



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

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, February 21, 2023, 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: Meeting Summary for January 17, 2023*
3. VOTE: 2023 Traffic Safety Performance Targets (PM 1)*
4. VOTE: Functional Classification System Updates*
5. REPORT: City of Kansas City, Mo. Planning Initiatives Update
6. REPORT: Connected KC 2050 Update Process and Objectives
7. REPORT: KCI Airport Public Transit Action Plan
8. REPORT: Carbon Reduction Program Update
9. Other Business
10. Adjourn

**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 February 20, 2023, 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
January 17, 2023
Meeting Summary**

Members, Alternates Present-Representing

Co-Chair Councilmember Chuck Adams,
Wyandotte County Municipalities
Co-Chair Mayor Carson Ross, Jackson County
Municipalities
Lorraine Basalo, City Overland Park
Monica Brede, Wyandotte Economic
Development Council
Cecelie Cochran, Federal Highway Admin. KS
Commissioner Andrew Davis, Wyandotte
County
Matt Davis, Jackson County
Councilmember Fred DeMoro, City of Lee's
Summit
Tom Gerend, KC Streetcar Authority
Commissioner Janeé Hanzlick, Johnson
County
Jeffrey Hardy, MoDOT
Bob Heim, Platte County
Leslie Herring, Johnson County Municipalities
Patty Hilderbrand, City of Kansas City, MO
Mayor Leonard Jones, Jackson County
Lee Kellenberger, Johnson County
Mayor Norman Larkey, Cass County
Municipalities
Nathan Law, Miami County Municipalities
Janet McRae, Miami County
Mike Moriarty, KDOT
Bill Noll, Leavenworth County
Commissioner Jerry Nolte, Clay County
Michael Park, City of Lee's Summit
Chris Redline, MoDOT
Mayor David Slater, Clay County
Municipalities
Mayor John Smedley, Platte County
Municipalities
Michael Spickelmier, City of Lansing
Chad Thompson, City of Kansas City, MO
Councilmember Reginald Townsend, Cass
County Municipalities
Doug Whitacre, Johnson County Municipalities
Sabin Yanez, Northland Chamber of
Commerce
Beccy Yocham, Johnson County Municipalities

Others Present

Alysen Abel, City of Parkville
Jonathan Batchelor, TransSystems
Randy Gorton, BHC
Mark Hoppe, Affinis
Joe Johnson, Olsson
Paul Kramer, City of Leavenworth
Haden Mattke, City of Belton
Matt Messina, KDOT
Jackie Messer, City of Spring Hill
Andrew Ngui, City of Kansas City
Britni O'Connor, MoDOT
Austin O'Regan, Flash Parking
Greg Rokos, City of Belton
Ericka Ross, MoDOT
Jennifer Schwaller, HDR
Bryce Shields, KCATA
Allison Smith, KDOT
Earl Wilkinson, City of Leavenworth
Juan Yin, MoDOT

MARC Staff Present

Megan Broll, Transportation Program Assistant
Taylor Cunningham, Transportation Planner II
Beth Dawson, Principal Planner
Marc Hansen, Principal Planner
Tom Jacobs, Environmental Program Director
Kate Ludwig, Environmental Program
Assistant
Martin Rivarola, Asst. Dir. of Trans. & Land
Use
Patrick Trouba, Transportation Planner I
Raymond Webb, Manager of Traffic
Operations
Selina Zapata Bur, Principal Planner

1) *Welcome/Introductions*

Councilmember Chuck Adams, Kansas Co-Chair called the meeting to order. Self-introductions of in-person attendees followed, and virtual attendees were asked to introduce themselves via chat. Councilmember Adams announced agenda Items 2-4 would be voted upon individually.

2) *Approval of December 20, 2022, Meeting Summary*

Councilmember Adams called for any corrections to the December meeting minutes. No corrections were requested.

Recommended action: Approve the November 15, 2022, Meeting Summary.

Committee Action:

Mayor John Smedley moved to approve the minutes, Janet McRae seconded the motion. Councilmember Adams called for objections in the room or via chat; there were no objections and the motion passed.

3) *VOTE: 2023 1st Quarter Amendment to the 2022-26 Transportation Improvement Program*

Councilmember Adams introduced Marc Hansen to present. Mr. Hansen reminded the committee that details on the 2023 1st Quarter Amendment to the 2022-2026 TIP were provided at the November TTPC meeting, and releasing the amendment for public review and comments was approved at that time. No public comments were received.

