



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, February 21, 2017 at 9:30 a.m. in the Board Room on the second floor** of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

A G E N D A

1. Welcome/Introductions - 9:30 a.m.
2. *VOTE: January 17, 2017 Minutes** - 9:35 a.m.
3. *VOTE: 2017 Unified Planning Work Program – Amendment #1** - 9:40 a.m.
4. REPORT: KCATA Update - 9:45 a.m.
5. REPORT: 2015 PSP Project Update - 9:55 a.m.
6. REPORT: 2017 MARC Work Plan Review - 10:05 a.m.
7. REPORT: 2017 UPWP Active Transportation Related Major Work Activities - 10:15 a.m.
8. REPORT: 2017 Regional Transit Coordinating Council (RTCC) Major Work Activities - 10:25 a.m.
9. REPORT: Performance Measures and Target Setting Work Plan - 10:35 a.m.
10. REPORT: 2016 Air Quality Awareness Survey Results - 10:45 a.m.
11. REPORT: Rideshare Rebranding and Mobile Application - 10:50 a.m.
12. Other Business - 10:55 a.m.
13. Adjournment - 11:00 a.m.

***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
January 17, 2017
Meeting Summary

Members, Alternates Present-Representing

Mayor Carson Ross, Jackson Co. Munic., MO Co-Chair
Susan Barry, MoDOT
Mike Brungardt, Johnson County Municipalities
Richard Grenville, PortKC
Darren Hennen, Northland Chamber of Commerce
Tony Hofmann, City of Overland Park
Mary Jaeger, City of Olathe
Dick Jarrold, KCATA
Gary Lathrop, Cass County Municipalities
Nathan Law, Miami County Municipalities
Michael McDonald, Leavenworth County Munic.
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Jack Messer, City of Overland Park
Davonna Moore, KDOT
Jerry Nolte, Clay County
Josh Powers, Johnson County
Mayor Randy Rhoads, City of Lee's Summit
Eric Rogers, BikeWalk KC
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Geoffrey Vohs, Johnson County
Scott Wagner, City of Kansas City

Others Present

Mac Andrew, SKW
Mary Cyr, Mattie Rhodes Center
Dick Davis, Olsson Associates
Eddie Dawson, KDOT
Ryan Fleming, Affnis
Paul Foundakis, FHWA-KS
Jared Gulbranson, WSP/Parsons Brinckerhoff
Bob Goodwillie, Hg Consult, Inc.
Angie Hoecker, MoDOT
John Maddox, KDOT
Gina Muprhy, CDM Smith
Paul Plotas, Wilson
Randy Rowson, CDM Smith
Darin Sanders, Clay County
Jennifer Schwaller, HDR
Mark Sherfy, BHC Rhodes
Allison Smith, KDOT
Kip Strauss, HNTB
Brent Thompson, Unified Gov't WyCo/KCK
Jim Tobaben, WSP/Parsons Brinckerhoff
Tom Worker-Braddock, Olsson Associates

MARC Staff Present

Ron Achelpohl, Director of Transp. and Environment
Beth Dawson, Senior Land Use Planner
Darryl Fields, Senior Transportation Planner
Amanda Graor, Principal Planner/Air Quality Program
Manager
Marc Hansen, Principal Planner
Jim Hubbell, Principal Planner
Laura Machala, Transportation Planner II
Martin Rivarola, Assistant Director of Transportation
Land Use Planning
Amy Strange, Public Affairs Coordinator
Raymond Webb, Manager of Traffic Operations
Jermain Whitmore, Program Assistant

1) Welcome/Introductions

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

2) Approval of December 20, 2016 Meeting Summary*

There were no changes to the December 20, 2016 meeting summary. Mayor David Slater moved to approve the meeting summary, Scott Wagner seconded and the motion carried unanimously.

3) 2017 1st Quarter Amendment to the 2016-20 Transportation Improvement Program*

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 2017 1st Quarter Amendment to the 2016-20 *TIP* includes 24 projects:

- 6 new projects to be added, including, but not limited to:
 - #780007 – Jefferson Street Pedestrian Walkway
 - #990295 – High Friction Surface Treatment at Various Locations
 - #990296 – Priority Signal Communication Infrastructure
 - #995196 – Mobility on Demand Demonstration Program
- 18 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/17Q1amend.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 were received during the comment period.

All of the projects in the proposed 1st quarter amendment are financially constrained.

Sherri McIntyre moved to approve the 2017 1st Quarter Amendment to the FFY 2016-2020 *TIP*, Scott Wagner seconded and the motion carried unanimously.

4) Transportation Outlook 2040 Amendment #3*

In June of 2015, the MARC Board of Directors approved an update to *Transportation Outlook 2040*, the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). It is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next 25 years.

Transportation Outlook 2040 describes the current and evolving surface transportation needs of the metropolitan area and identifies \$33.1 billion in transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. Amendments are made to *Transportation Outlook 2040* as new projects, funding, or programs arise and MARC's

MARC has received another request to amend *Transportation Outlook 2040*. The proposed Amendment #3 involves 2 projects, as described below.

a) Amend project #160: I-435 from KS State Line to I-49 (Phase 1)

Project Details:

- **Sponsor:** MoDOT
 - **Description:** Phase 1 - Replace 4 existing bridges at Wornall and Holmes Rd and rehabilitate 4 existing bridges at 103rd St interchange and Blue River crossing
- **Category:** Roadway (Preservation)
- **Cost:** Increase from \$21 million to \$49 million
- **Period:** 2015 to 2020
- **Financial Constraint:** The financial analysis in Transportation Outlook 2040 indicates there is sufficient funding capacity in the plan’s Preservation Program to support the additional cost. This project will be added to the list of regionally significant preservation projects.

b) Amend project #3007: I-435 from KS State Line to I-49 (Phase 2)

Project Details:

- **Sponsor:** MoDOT
- **Description:** Phase 2 - Operational, capacity and safety improvements along corridor
- **Category:** Roadway (Capacity)
- **Cost:** Decrease from \$44 million to \$21 million
- **Period:** 2015 to 2020
- **Financial Constraint:** This project will be moved to the list of financially constrained projects. The financial analysis in Transportation Outlook 2040 indicates there is sufficient funding capacity to support the additional cost. Financial constraint tables in Appendix E will be amended to reflect the increased expenditure.

