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Amanda Horner, Safety and Mobility Planner
Tom Jacobs, Environmental Program Director
Kate Ludwig, Environmental Program Assistant
Martin Rivarola, Asst. Dir. of Trans. & Land Use Plan.
Amy Strange, Digital Communications Manager
Patrick Trouba, Transportation Planner II
Chris Upchurch, Technical Project Manager
Raymond Webb, Manager of Traffic Operations
Jermain Whitmore, Program Assistant

Others Present

Kendra Burgess, The Whole Person
Cecelie Cochran, FHWA-KS
Randy Gorton, BHC Rhodes
Mark Green, City of Independence
Pam Harris
Kevin Klinkenberg, KC Regional Transit Alliance
Tim McEldowney, City of Gardner
Jackie Messer, City of Spring Hill
Greg Rokos, City of Belton

1) Welcome/Introductions

Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of February 15, 2022 Summary*

There were no additional changes to the February 15, 2022 meeting summary as presented.

Recommended action: Approve the February 15, 2022 meeting summary.

3) 2022 2nd Quarter Amendment to the 2022-26 Transportation Improvement Program*

The proposed 2022 2nd Quarter Amendment to the *2022-26 Transportation Improvement Programs* includes 14 projects:

- 5 new projects to be added, including but not limited to:
 - #280175 – K-32: Portland Cement Concrete Pavement (PCCP) Patching
 - #380214 – I-35: Bridge replacement at Pflumm Road
 - #380215 – US-69: Bridge replacement at Johnson Drive
 - #590314 – I-29: Bridge rehabilitation at Guinotte Ave.
 - #590315 – NW Barry Rd: Bridge rehabilitation at US-169
- 9 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/22Q2amend.aspx>

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

The Active Transportation Programming Committee approved modifications to #259209, #259210, and #259211 at their meeting on February 9, 2022.

Recommended Action: Approve the release of the 2022 2nd Quarter Amendment to the FFY 2022-2026 TIP for public review and comment.

4) Major Regional Planning Initiatives

Major local/county-wide planning initiatives

Unified Government of Wyandotte County/Kansas City, Kansas

○ **goDotte Strategic Mobility Plan**

This plan is seeking to develop a transportation strategy to help guide the next 10 years of projects, thus ensuring that future transportation investments support the community's goals to improve the county's quality of life. The plan seeks to modernize transportation policy and integrates transportation and land use decision-making to develop a more sustainable network. TTPC received an update on the study on [November 16, 2021](#).

Kansas City, Missouri

○ **The KC Spirit Playbook – Transportation Element**

Through the City's Comprehensive Plan update, the city is seeking to update a more robust set of transportation policies. The transportation element of this work seeks to provide direction and prioritize investments and policy initiatives using an environmental, safety and equity lens. TTPC received an update on the study on [February 16, 2021](#).

Leavenworth County, Kansas

○ **Leavenworth County capital improvement plan**

County-wide and regional partners are seeking to develop a prioritized listing of projects. This study will identify transportation needs, develop goals and objectives, and articulate project priorities and determine project costs. The study will focus on prioritization and costs of 15-20 priority projects for the county.

Corridor Planning initiatives

MoDOT

○ **I-70 Second Tier EIS Re-Evaluation**

This study builds on and extended the work of the I-70 First Tier EIS for future I-70 (The Paseo to just east of US. Hw 40). These studies identified options that would improve safety and efficiency for I-70 users, and protect neighborhoods, cultural resources and any environmentally sensitive areas in the corridor.

○ **I-35/I-29 Corridor Study**

The corridor study will document existing conditions, freight impact, and potential solutions to better serve people and goods movement in the northern portion of the Kansas City metropolitan area.

KDOT

○ **Eisenhower (IKE) Legacy Transportation Program overview**

IKE is Kansas' legislature approved 10-year transportation program. This program, informed by KDOT's local consult process, selects projects for advancement into development & construction on a 2-year rolling cycle. A number of regionally significant projects have been funded for construction or added to the development pipeline. Significant upcoming studies are envisioned for capacity projects for I-35 (Santa Fe to US-56) and the K-10 (I-435 to K-7) corridors.

○ **KDOT Road User Charge (RUC) Study**

This study focuses on identifying how a RUC system, where drivers pay to use the road based on miles driven (sometimes referred to as vehicle miles traveled fees or a mileage-based user fee, could help fund transportation investments.