Recommended action: Approve the 2023 1st Quarter Amendment to the FFY 2022-2026 TIP.

Committee Action:

Missouri Co-Chair Mayor Carson Ross called for questions or comments. Janet McRae moved to approve the 2023 1st Quarter Amendment to the TIP, Commissioner Janee' Hanzlick seconded the motion. Mayor Ross called for objections/abstentions; there were no objections and the motion passed.

4) *VOTE: 2023 Unified Planning Work Program - Amendment #1*

Marc Hansen commented that this 2023 UPWP amendment added two small projects (funded through Missouri Traffic Engineering Assistance Program to Unified Planning Work Program), and does not impact MARC's internal work program or budget. This amendment was released for public comment, but none were received.

Recommended action: Approve Amendment #1 to the 2023 Unified Planning Work Program.

Committee Action:

Commissioner Janee' Hanzlick motioned to approve Amendment #1 to the 2023 Unified Planning Work Program. Mayor John Smedley seconded the motion. Mayor Ross called for objections/abstentions; there were no objections and the motion passed.

5) MoDOT KC District Update

Martin Rivarola introduced Chris Redline, District Engineer for the Kansas City District of MoDOT to present a brief overview on district priorities and initiatives. Mr. Redline described the KC District, which includes 9 counties and nearly 8,000 lane miles. Their greatest challenges include turnover/employee retention, winter weather, the homeless population, and litter. Mr. Redline went on to provide details on each subject, noting temporary building consolidations to account for understaffing and increases to calls from the public for homeless and litter related issues. Mr. Redline also reviewed emergency responses to damaged bridges, resulting from loose expansion joints, damage caused by accidents, and a fire. The presentation was briefly interrupted due to technical issues.

Mr. Redline then reviewed the Buck O'Neil bridge project, announcing the closure of southbound lanes until fall of 2024. Another project, US 50 over Chipman Road in Lee's Summit, was recently completed 5 months early. Three projects are planned to improve I-70, but only one is (partially) funded - bids have come in 30% higher than their program. The I-29/I-35 Planning and Environmental Linkages (PEL) study is reviewing options to improve interchanges. Mr. Redline concluded his presentation by thanking the MoDOT staff for their work.

Mayor Ross asked about the improvement between Independence and Odessa, and Mr. Redline responded that the project is not funded and currently in the study phase. No construction is funded, and funding would be identified through the unfunded needs list. Sabin Yanez asked about the schedule for environmental work on I-70, and Mr. Redline remarked that he did not believe they were under contract on any of those projects yet. The I-29/I-35 PEL is on track to conclude late spring/early summer of this year. Discussion on MoDOT's recruitment efforts and hard-working staff closed out the presentation.

6) 2022 Performance Measures

Selina Zapata Bur introduced performance-based planning as measuring performance based on goals and using the results to inform future planning. Performance-based planning is a federal requirement, and MARC has established targets to monitor progress on safety, pavement and bridge condition, system performance of the National Highway System (NHS), freight, and Congestion Mitigation Air Quality (CMAQ), and transit safety and transit asset management. Connected KC 2050 also includes voluntary performance measures. Ms. Zapata Bur reviewed data that safety targets and bridge targets were not met, some pavement targets were met, and system reliability targets were met. In summary, all system performance measures were met, about half of infrastructure condition targets were met, and none of the region's safety targets were met. Voluntary measures saw drastic changes in commuting as a result of the pandemic, and electric vehicle registrations are increasing. Protected bike facilities and ozone levels are moving in the desired direction, but vehicle miles traveled per capita and tree canopy coverage in activity centers and corridors are not.

Sabin Yanez asked about tree canopy coverage, and Ms. Zapata Bur replied that although numbers are decreasing, the overall change is minimal. Cecelie Cochran inquired about safety measures and whether or not MARC has considered crash characteristics that may increase fatalities/serious injuries. Ms. Zapata Bur replied that the Destination Safe committee is looking into those details. Discussion followed about increases in electric vehicle registrations, usage costs and registration fees, and safety aspects. Numbers showing decreases in commuting were compared against increased vehicle miles per capita, suggesting more miles driven for other purposes such as leisure trips.