| | 2015-2020 | 2021-2030 | 2031-2040 | TOTAL |
|-------------------------------|--------------------|----------------------|----------------------|----------------------|
| Revenue | \$731,518,000 | \$1,518,250,000 | \$1,518,250,000 | \$3,768,018,000 |
| O&M | (\$78,000,000) | (\$166,000,000) | (\$223,000,000) | (\$467,000,000) |
| Preservation | (\$609,700,000) | (\$1,085,100,000) | (\$1,192,300,000) | (\$2,887,100,000) |
| Available for projects | \$43,818,000 | \$267,150,000 | \$102,950,000 | \$413,918,000 |
| Non-preservation MTP projects | (\$39,000,000) | \$0 | \$0 | (\$39,000,000) |
| Difference | \$4,818,000 | \$267,150,000 | \$102,950,000 | \$374,918,000 |

Transportation Outlook 2040 describes how the region will manage, operate, and invest in its multimodal transportation system over the next twenty-five years. The plan describes goals and objectives for the region, policies to help the region make progress toward the goals, and actions to support the policies. It stresses the interrelationships between modes and promotes the integration of individual facilities and services into a system that efficiently and cost-effectively meets the access and mobility needs of the region.

The proposed amendment was made available for public comment during a 14-day period. No comments were received.

The proposed amendment to Transportation Outlook 2040 was considered and formally recommended by the MARC Highway Committee on November 30, 2016.

Scott Wagner moved to approve the proposed amendments to *Transportation Outlook 2040*, Gary Lathrop seconded and the motion carried.

5) 2017 Unified Planning Work Program – Amendment #1 for Public Review & Comment*

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.

The proposed 2017 UPWP Amendment #1 will make the following modifications:

- Program additional Missouri Consolidated Program Grant (CPG) in the following tasks for staff expenses:
 - 1.1 - Program Administration \$15,000;
 - 2.1 - Land Use, Demographic and Comprehensive Planning \$50,000
 - 2.3 - Modeling/Forecasting Activities \$50,000
 - 2.5 - Transportation Research and Database Management \$40,000
 - 4.1 - Conformity of the MTP and TIP \$3,200
 - 4.2 - Mobile Source Elements of the Clean Air Action Plan \$5,000
- Revise task 3.1, Transportation Improvement Program, to remove \$60,000 for contracted services for the development of a TIP Database Tool. Reassign this funding to staff expenses in tasks 2.2, Metropolitan Transportation Plan (\$30,000) and 3.1, Transportation Improvement Program (\$30,000);
- Revise task 5.1, Active Transportation Planning, to remove \$80,000 for contracted services for the development of a Regional Pedestrian Policy Plan. Reassign this funding to staff expenses in task 5.1;
- Revise task 5.2, Intelligent Transportation Systems Planning and Integration, to decrease CPG funding for the Regional ITS Architecture Update by \$25,000. This decrease will be offset by increased funding from other sources. Reassign the CPG funding to staff expenses in task 2.5, Transportation Research and Database Management.
- Adjust the MARC consultant budget in Appendix C, Schedule 3 to reflect the consultant contract budget changes in tasks 3.1, 5.1, and 5.2 described above;
- Add new tasks funded through the Missouri Traffic Engineering Assistance Program (TEAP) to the Appendix E – Related Activities
 - E.5 - Lewis Street Traffic Study – Parkville, MO
 - E.6 – Pleasant Hill Bikeway Plan – Pleasant Hill, MO

The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2017_UPWP_Amend1.aspx . These revisions result in changes to MARC’s budget and work activities for 2017 and should be released for public review and comment.

Projects conducted through the *UPWP* may influence or result in changes to established transportation policies, plans and programs.

The amendment results in an increase of \$163,200 to the overall UPWP CPG budget.

Scott Wagner moved to approve the *release Amendment #1 to the 2017 UPWP for public review & comment*, Mayor John Smedley seconded and the motion carried.

6) MPO Policy Board Composition Recommendation*

The Fixing America’s Surface Transportation Act (FAST Act) and the final rule for § 450.310 now require that Metropolitan Planning Organization (MPO) Policy Boards include local elected officials, representatives of public agencies that provide public transportation services and appropriate state officials. The MARC board of directors serves as the MPO Policy Board for the Kansas City area and includes local elected officials but does not currently include designated representatives for providers of public transportation or state officials.

The final rule, enacted in May of 2016, allows appropriate local elected officials to “wear two hats” and also serve as representatives of providers of public transportation. This need not result in modifying their voting rights. The final rule also allows MPOs to adjust their policy board membership without redesignation by the states or changes to their bylaws.

The following local governments have permanent voting membership on the MARC board of directors, provide public transportation services and are therefore eligible to represent transit interests under the final rule:

- City of Independence, Missouri – 2 directors, provides public transportation services through contracts with KCATA for IndeBus
- City of Kansas City, Missouri – 4 directors, provides public transportation services through contracts with KCATA and Kansas City Streetcar Authority
- City of Lee’s Summit Missouri – 1 director, provides public transportation services through contracts with KCATA
- City of Olathe, Kansas – 1 director, operates Olathe Taxi Voucher Program
- Johnson County, Kansas – 2 directors, provides public transportation services through contracts with KCATA for The Jo
- Unified Government of Wyandotte County/Kansas City, Kansas – 3 directors, provides public transportation services through contracts with KCATA and operates The Bus service

From time to time, other jurisdictions that provide public transportation services may also be represented on the MARC Board through the seats for Clay County municipalities and Jackson County municipalities, for example.

MARC intends to use the provisions of the final rule to adjust board membership by resolution to designate one or more eligible existing directors with voting rights as representatives of providers of public transportation, and appoint non-voting advisory directors under Section 5.5 of the MARC bylaws to represent appropriate state officials from the Kansas Department of Transportation (KDOT) and Missouri Department of Transportation (MoDOT).

Three basic scenarios were considered to implement this change:

- 1) Designate all eligible MARC directors as “providers of public transportation”,
- 2) Designate a single eligible director as the representative for providers of public transportation, or
- 3) Designate more than one, but less than all, eligible directors as providers of public transportation

After discussions with the MARC Executive Committee and representatives of the Federal Transit Administration, Federal Highway Administration, Kansas City Transportation Authority, Kansas and Missouri Departments of Transportation and the Regional Transit Coordinating Council, the third scenario was identified as most appropriate approach to meet this requirement in the Kansas City area. In addition to designating voting directors as representatives of public transportation providers and non-voting advisory positions for KDOT and MoDOT, a non-voting advisory position for the Kansas City Area Transportation Authority is also desirable.