KC Streetcar

○ **NorthRail Study**

This study builds on previously completed work from 2014. The prior study was conducted to assess technical feasibility and identify a preferred alternative for a northern streetcar extension across the Missouri River into North Kansas City. This study is required to revisit the technical and financial feasibility, as well as determine the next steps of a streetcar extension into North Kansas City.

Regional

○ **East West (KU Med-Stadiums) high-capacity transit study**

This study will evaluate multi-modal options on an east-west corridor connecting the Truman Sports Complex to the University of Kansas Medical Center in Kansas City, Kansas. This effort was initiated in part by a request from the University of Kansas Health System, to look at opportunities to better connect KU Medical Center with regional medical complexes in Kansas City, Missouri.

○ **Bistate Sustainable Reinvestment Corridor initiative.**

The Bi-State Reinvestment Corridor is a cooperative effort to create and implement a transformational strategy to enhance mobility, transform communities and reduce carbon emissions. The effort focuses a wide range of federal and local investments on a key regional transit corridor that connects three major cities in two states and two counties along State Avenue, Independence Avenue and Truman Road.

Each of these initiatives advances various goals and objectives identified through the *Connected KC 2050* plan.

5) Kansas City Streetcar Update

Lauren Krutty provided an update on the system. The KC Streetcar has been a significant catalyst for economic development and redevelopment in downtown Kansas City, Missouri and has been among the highest performing systems in the US in terms of ridership per mile. Two streetcar extension projects have been awarded significant federal grants and are under development to increase the system from its current 2.2 mile length to nearly 6.5 miles, ultimately connecting the Berkley Riverfront area to UMKC's Plaza campus via the current downtown route. More recently, two additional planning studies have been initiated to consider other potential extension to North Kansas City and in an east-west corridor between the KU Medical Center campus in Kansas City Kansas and the Truman Sports Complex.

One of the committee members questioned if bike parking included at the stations, and Mrs. Krutty responded that there will be some at key stations and they are still working on alignments up north.

Another committee member inquired where the meeting is scheduled for the North study and Mrs. Krutty confirmed that it will be virtual engagements.

A committee member asked what's the likelihood of crossing the State Line into Kansas, and Mrs. Krutty shared that the East West high-capacity transit study is just getting started and would inform that timeline.

Someone else questioned if there are plans for a creative re-use of old rail that is getting removed during streetcar expansion and Mrs. Krutty confirmed that that there are no current plans, but they are open to ideas.

6) Bistate Sustainable Reinvestment Corridor

Ron Achelpohl provided more information about the initiative at the meeting. New Federal infrastructure funding provides a generational opportunity to invest in coordinated, comprehensive transportation, housing, workforce, broadband, green infrastructure, public safety and economic development strategies to support equitable growth and redevelopment of promising but disadvantaged neighborhoods along the corridor. New resources will accelerate implementation of extensive community-based plans that have already been conducted throughout the corridor. Focused investment along and connected to this corridor will enhance its capacity to catalyze growth and opportunity throughout the Kansas City area using sustainable strategies.

The plan is intended to serve as a magnet for attracting federal/state funds to be pursued through multiple grant applications over time. A coordinated, comprehensive investment plan will be more competitive at the federal level and generate greater sustainability, mobility and opportunity outcomes. Many grants will benefit areas of the cities and the region well beyond the corridor. This corridor is also intended serve as a pilot for similar strategies in other parts of the region to link increase the competitiveness and impact by coordinating investment proposals.

7) Other Business

There was no further business to discuss.

8) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held April 19, 2022.

TTPC AGENDA REPORT

April 2022
Item No. 3

ISSUE:

VOTE: 2022 2nd Quarter Amendment to the *2022-26 Transportation Improvement Program*

BACKGROUND:

The *Transportation Improvement Program (TIP)* is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five-year period. MARC amends the *TIP* on both a quarterly cycle and as needed to accommodate changes to projects in the *TIP*.