7) Local Comprehensive Plan Review

Taylor Cunningham introduced MARC's review of long-range planning across the region, comparing regional and local plan goals geographically, over time, and against MARC Plans. This study is to better understand Comprehensive Plan updates and the long-range planning process, and to assist MARC with regional plan updates (including Connected KC 2050). The study was broken into three phases; Phase 1 reviewed MARC Regional Plans and existing Comprehensive Plans, Phase 2 surveyed jurisdictions in the region and interviewed cities updating Comprehensive Plans, and Phase 3 reviewed Supplementary Plans.

Ms. Cunningham shared the data from Phase 1, including MARC Plans reviewed, the represented area/population of jurisdictions reviewed, and issues related to development, environment, transportation, housing, and workforce development assessed in the Plans. Phase 2 demonstrated that many survey respondents were updating their Comprehensive Plan, with MARC's Climate Action Plan being the most referenced among MARC Plans. Phase 3 reviewed Supplementary Plans that are currently accessible to the public, and showed that the inclusion of key issues increased among Supplemental Plans as well as over time. Key takeaways are that Comprehensive Plans are actively being updated in the region (which will bring the average age of Plans down), and Supplementary Planning is often more progressive than Comprehensive Plans.

Commissioner Jerry Nolte asked if this study was meant to drive localities to align more closely with MARC plans and programs, or if it was for MARC to assess what's currently going on in the region? Taylor Cunningham and Martin Rivarola confirmed that this study was intended to inform MARC and allow MARC opportunities to see what may be more helpful to communities in the region. This also serves as an early phase of work to update the long range Transportation Improvement Plan (TIP), which requires assessing regional plans, goals, and strategies. This study can also help local governments by providing data to inform them on planning processes and spending.

8) Transportation Planning Committee Work Plans

Martin Rivarola presented an overview of planning work that took place over the year. Mr. Rivarola thanked those who worked on subcommittees, which support policy and technical work of the TTPC. Committees debrief and review 2022 programming activities and consider adjustments and/or amendments, including the Metropolitan Transportation Plan (MTP) alignment preapplication process. They also support the Connected KC 2050 update (due in June 2025), review ongoing Complete Street Network Assessment and Complete Street Policy, and review and recommend state and federal legislative platforms as they move from subcommittee, to TTPC, and finally to the Board of Directors.

Mr. Rivarola then reviewed each subcommittee individually, describing their work and key studies, projects, and activities. Mr. Rivarola noted that the Sustainable Places Policy Committee, which oversees the Planning Sustainable Places Program, is in the middle of a second call for projects (for Kansas only), closing at 4pm on Friday, January 27. Mr. Rivarola also posed a question to the committee about how we can use the Academy for Sustainable Communities forum to share what we are learning from the Planning Sustainable Places Program.

Andrew Ngui asked about major events planning, and Mr. Rivarola pointed to specific items in the UPWP to accommodate events, particularly the KCI Airport Transit Service Action Plan. Improving access that can scale up for major events is an example of how the TTPC and other

committees coordinate to leverage major event opportunities to improve transportation services and corridors. Janet McRae invited members of the committee to consider the Missouri Co-Chair position for the Goods Movement Committee, as it is currently vacant, and the current Freight Study would especially benefit from Missouri representation.

9) *Annual Policy Review*

Martin Rivarola presented and reviewed MARC's conflict of interest and whistleblower policies. Full policies are included in the meeting packet. Mayor Ross called for questions; there were none.

10) *Other Business*

Martin Rivarola reminded the committee that over the next few weeks, members will be asked to update or confirm their TTPC appointments. Community members will follow the process for appointment according to TTPC bylaws.

11) *Adjournment*

Mayor Ross thanked all attendees and the meeting was adjourned.

TTPC AGENDA REPORT

February 2023
Item No. 3

ISSUE:

VOTE: 2023 Traffic Safety Performance Targets (PM 1)

BACKGROUND:

The Federal Highway Administration requires States and Metropolitan Planning Organizations to adopt targets for five performance measures for traffic safety. State DOTs are required to update safety performance targets on an annual basis for all five measures. Missouri and Kansas statewide targets for a 5-year rolling average were set in August 2022. MPOs have the option to (a) support the state targets or (b) establish their own regional targets within 180 days of the establishment of state targets.