MARC must comply with the final rule for § 450.310 (d) for the region's metropolitan planning process to be certified by USDOT. This proposal has been discussed with the MARC Executive Committee and Regional Transit Coordinating Council.

It was recommended that:

- a) At a future meeting, the MARC Board Chair will nominate and the Board will confirm two (2) eligible directors as described above, one (1) from Kansas and one (1) from Missouri, to serve as representatives of providers public transportation on the MARC Board of Directors in its role as MPO policy board;
- b) Create two (2) non-voting advisory director positions, one (1) for the Kansas Department of Transportation and one (1) for the Missouri Department of Transportation under Section 5.5 of the MARC bylaws. The MARC Board Chair will confer and appoint representatives for these positions with KDOT and MoDOT; and
- c) Create one (1) non-voting advisory director position for the Kansas City Area Transportation Authority. The MARC Board Chair will confer and appoint the representative for this position with KCATA.

Mayor Carson Ross asked if this would breakdown of eligible representatives will affect the voting membership of the municipalities, and Ron Achelpohl responded that it would not.

Scott Wagner moved to approve the *MPO Policy Board Composition Recommendation*, Gary Lathrop seconded and the motion carried.

7) 2017 Planning Sustainable Places Program – Kansas Remaining Funds*

The Kansas City region's vision of vibrant, green and connected centers and corridors is central to both the Creating Sustainable Places initiative and *Transportation Outlook 2040*, the region's long-range transportation plan.

In 2012, MARC's Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee joined forces to launch Planning Sustainable Places (PSP), a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors and centers.

The Sustainable Places Policy Committee worked with MARC staff earlier this year to refine the 2017 criteria for eligibility and the award process. MARC issued a call for projects that closed on June 24, 2016 and a recommendation of funding was approved by this committee on September 20, 2016 and ultimately approved by the MARC Board on September 27, 2016. That recommendation funded all of the project applications received for Kansas funding but a portion of the total available budget still remained. Today's recommendation was generated by a request for letters of interest in those remaining funds and subsequent applications were due on December 20, 2017. MARC staff conducted an initial review and scoring of the 9 applications and worked with the Sustainable Places Planning Committee to develop a recommended list of awardees. The Sustainable Places Policy Committee developed the final recommended project list on January 13, 2017. The recommended list can be found [here](#):

The recommendation before you includes 7 planning projects from across the region:

- 6 sustainable places plans
- 1 project development activities

A corridor plan, a trails plan, a transportation hub plan, and community transit plans are just some of the projects included in the proposed list. These projects will be developed with a focus on the integration of transportation,

land use and environment, and will include robust citizen engagement. The Committee weighed several considerations when developing the recommended list including project scores, scalability, local jurisdiction priorities, geography, eligibility, replicability and alignment with PSP program objectives.

The projects funded through the Planning Sustainable Places Program will further the activity centers and corridors strategy outlined in both *Transportation Outlook 2040* and the Creating Sustainable Places initiative.

Typically the PSP Program is funded via two sources, for the projects presented today it is a single source:

- \$339,900 – Kansas Surface Transportation Program Livable Communities Pilot Planning Program (FFY 2017)
- \$ 27,560 will support MARC’s program management, deployment, and administrative responsibilities.

This recommended funding project list was approved by the Sustainable Places Policy Committee.

Jack Messer inquired for a recap of the SPPC discussion regarding the recommended project scoring, and Beth Dawson elaborated on the meeting.

Jack Messer moved to approve the *project funding recommendations for the Planning Sustainable Places Program*, Janet McRae seconded and the motion carried.

8) KDOT Freight Update

John Maddox provided the Freight Update on behalf of KDOT. The Kansas Department of Transportation has an active statewide freight advisory committee, of which MARC is a member. KDOT has recently undertaken several initiatives related to freight transportation including leading a multistate Truck Parking Information & Management System (TPIMS) project, identification of potential new transload facilities in Kansas and initiating an update to the statewide Freight Plan. More information about KDOT’s freight planning work is available at <https://www.ksdot.org/burRail/Rail/default.asp>

Transportation Outlook 2040 identifies numerous strategies to improve freight transportation for the Kansas City area.

Mr. Achelpohl requested Mr. Maddox to talk about the availability of the TPIMS to other states, such as Illinois & Missouri; and Mr. Maddox commented that the system is expandable, but the funding wasn’t available at the inception of the project. Others are welcome to join as funding becomes available.

9) Policy review of MARC programming process for sub-allocated transportation funds

A variety of federal funds are sub-allocated to MARC as the region’s MPO by the Federal Highway Administration, in order to fund a range of regional projects. MARC conducts programming activity for the STP, CMAQ and TAP programs on a bi-annual cycle. Given that the project needs from local sponsors most always exceeds the available resources, MARC committees conduct a programming and project selection process, and ultimately formulate recommendations to the TTPC and the MARC board for inclusion in the TIP. The process of selection of projects is based on the policy framework of the region’s Metropolitan Transportation Plan, *Transportation Outlook 2040 (TO2040)*, which builds on achieving the adopted vision of a “Vibrant, Connected, Green” region. This plan provides guidance to which types of projects should be favorably considered for funding in the various programs MARC is responsible for administering.

The Surface Transportation Program (STP) is by far the largest and most flexible program under MARC’s management. About \$62 million dollars in STP funds for both MO and KS were recently programmed out for FY2019-2020, in the process that concluded in the summer of 2016. These funds are administered through the KS and the MO STP/Bridge Priorities Committees. Since the completion of the most recent programming process by

the STP Priorities Committees, Staff has undertaken a review of the funded project recommendations, and their alignment with the policy goals, recurring strategies and performance measures spelled out in TO2040. Staff recently presented these findings to a joint meeting of the Priorities committees, and will be presenting this analysis to the TTPC and MARC planning committees over the first quarter of 2017.

This presentation was discussed at a joint meeting of the Kansas/Missouri STP Priorities Committees in December. The intent of these presentations will be to engage the committees on discussion regarding the level of influence the policy direction of TO2040 carries on the project selection process, particularly the STP program, and whether there are any areas for improved project selection alignment with adopted policy.