The proposed 2022 2nd Quarter Amendment to the *2022-26 Transportation Improvement Programs* includes 14 projects:

- 5 new projects to be added, including but not limited to:
 - #280175 - K-32: Portland Cement Concrete Pavement (PCCP) Patching
 - #380214 - I-35: Bridge replacement at Pflumm Road
 - #380215 - US-69: Bridge replacement at Johnson Drive
 - #590314 - I-29: Bridge rehabilitation at Guinotte Ave.
 - #590315 - NW Barry Rd: Bridge rehabilitation at US-169
- 9 modified projects
 - Scope
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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/22Q2amend.aspx>

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

COMMITTEE ACTION

The Active Transportation Programming Committee approved modifications to #259209, #259210, and #259211 at their meeting on February 9, 2022.

RECOMMENDATION

Approve the 2022 2nd Quarter Amendment to the *FFY 2022-2026 TIP*.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

April 2022
Item No. 4

ISSUE:

VOTE: 2022 Special Amendment #1 to the 2022-26 *Transportation Improvement Program*

BACKGROUND:

The *Transportation Improvement Program (TIP)* is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the *TIP* on a quarterly cycle to accommodate changes to projects in the *TIP*.

The proposed 2022 Special Amendment #1 to the 2022-2026 *TIP* includes the following:

- #995210 - Kansas City Streetcar Riverfront Extension
The amendment will modify the scope and budget to reflect the extension of the project by 1000ft.

Details of this project 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/22SA1amend.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 2022 Special Amendment #1 to the 2022-2026 *TIP* for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

April 2022
Item No. 5

ISSUE:

VOTE: Functional Classification System Updates

BACKGROUND:

Functional classification is the process by which streets and highways are organized according to how they move vehicles across our transportation network. This designation is based on factors such as roadway volume and speed limit, among other criteria established by the Federal Highway Administration. Functional classification is used in transportation planning, roadway design, and is one factor in determining if a roadway project is eligible to receive federal funds.

As the Metropolitan Planning Organization for the Kansas City Region, MARC is responsible for developing and maintaining the Functional Classification system of roadways within its planning boundaries through coordination with local cities, counties, and departments of transportation. MARC follows an established schedule of two updates per year. Last fall MARC received 32 new requests for functional class changes.

POLICY CONSIDERATIONS:

In some cases, functional classification determines the eligibility of roadways to receive federal funds, most notably the STP funds that MARC's programming committees award every two years.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

MARC received a request for three functional classification changes in Edwardsville, Kansas. After KDOT expressed some concern about these changes the Highway Committee delayed consideration of until KDOT could meet with Edwardsville. MARC staff facilitated a meeting and Edwardsville was able to ameliorate KDOT's concerns by providing the reasoning behind these changes as documented in an attachment. The committee reviewed and recommended approval of the requested functional classification changes on March 23, 2022.

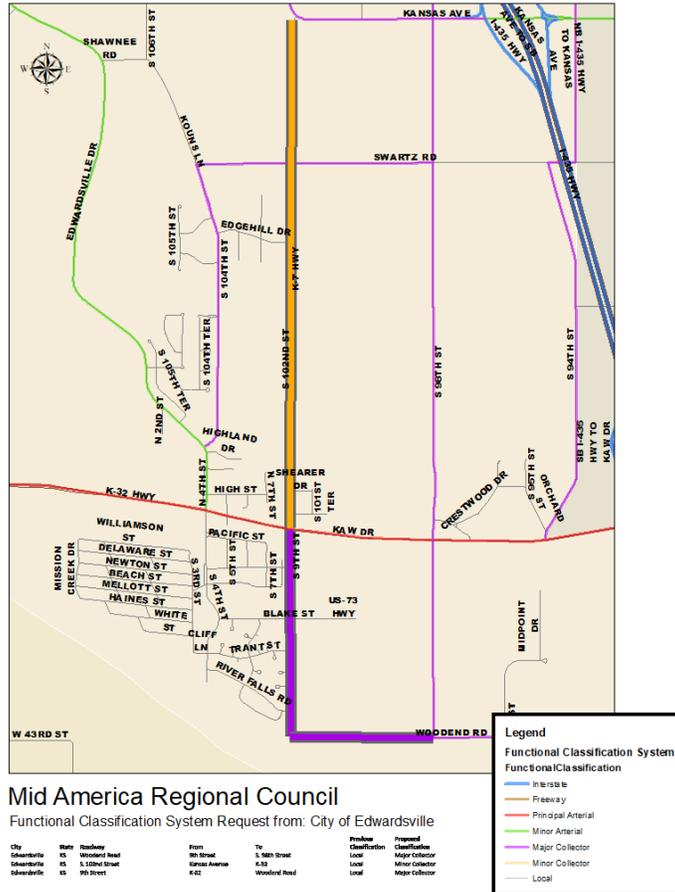
RECOMMENDATION:

Approve Functional Classification System changes as presented.