MARC has elected to update regional targets due to the need to harmonize significantly different statewide targets between Kansas and Missouri, and the fact that trends in the Kansas City region do not consistently align with statewide trends on either side of the state line. To develop the targets, MARC staff considered historical traffic safety trends, regional plans and programs, and emerging issues. The targets were developed in coordination with State DOTs and regional partners. The five recommended MPO safety performance targets represent a rolling 5-year average (2019-2023) for:

1. Number of fatalities – 207
2. Fatality rate per 100 million VMT – 0.94
3. Number of serious injuries – 1,082
4. Serious injury rate per 100 million VMT – 4.89
5. Number of non-motorized fatalities and serious injuries – 128

Through Destination Safe, MARC is working with regional partners to improve traffic safety and implement strategies in the 2022-2027 Transportation Safety Plan. The Plan identifies specific strategies related to engineering, enforcement, education, and emergency response. MARC advances these strategies by prioritizing proven safety countermeasures when programming various types of federal transportation funding.

POLICY CONSIDERATIONS:

Federal regulations require States and Metropolitan Planning Organizations to adopt targets for traffic safety.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

The recommended safety targets have been developed with input from the Destination Safe Coalition and Data Subcommittee.

RECOMMENDATION:

Approve updated traffic safety performance targets as presented.

STAFF CONTACT:

Selina Zapata Bur

TTPC AGENDA REPORT

February 2023
Item No. 4

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 24 new requests for functional class changes.

To help some of those requests meet FHWA guidelines, coordination with neighboring jurisdictions was required. This coordination resulted in four additional proposals.

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:

These changes were reviewed and approved by the Highway Committee on January 25, 2023.

RECOMMENDATION:

Approve Functional Classification System changes as presented.

STAFF CONTACT:

Kayla Zacharias
Selina Zapata Bur

Functional Class Changes – January 2023

	State	Roadway	From	To	Previous Classification	Proposed Classification	Staff Recommendation
Blue Springs	Missouri	Mock Avenue	7 Highway	Sunnyside School Rd	None	Major Collector	Approve
Blue Springs	Missouri	15th Street	Ashton Drive	South Outer Road	None	Major Collector	Approve
Blue Springs	Missouri	Moreland School Rd	Liggett Road	7 Highway	None	Major Collector	Approve
Blue Springs	Missouri	Jefferson Rd	Adams Dairy Pkwy	Tyer Road	None	Major Collector	Approve
Blue Springs	Missouri	South Outer Rd	19th Street	7 Highway	None	Major Collector	Approve
Blue Springs	Missouri	Coronado Drive	Sunnyside School Rd	R D Mize Road	None	Major Collector	Approve
Blue Springs	Missouri	19th Street	US 40	Moreland School Rd	None	Minor Collector	Approve
Blue Springs	Missouri	Mason School Rd	MO 7	Shrout Road	None	Minor Collector	Approve
Blue Springs	Missouri	Walnut Street	Woods Chapel Rd	15th Street	None	Minor Collector	Approve
Blue Springs	Missouri	12th Street	Moreland School Rd	Liggett Road	None	Minor Collector	Approve
Blue Springs	Missouri	Roanoke Drive	MO 7	Adams Dairy Pkwy	None	Minor Collector	Approve
Blue Springs	Missouri	Clark Road	19th Street	MO 7	None	Minor Collector	Approve
Grain Valley	Missouri	R D Mize Rd	Coronado Dr	40 Hwy		Major Collector	Approve
Grain Valley	Missouri	Jefferson St	Tyer Road	Jefferson Ct			Approve
Grain Valley	Missouri	Jefferson Ct	Jefferson St	Jefferson St			Approve
Grain Valley	Missouri	Jefferson St	Jefferson Ct	RT BB/S Buckner Tarsney Rd			Approve
Lee's Summit	Missouri	E 22nd St	Olive St	Wabash Ave	Minor Arterial	Remove	Approve
Lee's Summit	Missouri	E 22nd St	Wabash Ave	Prospect Ave	Minor Arterial	Local	Approve
Lee's Summit	Missouri	E 23rd St	Olive St	Prospect Ave	Local	Minor Arterial	Approve
Lee's Summit	Missouri	N Chatham Ave	NW Prairie View Rd	NW Prairie View Rd	Local	Major Collector	Approve
Lee's Summit	Missouri	Outer Road 29 (NW Prairie View Road)	N Chatham Ave	NW Prairie View Road	Major Collector	Remove	Approve
Lee's Summit	Missouri	NW Prairie View Rd (New)	N Chatham Ave	Outer Road 29 (Existing NW Prairie View Road)	Local	Major Collector	Approve
Lee's Summit	Missouri	NE Douglas St	NW Lee's Summit Rd	Airport Rd	Major Collector	Remove	Approve
Lee's Summit	Missouri	NE Lakewood Way	NE Woods Chapel Rd	NE Bowlin Rd	None	Major Collector	Approve
Parkville	Missouri	NW River Road*	Missouri Highway FF	Missouri Highway FF	Local Road	Major Collector	Approve
Parkville	Missouri	NW Crooked Road	Missouri Highway 45	Missouri Highway FF	Local Road	Minor Collector	Approve
Parkville	Missouri	NW Brink-Meyer Road	Missouri Highway 45	NW Union Chapel Road	Local Road	Minor Collector	Approve
Not recommended for approval:							
Blue Springs	Missouri	Duncan Rd	Adams Dairy Pkwy	Tyler Road	None	Major Collector	Do not approve