10) Scenario Planning Process

Martin Rivarola reported on the outcomes of this process, and provide information on next steps. The current state of the practice for metropolitan planning is to use community input, data and technical analysis to develop a desired vision for the future then forecast likely outcomes for population and employment growth, financial capacity and other factors and develop investment scenarios to implement as much of the desired regional vision as possible. Unfortunately a number of potentially disruptive forces and trends appear to be on the horizon that will make the traditional planning approach less robust and resilient than it once might have been. These driving forces include:

- increasing levels of vehicle automation and other technology shifts;
- major demographic changes as the Baby Boom generation leaves the workforce and is succeeded by Millennial workers and families;
- global economic changes in trade, movement of capital and immigration;
- environmental, social and economic impacts of climate change;
- changing public demands and expectations for public sector services, growth and development, and other issues.

These forces and trends will be difficult to forecast by themselves, and how they may interact with each other will be even more complex to predict. Because of the high potential for these forces to impact regional development and the high level of uncertainty they create, MARC has launched a scenario-based planning process to inform future iterations of our regional plans. This process will develop alternative future scenarios to help refocus the regional vision developed through the Creating Sustainable Places process and identify indicators and performance measures to be used in the update of regional plans for transportation, economic development, housing, environmental, hazard mitigation and other topics. This process will continue to engage community leaders, MARC committees, and the general public in order to develop a more robust, resilient & integrated regional plans.

MARC recently conducted a series of well-attended “Driving Forces” workshops as a public launch of this process.

Dick Jarrold inquired what are the scenarios, and next steps involving those, and Mr. Rivarola explained both. Mr. Achelpohl interjected that there will be a Scenario Planning Workshop on January 31st from 8:30am-4:30pm at the Kauffman Center and all are welcome to attend.

11) Provide input into MARC’s 2017 Federal Policy Agenda

Each year, the MARC Board identifies federal policy and funding issues of importance to the Kansas City region. The information is shared with the region’s Congressional delegation and community partners, including local governments. Given changes at the federal level in January, it is suggested that the policy agenda for 2017 outline areas of interest with information on regional plans, initiatives, progress and legislative or funding issues. The initial list for transportation includes the following:

- **Transportation Investments**

Metropolitan Kansas City, like much of the nation, relies on federal resources for major investments in all modes of transportation that ensure mobility for people, goods and services. In 2015, Congress passed the five-year federal transportation law, Fixing America's Surface Transportation (FAST) Act. Adequate resources are needed to fully implement that law. Infrastructure investments not only enable safe and efficient travel, but also support increased economic development. Emerging technologies will have an important role in the design and use of the region's transportation systems in the future.

- **Transportation Choices**

Public transportation is a critical component of the region's transportation system, with the need to invest in expanding fixed guideway systems to connect residents to jobs and vital services and to support tourism and economic development. Active transportation is important to the health of our residents and to provide options to increase mobility. Amtrak and Rail Services are important to the nation's economic activity, and investments in both freight and rail services and infrastructure are vital to connecting the Kansas City region to the rest of the nation.

- **Public/Private Partnerships**

In many cases, PPPs can be a useful mechanism for states and local communities to complete important transportation infrastructure projects. Federal policies should facilitate the use of PPPs, but should not rely on them as the sole or predominant method of infrastructure financing or project delivery.

- **ITS/Automated Vehicles**

Emerging technologies such as highly automated vehicles hold the promise of saving lives and improving mobility, especially in automobile oriented regions such as Kansas City. To achieve these benefits, Federal policies must be developed in a broad context that encourages innovation, addresses the relationship of these technologies to public infrastructure, place-making and vulnerable users of the Nation's transportation systems and promotes coordinated use of data between the public and private sectors.

Janet McRae asked if there is a sense where the government is heading regarding environmental issues, and Mr. Achelpohl responded that no details have been released as of yet, so he is not sure at the moment.

Mr. Jarrold recommended that the appropriations be approved in a decent amount of time in order for matters to be handled adequately and efficiently. Mr. Achelpohl remarked that he would share this with Marlene Nagel.

12) Other Business

- No other business.

13) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held February 21, 2017.

ISSUE

VOTE: 2017 Unified Planning Work Program – Amendment #1

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.

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The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2017_UPWP_Amend1.aspx

POLICY CONSIDERATIONS

Projects conducted through the *UPWP* may influence or result in changes to established transportation policies, plans and programs.

MARC's Public Involvement Plan requires that proposed amendments to the *UPWP* be released for public review and comment prior to adoption. One comment supporting the inclusion of the Pleasant Hill Bikeway Plan was received by telephone.

BUDGET CONSIDERATIONS

The amendment results in an increase of \$163,200 to the overall UPWP CPG budget.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve Amendment #1 to the *2017 UPWP*.

STAFF CONTACT

Marc Hansen

ISSUE

REPORT: KCATA Update

BACKGROUND

The Kansas City Area Transportation Authority (KCATA) has developed a new approach to service delivery for technology-enabled, on-demand paratransit services. Within the next few weeks, KCATA plans to initiate a pilot project which will enable both ADA qualified and general public riders to schedule taxi and paratransit trips through an app-based reservation system or through the regional call center.

KCATA staff will provide an update on the new service at the meeting.

POLICY CONSIDERATIONS

Transportation Outlook 2040 supports expansion and coordination of transit and paratransit services for the Kansas City area.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl

ISSUE

REPORT: 2015 Planning Sustainable Places (PSP) Project Update

BACKGROUND

The Kansas City region's vision of vibrant, green and connected centers and corridors is central to both the Creating Sustainable Places (CSP) initiative and *Transportation Outlook 2040 (TO 2040)*, the region's Metropolitan Transportation plan. In 2012, MARC's TTPC and the CSP Coordinating Committee joined forces to launch PSP, a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors & centers. The PSP program continues to serve as a single local government assistance program intended to specifically respond to these goals and facilitate objectives as listed below. The Sustainable Places Policy Committee (SPPC) provides oversight to the PSP Program.

Program Objectives:

- Support the development & implementation of local activity center plans consistent with CSP principles, identified regional activity centers, & the land use policy direction outlined in *TO 2040*.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of land use strategies, transportation projects, and related sustainable development initiatives that help to realize and advance the objectives identified in the Creating Sustainable Places initiative, *Transportation Outlook 2040*, and the MARC Board's adopted policy statement on regional land use direction.
- Support conceptualization, development, & implementation of CSP projects.

The 2015 Planning Sustainable Places funding cycle has a project that has concluded its work. The Unified Government Tri-City (Bonner Springs, Edwardsville and Kansas City, Kansas) Plan project will provide an overview and the impact that the project is having.