STAFF CONTACT:

Chris Upchurch, Martin Rivarola

City	State	Roadway	From	To	Previous Classification	Proposed Classification
Edwardsville	KS	Woodend Road	9th Street	S. 98th Street	Local	Major Collector
Edwardsville	KS	S. 102nd Street	Kansas Avenue	K-32	Local	Minor Collector
Edwardsville	KS	9th Street	K-32	Woodend Road	Local	Major Collector



Explanation from the City of Edwardsville why the following streets should be classified as collectors:

- **Woodend Road** – from 9th Street to S. 98th Street – this segment of Woodend is part of the existing flow of residential and industrial traffic that accesses K-32 and I-435 via S. 9th Street and Woodend Road. The area is already built out with large industrial facilities with expansions and infill development possible in the industrial park.
- **S. 9th Street** – from Woodend to K-32 Hwy – as with the Woodend Road, S. 9th is already built to serve significant truck traffic to and from the industrial park. S. 9th is also 1 of only 3 City streets crossing the UP rail line and, therefore, required to function as a collector route.
- **S. 102nd Street** – from K-32 to Kansas Ave – Given Edwardsville’s limited street network north of K-32 due to terrain, 102nd Street must function as a collector to provide access to K-32, I-435 and I-70. It, 98th Street, and Edwardsville Drive/110th Street are the 3 main corridors available to serve Edwardsville north of K-32. During the Quiet Zone study for 102nd/9th Street just south of K-32, it was noted that 102nd Street north had over 1,000 cars per day in late 2020.

TTPC AGENDA REPORT

April 2022
Item No. 6

ISSUE:

REPORT: FHWA Every Day Counts Program

BACKGROUND:

Every Day Counts (EDC) is a State-based model that identifies and rapidly deploys proven, yet underutilized innovations that make our transportation system adaptable, sustainable, equitable and safer for all. Proven innovations promoted through EDC facilitate greater efficiency at the State, Local and Tribal levels, saving time, money and resources to ensure our infrastructure is built better, faster, and smarter.

FHWA works with State transportation departments, local governments, tribes, private industry and other stakeholders to identify a new collection of innovations to champion every two years that merit accelerated deployment. These innovations also inform projects funded by State Transportation Innovation Councils.

Javier Ahumada, Environmental/Freight & Innovation Coordinator for FHWA-KS will provide an update on current initiatives in Kansas at the meeting.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

None. Information only.

STAFF CONTACT

Ron Achelpohl

TTPC AGENDA REPORT

April 2022
Item No. 7

ISSUE:

REPORT: Induced Demand Overview

BACKGROUND:

MARC's Metropolitan Transportation Plan, Connected KC 2050, and the Climate Action Plan both have [adopted goals](#) to prioritize investments that reduce greenhouse gas emissions and preserve and restore ecosystem health. To accomplish these goals, Connected KC 2050 references strategies which reduce or avoid the need to travel via single-occupant vehicles (SOV) and shift to and increase share of more environmentally friendly modes in our everyday travels. Specifically, these plans contemplate strategies to reduce transportation-sector greenhouse gas emissions by:

- concentrating higher intensity mixed-use development along enhanced and higher-capacity public transit corridors,
- improving bike/ped infrastructure and advancing complete and green streets,
- electrification of the vehicle fleet and growth in the EV charging infrastructure,
- limiting SOV capacity projects which generate additional growth in vehicle miles traveled (VMT) in uncongested corridors, also known as “induced traffic demand”, and
- requiring all SOV capacity projects to incorporate operational or demand management strategies to mitigate unwanted induced demand.

Recently, Transportation for America (T4 America) produced a report “[Driving Down Emissions](#)” which explores interrelatedness of land use and transportation decisions and their impact on emissions growth. In addition, the Rocky Mountain Institute (RMI), in partnership with the Natural Resources Defense Council and T4 America, have developed the SHIFT Calculator, which enables users to estimate long-term induced VMT and emissions impacts from SOV capacity expansion projects.