TTPC AGENDA REPORT

February 2023
Item No. 5

ISSUE:

REPORT: City of Kansas City, Mo. Planning Initiatives Update

BACKGROUND:

Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities impact transportation within their community. Kansas City, Mo., will provide an update on their recent 2021 KC Spirit Playbook Transportation Element Planning Sustainable Places project that developed the transportation section of their Comprehensive Plan. Additionally, an update on the overall Comprehensive Plan will be provided.

The presenter will be Gerald Williams, Division Manager, Long Range Planning and Preservation, City Planning and Development Department, City of Kansas City, Mo. To see the full KC Spirit Playbook, please visit: <https://playbook.kcmo.gov/>

Additional details regarding all PSP projects can be found at the program's [story map](#).

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

None. Information only.

STAFF CONTACT

Beth Dawson
Martin Rivarola

TTPC AGENDA REPORT

February 2023
Item No. 6

ISSUE:

REPORT: Connected KC 2050 Update Process and Objectives

BACKGROUND:

In June of 2020, the MARC Board approved [Connected KC 2050 \(CKC2050\)](#), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). Since MTP approval in June of 2020, significant activity related to funding of transportation systems has taken place at the federal level and state levels. A global pandemic impacted travel patterns and increased telecommuting activity. Regional efforts such as the regional Climate Action Plan advanced. Census data shows population growth is now more compact than in prior decades. Major highway system and KC Streetcar construction projects are taking steps towards implementation. However, other major initiatives, such as advancement of funding strategies for operation of transit services, have seen slow progress.

Review of progress towards our stated performance metrics and established targets shows that we are making some progress in system performance (travel time reliability) and condition. However, we appear to be falling behind in various safety measures, growth in Vehicle Miles Traveled (and associated emissions), jobs access via transit, among other things.

MARC is required to update its MTP on a five-year cycle with an update deadline of June of 2025. Staff has initiated work towards update of our MTP. During the TTPC meeting, staff will describe:

- Provide an overview of current CKC205 vision, policy goals, key strategies
- Discuss our anticipated objectives for this plan update
- Provide an overview of major milestones, anticipated timeline.

ITEMS FOR DISCUSSION:

- How have our transportation related needs changed since 2020? What are these needs?
- Are our transportation investments addressing our stated needs?
- Are we making investments in areas of greatest need? Are we making our work harder in some areas?
- What should this long-range plan set to achieve and how?

POLICY CONSIDERATIONS:

This plan is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next three decades. CKC2050 describes the evolving surface transportation needs of the metropolitan area and identifies anticipated transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. CKC provides policy guidance to MARC transportation planning and programming work.

COMMITTEE ACTION:

None.

RECOMMENDATION:

None. This item is for informational purposes only.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

February 2023
Item No. 7

ISSUE:

REPORT: KCI Airport Public Transit Action Plan

BACKGROUND:

The Kansas City Area Transportation Authority and the Mid-America Regional Council (MARC) will be launching a process to complete a Kansas City International (KCI) Public Transit Services Action Plan. The new KCI terminal is set to open in 2023, creating new possibilities to broaden service connections across the globe. Recent investments in a convention hotel and other visitor amenities coincide with rebounding growth in the region's hospitality industries. And the success of efforts to attract big events, such as the '23 NFL Draft and '26 World Cup games, have fueled increasing ambition for promoting Kansas City as a premier host city.