POLICY CONSIDERATIONS

The Planning Sustainable Places Program represents a key implementation mechanism for numerous related adopted plans, including *TO 2040*.

BUDGET CONSIDERATIONS

KS/MO Surface Transportation Program funds FY 2015 – Funds awarded to MARC to be used as support of local planning initiatives selected as outcome of the PSP Call for Projects

COMMITTEE ACTION

None.

RECOMMENDATION

None.

STAFF CONTACTS

Martin Rivarola

Beth Dawson

ISSUE

REPORT: 2017 MARC Work Plan Review

BACKGROUND

An overview of MARC's major work objectives for 2017 will be provided at the meeting for review and discussion. The summary is prepared to assist the Board, committees and staff in better understanding and focusing on key initiatives. The summary does not fully describe all of MARC's activities, particularly those that are routine, but it highlights issues of particular importance that require attention by the Board, MARC committees, and the community-at-large.

Staff will present the work objectives at the TTPC meeting and seek input and discussion on planned initiatives.

POLICY CONSIDERATIONS

Full details of 2017 work objectives are included in the *Unified Planning Work Program*.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl

Since 1972, MARC has served as the nonprofit association of city and county governments and the metropolitan planning organization for the bistate Kansas City region.

Governed by a board of 33 local elected officials, MARC provides a forum for the region to work together to advance social, economic and environmental progress.

The MARC region includes nine counties and 119 cities spread over 4,423 square miles, with an estimated population of 2 million.

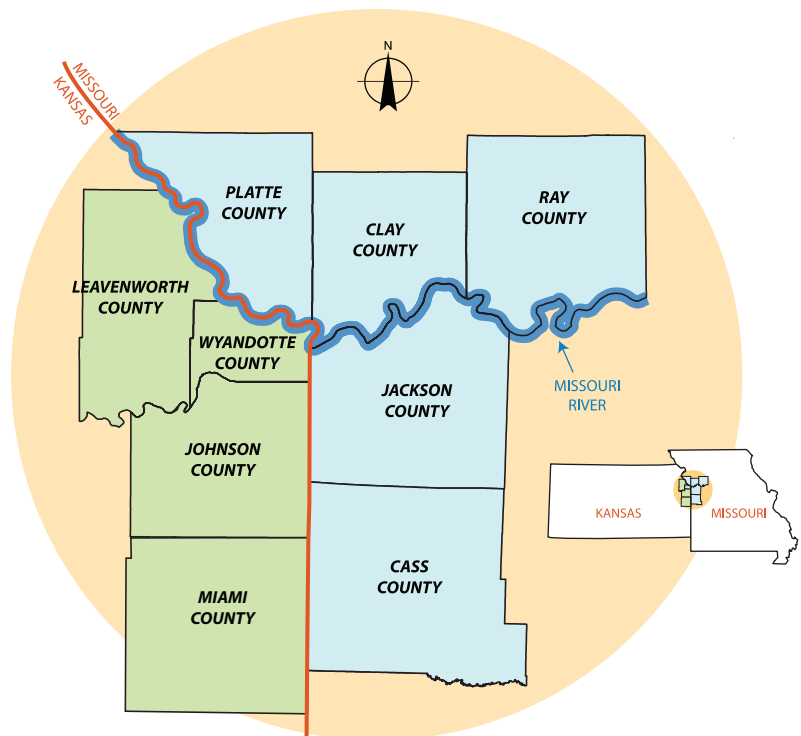
2017

Major Work Objectives of the Mid-America Regional Council

This planning document outlines major work objectives for 2017 that strive to support MARC's:

- **VISION** of Greater Kansas City as a sustainable region that increases the vitality of our society, economy and environment for current residents and future generations.
- **MISSION** to advance regional progress through leadership, planning and action, with a strategic agenda aimed at realizing regional potential and enhancing local effectiveness.
- **VALUES** of integrity, innovation, collaboration, diversity and inclusion, excellence in performance, and service leadership.

This is not a comprehensive list of all of MARC's work, but a snapshot of our current plans for new or more focused efforts in the coming year.



KEY WORK AREAS AND POLICY GOALS



Efficient Transportation

Establish priorities and guide investments to implement the region's long-range plan for a safe, balanced, multimodal and equitable transportation system.



Competitive Economy

Help lead regional partnerships to enhance the performance of the metropolitan economy and expand inclusive economic opportunity, focusing on workforce development systems, postsecondary educational attainment, and research and analysis.



Land Use and Sustainability

Advance the region's vision for sustainable land use, which focuses development and redevelopment energy around existing activity centers and the transportation corridors that connect them.



Healthy Environment

Develop policies, processes and projects that help keep the region's air and water clean, reduce the amount of waste sent to landfills, protect and conserve green infrastructure, and promote climate resilience.



Healthy Communities

Strengthen support systems for the region's most vulnerable residents, including older adults and disadvantaged populations. Promote public health and healthy, active lifestyles for all residents.



Early Education

Help lead the implementation of a comprehensive, high-quality early learning system that prepares children for success in school. Support efforts to improve program quality and develop innovative models for fiscal sustainability.



Public Safety and Emergency Services

Coordinate ongoing enhancement and operation of the regional 9-1-1 and interoperable communications systems. Help ensure the region's ability to prepare, respond and recover with coordinated plans and high-quality training, technology and equipment.



Support for Local Governments

Provide high quality training and technical assistance services to local governments, and develop collaborative efforts and shared services to help cities and counties work more efficiently and effectively.



Policy Issue — Efficient Transportation

Establish priorities and guide investments to implement the region's long-range plan for a safe, balanced, multimodal and equitable transportation system.

MARC's Work Areas

Long-Range Planning and Policy Development

System Management

Transit Planning and Development

Transportation Funding

Technologies, Tools, Data and Analysis

Lead Policy Committee

Total Transportation Policy Committee (TTPC)

Co-Chairs:

- Mayor Carson Ross, Blue Springs, Missouri
- Councilmember Chuck Adams, Edwardsville, Kansas

Supporting Committees

Long Range Plan Subcommittee

Transportation Legislative Advisory Committee

Aviation Committee

Bicycle-Pedestrian Advisory Committee

Destination Safe Coalition

Goods Movement Committee

Highway Committee

Regional Transit Coordinating Council (RTCC)

Active Transportation Programming Committee

Kansas and Missouri Surface

Transportation Program Committees

Mobility Advisory Committee

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2017 Major Work Objectives

Long-range planning and policy development

- Work with a diverse set of stakeholders to establish performance measures pursuant to the FAST Act.
- Begin assembling data and analytic tools for use in the next metropolitan transportation plan due in 2020

System management

- Review/adjust timing plans at 200 intersections that are part of the Operation Green Light system for traffic signal coordination.
- Implement recommendations of the I-35 Integrated Corridor Management plan recently completed with KC Scout and local governments.
- Conduct community engagement and initial analysis to develop a statement of purpose and need, and develop initial improvement alternatives for "Beyond the Loop," the Broadway Bridge/North Loop Planning and Environmental Linkages Study with MoDOT, KCMO and other partners.