At this month's TTPC meeting, the following presenters will be in attendance:

- Chris McCahill, State Smart Transportation Initiative (University of Wisconsin) on behalf of T4America, will share an overview of the concept known as “induced demand”. What is induced demand? Why should MPO's be aware of it? What should MPO's and agency partners do to address this?
- Ben Holland, Rocky Mountain Institute will share an overview of the recently developed SHIFT calculator.

MARC staff will also describe how this issue will be incorporated into MARC's metropolitan planning processes.

COMMITTEE ACTION:

Discussed at the MARC highway Committee meeting in January of 2022.

RECOMMENDATION:

None. Information only.

STAFF CONTACT

Martin Rivarola
Eileen Yang

TTPC AGENDA REPORT

April 2022
Item No. 8

ISSUE:

REPORT: BikeWalkKC Initiatives

BACKGROUND:

BikeWalkKC rejoined TTPC as a community member in May of 2021. BikeWalkKC is a member-supported 501(c)(3) nonprofit organization that works to make Greater Kansas City a safer and more accessible place to walk, bicycle, live, work, and play. BikeWalkKC provides advocacy and education to promote their vision of a “Greater Kansas City where everyone moves through the city and its public spaces equitably, safely, comfortably, and sustainably”.

BikeWalkKC also operates the RideKC Bike System, a 24/7 bike and sharing system, as part of the RideKC family of mobility services, which operates a unique mix of technologies extending the fixed-route transit system and giving local residents and visitors a variety of options for getting around Kansas City.

Representatives of BikeWalkKC’s leadership will provide an update on their current initiatives at the meeting.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

None. Information only.

STAFF CONTACT

Ron Achelpohl

TTPC AGENDA REPORT

April 2022
Item No. 9

ISSUE:

REPORT: 2022 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 March 1, 2022 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 \$103.8 million through FFY 2026. MARC received 135 completed pre-applications by the April 1, 2022, application deadline.

MARC awards 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, Connected KC 2050. Staff is currently conducting a preliminary assessment of how well these project candidates align with the plan and will be sharing the results of this assessment with members of planning and policy committees. Projects and programs will be assigned one of three categories based on their alignment with Connected KC 2050 – Highly Aligned, Aligned, or Not Aligned. Members of MARC planning and policy committees will be asked to review these preliminary assessments and will be meeting over the next 6 weeks for discussions and concurrence. Results of this work will be shared with the TTPC at an upcoming meeting.

At the conclusion of these committee discussions, applicants will receive guidance and tips for project enhancement based on staff assessment and feedback from committee members. This preapplication assessment is advisory in nature and will not preclude a sponsor's ability to submit a project for funding consideration during the full technical application stage over the summer. All project sponsors will have an opportunity to incorporate feedback or address issues that have been identified through this process.

Staff will provide additional details about these pre-applications at the April TTPC meeting.

BUDGET CONSIDERATIONS:

MARC will collect a non-federal project fee from successful applicants equal to 1% of federal funds awarded to them through this call for projects.

COMMITTEE ACTION:

TTPC authorized a call for projects for FY25-26 federal suballocated funding on February 15, 2022.

RECOMMENDATION:

None. Information only.

STAFF CONTACT

Marc Hansen
Martin Rivarola

TTPC AGENDA REPORT

April 2022
Item No. 10

ISSUE:

REPORT: 2022 Ozone Season Forecast and Air Quality Work Plan

BACKGROUND:

The MARC Air Quality Program provides a daily ozone SkyCast to the public and tracks seasonal weather patterns that may influence ozone formation during ozone season (March 1 - October 31) and the transport of smoke into our region. An annual ozone season forecast has been provided by Weather or Not that highlights notable weather conditions and the potential for high ozone days throughout the season. Staff will share the ozone season forecast and anticipated ozone issues.

In addition to providing air quality SkyCasts and ozone alerts, the Air Quality Program develops an annual work plan focused on public education and outreach. Staff will report on plans for the annual public education media campaign, grant activities and other educational programming.

POLICY CONSIDERATIONS:

The Air Quality Program directly supports the public health and healthy environment goals and strategies in *Connected KC 2050* and implements the *Clean Air Action Plan*.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Karen Clawson