With all this progress throughout the region, the time is now for a reliable, accessible, and multi-modal public transit system that serves KCI and key destinations around the region. An improved system would serve daily workers, regular visitors, and conventioners in a timely manner that can be readily expanded for short periods to accommodate major events. This would include ways for inbound and outbound travelers to quickly get to and from KCI using key activity centers throughout the Kansas City region.

Key partners will include civic and business organizations, regional transit agencies, local and other key state government agencies, MARC stakeholders and the general public. Overall, this action plan will:

- seek to develop feasible, scalable, sustainable, and investable multi-modal strategies to improve transit connections for outbound traveler, visitor, and workforce transportation to KCI and other major destinations for regional travel, hospitality & leisure employment. These investments would support anticipated baseline growth in KCI travel and employment, scalable for large events as they occur.
- organize and lead public and private partners and broader community interests in a six-month process to assess market opportunities and design new services.
- include engagement and outreach efforts (surveys, focus groups, business roundtables and virtual public involvement) for adequate community buy-in and ownership.
- develop an action plan including priorities, timelines, responsible parties and potential funding alternatives.

ITEMS TO DISCUSS

- What are some challenges we should be trying to address?
- What opportunities should be explored?
- What could be some desired outcomes?
- What funding opportunities or strategies should we explore through this study?

POLICY CONSIDERATIONS

This action plan would develop an implementation strategy for key services as outlined in the KC Smart Moves plan.

COMMITTEE ACTION

This work was included in the MARC Board approved Transportation Unified Planning Work Program (UPWP). The UPWP was approved on November 22, 2022.

RECOMMENDATION

None. Information Only.

STAFF CONTACT

Martin Rivarola

Tyler Means (KCATA)

TTPC AGENDA REPORT

February 2023
Item No. 8

ISSUE:

REPORT: Carbon Reduction Program Update

BACKGROUND:

The Bipartisan Infrastructure Law establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Congress funded this program at a \$6 billion dollar level, with 65% of resources allocated by formula to metropolitan planning organizations. The Kansas City region's share is \$23.5 million over five years.

CRP eligibility defined in the legislation includes over a dozen different [activities](#) that reduce carbon emissions from the transportation system, including such items as public transportation, transportation alternatives, travel demand management strategies and programs, or native landscaping on highway rights of way, among others.

MARC convened a task force that met three times during the fall of 2022 to define the process, priorities, and criteria that would guide the project selection process. Members of the committee included representatives from TTPC, Air Quality Forum, Sustainable Places Policy Committee and the Climate and Environment Council. The task force recommended that:

- a first call for projects be issued in early 2023 to allocate approximately \$14 million, including funds from FY22, FY23 and FY24. A second call would take advantage of lessons learned from the first call and allocate the balance of funds from FY25-26.
- up to half of the funds support projects in the priority area of collaborative, green, non-vehicular transportation alternatives. The balance of funds could meet this priority area or other eligible priorities identified by project sponsors.
- project evaluation criteria blend sustainability/resilience factors with more traditional transportation project factors like those used in the PSP program.
- a joint committee made up of representatives from TTPC (and relevant subcommittees), AQF, SPPC and CEC review projects for comment by AQF, SPPC and CEC, and then for approval by TTPC and the MARC Board of Directors.
- the project application and review process be concluded before November 2023 to ensure that selected projects can be included in STIPs.

Program information is being shared with multiple committees for review in February. In March, staff will ask that TTPC and the MARC Board approve the proposed process for launch immediately thereafter. MARC anticipates that after approvals are secured, the RFP would be released on March 30, with proposals due in mid-May. Staff and committee reviews would occur during the summer, and be ready for public comment by September, followed by CEC review and TTPC/MARC Board approval in October. Staff is currently finalizing program guidance documents, review criteria, and application materials.

POLICY CONSIDERATIONS:

Program funds will support implementation of relevant policies from Connected KC 2050 and the Regional Climate Action Plan.

BUDGET CONSIDERATIONS:

The process will guide the allocation of approximately \$23.5 million over five years. MARC will request its 1% project management fee from all selected projects.

RECOMMENDATION:

None. Information only. Approval will be requested at the MARC meeting.

STAFF CONTACTS:

Tom Jacobs
Karen Clawson
Martin Rivarola