Transit system planning and development

- Work with the RTCC to complete an update of the RideKC Regional Transit Plan and the TIGER job access planning grant.
 - Complete community engagement work to identify priorities for mobility hubs, on-demand mobility services and transit system expansion.
 - Implement recommendations of the job access plan in partnership with KCATA, local governments and businesses in key employment centers.

Transportation funding

- Develop the 2018-2022 Transportation Improvement Program for federally funded and regionally significant transportation projects consistent with Transportation Outlook 2040.

Technologies, tools, data and analysis

- Lead in development of a regional framework for deployment of emerging transportation technologies, such as autonomous and connected vehicles, including an update to the regional Intelligent Transportation System (ITS) architecture.
- Engage the community in KINETIC, a series of forums focused on disruptive technologies and their potential impacts on regional transportation facilities, development patterns and key industry sectors.
- Strengthen data management systems, technical tools and travel models to align regional planning processes with emerging technologies.



Policy Issue — Competitive Economy

Help lead regional partnerships to enhance the performance of the metropolitan economy and expand inclusive economic opportunity, focusing on workforce development systems, postsecondary educational attainment, and research and analysis.

MARC's Work Areas

KC Rising Initiative

GradForce KC

KC Degrees

Gateways KC

Data and Analysis on the Regional Economy

Economic Development Planning and Policy Research

Lead Committees and Workgroups

Regional Workforce Intelligence Network

GradForce KC

- Financing Postsecondary Workgroup
- Experiential Learning Workgroup

KC Degrees Guiding Team

KC Rising Steering Committee

- Globally Competitive Sectors Workgroup
- Innovation and Entrepreneurship Workgroup
- Human Capital Workgroup

CEDS Advisory Board

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2017 Major Work Objectives

Support the KC Rising initiative

- Work with the Civic Council, KCADC and GKC Chamber of Commerce to continue implementation of the KC Rising business plan to advance key drivers of regional economic performance — globally competitive sectors, innovation and entrepreneurship, and human capital.
- Provide research and analysis to analyze the impact of the export plan being developed as part of the Global Cities Initiative.
- Publish an initial set of performance measures for KC Rising.

Advance the development of a skilled, educated workforce through GradForce KC, in support of KC Rising's human capital goals

- Use an employer-driven talent production system (Talent-to-Industry Exchanges) to improve the labor supply in key industry sectors.
 - Complete Life Sciences and Engineering and Architecture TIEs.
 - Initiate TIEs on building trades and enabling technologies, including cybersecurity.
- Plan for the launch of a regional scholarship clearinghouse and evaluate the possibility of establishing a regional College Access Network in Kansas City.
- Lead KC Degrees expansion to support returning adult learners seeking postsecondary credentials.
- Support the launch of KC Scholars, expanding financial support to low-to moderate-income students for postsecondary education.
- Host the annual Workforce and Education Summit.
- Through Gateways KC, work with post-secondary institutions and other community organizations to foster a welcoming region for international students and immigrants.

Provide data and analysis on the regional economy

- Produce and present the annual economic forecast for the region.
- Gather data and produce reports on economic issues of regional importance, including an analysis of the region's performance on key exporting sectors of the economy.
- Convene bimonthly meetings of the Regional Workforce Intelligence Network (RWIN) and produce customized data for RWIN members.
- Maintain the KC Economy website and develop a new online data portal to better organize regional data.

Support economic development planning and policy research

- Support local and regional economic development planning initiatives.
- Conduct research on key issues affecting regional progress, including health, housing, food policy, workforce and poverty. Prepare economic impact analyses as requested.
- Update the Regional Health Assessment prepared on behalf of the REACH Foundation.
- Maintain the region's Economic Development Administration (EDA) Comprehensive Economic Development Strategy Plan (CEDS).



Policy Issue — Land Use and Sustainability

Advance the region's vision for sustainable land use, which focuses development and redevelopment energy around existing activity centers and the transportation corridors that connect them.

MARC's Work Areas

Planning Sustainable Places Initiative

Land Use Forecast

Technical Tools

Emerging Issues

Financing Tools

Lead Policy Committee

Sustainable Places Policy Committee

Co-Chairs:

- Commissioner Jim Walters, Unified Government of WYCOKCK
- Vacant (Missouri co-chair)

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2017 Major Work Objectives

Scenario Planning

- Engage the region in a scenario planning process to project the impacts of driving forces such as new technologies, demographic changes and global economic trends on regional plans and policies for transportation infrastructure, natural resources and environmental, economic and social resiliency.

Planning Sustainable Places

- Facilitate the successful completion of projects currently funded through the PSP initiative.
- Promote the integration of transportation, environmental and community planning processes.

Land Use Forecast

- Advise the Technical Forecast Committee on periodic forecasts of population and employment to support long-range transportation planning and other projects.
- Upgrade the land use forecasting model to UrbanSim, a model used by many MPOs around the country.

Technical Tools

- Participate in a national partnership with other regional councils to support the development of open-source scenario planning tools.
- Help local communities and other stakeholders effectively use planning tools created through the Creating Sustainable Places initiative, including Envision Tomorrow scenario software, sustainable development codes, visualization library and tools, Natural Resource Inventory and indicators.
- Offer training through MARC's Academy for Sustainable Communities.

Emerging Regional Land Use Issues

- Enhance support to city and county planning directors and area planners, including quarterly meetings, regular communications and special projects.

Housing

- Help local governments address housing choice by working on code and development review processes with the development community.
- Assist local governments in developing and implementing fair housing plans.
- Work with community partners to explore possible roles for MARC to help establish stronger financing tools for reinvestment of older urban areas and first suburbs, including pre-development costs and development capacities.



Policy Issue — Healthy Environment

Develop policies, processes and projects that help keep the region's air and water clean, reduce the amount of waste sent to landfills, protect and conserve green infrastructure, and promote climate resilience.

MARC's Work Areas

Air Quality

Water Quality and Green Infrastructure

Solid Waste Management

MetroGreen Trails and Greenways System

Climate Resilience and Energy Efficiency

Lead Committees

Air Quality Forum

- *Co-Chairs* — Mayor Rick Boeshaar, Mission Hills, Kansas, and County Legislator Scott Burnett, Jackson County, Missouri

Air Quality Public Education Committee

- *Chair* — Mike Boothe, Johnson County Health and Environment

Water Quality Public Education Committee

- *Chair* — Lara Isch, KCMO Water Services

Solid Waste Management District Council

- *Chair* — Chris Bussen, Lee's Summit, Missouri
- *Vice-Chair* — Michael Shaw, Kansas City, Missouri

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2017 Major Work Objectives

Air Quality

- Monitor the region's attainment status and mitigation plans for ground-level ozone and other pollutants, such as sulfur dioxide.
- Update the Clean Air Action Plan to advance sustainability initiatives that protect clean air and provide other environmental, economic and community benefits.
- Assess the urban heat-island effect and potential effectiveness of mitigation strategies such as tree planting.
- Continue public education and outreach efforts, including use of the AirQKC website, paid and earned media to encourage voluntary actions to reduce ground-level ozone.

Water Quality and Green Infrastructure

- Develop a green infrastructure plan with broad community and stakeholder engagement.
- Support specific projects and initiatives, including the Brush Creek ecosystem restoration; an integrated bistate plan for the Blue River watershed; and the next phase of the Missouri Riverbed Degradation work.
- Expand public education efforts to encourage native landscaping.
- Help communities with planning/design approaches for green and complete streets.
- Develop a customized training and certification program for area contractors on stormwater treatment installation and maintenance.

Solid Waste Management

- Administer 2017 Solid Waste Management District grants (\$407,146 awarded to 11 grantees).
- Conduct 11 mobile household hazardous waste collection events and evaluate the feasibility of a dropoff program for businesses that generate very small quantities of hazardous waste.
- Provide technical assistance for local governments and support legislative efforts to ensure funding for solid waste management.
- Educate the public and provide information through the RecycleSpot website to increase recycling and reuse in the metro area.

MetroGreen Trails and Greenways System

- Continue to work with area parks departments to promote completion of the MetroGreen system.
- Work with the National Park Service on a retracement plan for the historic trails in the region.

Climate Resilience and Energy Efficiency

- Work with local, state and federal partners to assess risks, set priorities and formulate integrated regional strategies for climate resilience.
- Work with national and regional partners to develop large-scale procurement systems to help public and private organizations purchase alternative fuel vehicles, components and infrastructure at lower cost.



Policy Issue — Healthy Communities

Strengthen support systems for the region's most vulnerable residents, including older adults and disadvantaged populations. Promote public health and healthy, active lifestyles for all residents.

MARC's Work Areas

Aging and Adult Services
KC Communities for All Ages
Public Health and Healthy Living
Homelessness and Housing
Health Care Access

Lead Committees

Commission on Aging

KC Communities for All Ages

Advisory Board

- *Co-chairs* — Rob Givens and Tina Uridge

Metropolitan Official Health Agencies of the Kansas City Area (MOHAKCA)

- *Chair* — Terry Brecheisen, Wyandotte County Health Department
- *Vice-Chair* — Andrew Warlen, Independence Health Department

Homelessness Task Force of Greater Kansas City

- *Chair* — Councilmember Scott Wagner, Kansas City, Missouri
- *Vice-Chair* — Valorie Carson

HMIS Lead Agency Governing Board

- *Chair* — Councilmember Scott Wagner, Kansas City, Missouri
- *Vice-Chair* — Dustin Hardison

Cover KC Committee

- *Co-chairs* — Molly Moffett, Community Health Council of Wyandotte County, and Jim Torres, Samuel U. Rodgers Health Center

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2017 Major Work Objectives

Aging and Adult Services

- Coordinate the provision of services to more than 8,000 older adults each year — including congregate and home-delivered meals, transportation, caregiver support, legal assistance and personal care services — and work to expand the service network.
- Evaluate the organizational structure, mission and activities of the Commission on Aging, exploring new funding models and other improvements to current service models.
- Explore opportunities for new partnerships and modernized community care systems to broaden the ability of older adults to stay independent and minimize hospitalizations.

KC Communities for All Ages

- Help communities prepare for increasing numbers of older adult residents as demographics continue to shift.
- Work with community partners to design richer systems that enable older adults to prepare for healthy aging, stay engaged in community affairs and help nonprofits and other agencies benefit from their experience and volunteer work.
- Explore new ways to address needs for more caregiver resources and support systems to serve the growing older adult population.

Public Health

- Support a nutrition incentive program for SNAP (Supplemental Nutrition Assistance Program) recipients at grocery stores and farmers markets to encourage healthier eating.
- Work with local officials, businesses and others to create a safe and supportive built environment.

Homelessness and Housing

- Work with community stakeholders to implement a more integrated system of outreach, intake, assessment and delivery of services.
- Serve as the lead agency for the Homelessness Management Information System, and assist the community in transitioning to a new system.
- Support the expansion of affordable housing resources in the region.

Health Care Access

- Work with health care providers, safety net clinics and other organizations to improve access to health care by increasing enrollment in the federal health insurance marketplace.
- Support efforts to broaden acceptance of the use of Community Health Workers to improve health outcomes and reduce costs.



Policy Issue — Early Education

Help lead the implementation of a comprehensive, high-quality early learning system that prepares children for success in school. Support efforts to improve program quality and develop innovative models for fiscal sustainability.

MARC's Work Areas

School Readiness
Early Learning Program Quality
Workforce Development
Data Collection and Analysis

Lead Committees and Workgroups

MAHS Advisory Board

- *MARC Board of Directors*

MAHS Advisory Committee

- *Chair — Jessie Merrigan*

MAHS Policy Council

- *Chair — Anneasyka Roston*

Partners in Quality for Early Childhood Education

- *Chair — vacant*

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2017 Major Work Objectives

Early Education Quality and Access

- Finalize and implement a structure and strategic direction for MARC's early learning programs.
- Through the Metropolitan Council on Early Learning, work to advance the four-part strategic agenda developed by Partners in Quality:
 - *School readiness* — expand the use of DRDP and pilot test a standardized kindergarten entry skill screener.
 - *Workforce development* — quantify teacher demand and supply; develop a career pipeline and enable current teachers to complete degrees; engage institutions of higher education in discussions to create shared early education teacher competencies; and explore sustainable compensation models to attract and retain qualified teaching staff.
 - *Quality enhancement* — develop strategies to coordinate area quality improvement initiatives; continue to advocate for statewide quality rating and improvement systems; and increase the number of programs using CLASS.
 - *Fiscal sustainability* — evaluate models that blend multiple funding sources to ensure long-term viability; and advocate for legislative and policy changes to increase public investment in early learning.

Mid-America Head Start

- Solidify the framework for an application to renew the regional Head Start grant for Clay, Platte and Jackson counties, due later this year.
- Support a multi-county Head Start partnership to oversee provision of Head Start and Early Head Start services to more than 2,400 children and families.
 - Coordinate access to community resources, including health care exchange data, mental health services and trauma-informed care.
 - Conduct data collection, analysis and reporting.
 - Pilot implementation of the Learning Genie app to facilitate electronic reporting of the Desired Results Development Profile (DRDP) child assessment.
 - Use performance measures to make connections between children's school readiness outcomes and family outcomes, and continue implementation of core competencies for family service staff.
 - Support coordinated systems of professional development, providing training on the Classroom Assessment Scoring System (CLASS) and DRDP. Support and enhance the development of mentor coaching systems within early childhood programs.
 - Implement program adjustments in response to the newly revised federal Head Start regulations.



Policy Issue — Public Safety and Emergency Services

Coordinate ongoing enhancement and operation of the regional 9-1-1 and interoperable communications systems. Help ensure the region's ability to prepare, respond and recover with coordinated plans and high-quality training, technology and equipment.

MARC's Work Areas

Homeland Security
Emergency Medical Services
Emergency Management
Hazardous Materials Risk Management
Regional 9-1-1 System
Interoperable Communications

Lead Policy Committees

Regional Homeland Security Coordinating Committee

- *Co-Chairs* — County Manager Hannes Zacharias, Johnson County, Kansas, and City Manager Stephen Arbo, Lee's Summit, Missouri

Public Safety Communications Board

- *Co-Chairs* — Walt Way, Johnson County, Kansas, and Sheriff Mark Owen, Platte County, Missouri

Other Key Committees

Mid-America Regional Council Emergency Rescue Committee (MARCER)

- *Chair* — Deputy Chief Tom Collins, KCMO Fire Department

Metropolitan Emergency Managers Committee (MEMC)

- *Chair* — Matt May, Emergency Management Director, Unified Government

Mid-America Local Emergency Planning Committee (LEPC)

- *Chair* — Asst. Chief Eddie Saffell, Central Jackson County FPD

MARRS Management Council

- *Co-Chairs* — Ellen Wernicke, Johnson County Emergency Management & Communications, and Major Daniel Gates, KCMO Police Department

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2017 Major Work Objectives

Homeland Security

- Coordinate planning and policy development to support regional preparedness, protection and response.
- Support more than 50 training courses and 11 planned exercises and disseminate new web-based training modules.
- Support specialized response teams through training, exercises and purchase and sustainment of critical equipment.
- Develop strategies for maintaining strong regional systems with reduced federal support and increased public-private partnerships.
- Pursue competitive funding to help the region prepare for complex coordinated attacks.
- Expand community outreach and education efforts related to violent extremism.
- Engage additional providers in the regional Health Care Coalition.

Emergency Medical Services

- Support MARCER's efforts to coordinate emergency medical response services and improve pre-hospital emergency care.
- Address state and federal legislative issues affecting EMS services.
- Work with EMS agencies to pilot and evaluate a community paramedic program in three locations.

Emergency Management

- Support the MEMC's efforts to educate the public on risks and emergency preparedness and encourage community involvement.
- Address needs of the whole community with a focus on planning for those with functional and access needs; support for the Community Disaster Resilience Network; and promotion/use of the Personal Preparedness Inventory.

Hazardous Materials Risk Management

- Support the Mid-America LEPC in its efforts to reduce risks from hazardous materials incidents in the region; increase industry participation and identify companies that transport hazardous chemicals on the region's roadways to inform regional plans.
- Update the regional LEPC plan and maintain an inventory of locations of hazardous chemicals in the region.

Regional 9-1-1 System

- Ensure the continued operation of a high-quality regional 9-1-1 system through equipment upgrades and maintenance; accuracy of maps and databases; and quality training for 9-1-1 telecommunicators.
- Improve network reliability by connecting 9-1-1 selection routers using KC Scout fiber through an agreement with KDOT and MoDOT.
- Seek legislative support for 9-1-1 fees on mobile devices in Missouri.

Interoperable Communications

- Coordinate planning, implementation and training for interoperable communications systems.
- Complete work on a new cost model for the Metropolitan Area Regional Radio System (MARRS) along with a long-term plan for infrastructure sustainability.



Policy Issue — Support for Local Governments

Provide high quality training and technical assistance services to local governments, and develop collaborative efforts and shared services to help cities and counties work more efficiently and effectively.

MARC's Work Areas

Local Government Services
Government Training Institute
Legislative Advocacy and Policy Leadership
Civic Engagement
Research, Data and Mapping
Shared Services

Lead Committees and Workgroups

Managers Roundtable

First Suburbs Coalition

- *Co-Chairs* — R. D. Mallams, Councilmember, Gladstone, Missouri, and Teresa Kelly, Councilmember, Roeland Park, Kansas

KC Metro GIS

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2017 Major Work Objectives

Local government services

- Enhance support to city and county managers, including bimonthly meetings, regular communications and special projects.
- Through the First Suburbs Coalition, support efforts of older suburbs to address housing, commercial and infrastructure challenges.
- Provide support to small cities in grantwriting and grant administration, planning and administrative services.

Government Training Institute

- Provide high quality seminars, workshops, customized training and needs assessments for local government employees and others.
- Introduce executive leadership workshops addressing emerging issues.

Legislative advocacy and policy leadership

- Support federal and state legislation in priority areas for local governments in the Kansas City region.
- Support existing forums for local elected officials and engage them in regional efforts.

Civic engagement

- Continue to identify and use civic engagement tools and techniques to seek substantive feedback and engage the public in planning and decision-making processes.
- Support efforts of the Regional Equity Network to engage underserved populations in planning.

Research, data and mapping

- Conduct research on key issues affecting regional progress.
- Strengthen capacity to manage, interpret and coordinate increasingly complex data systems that underlie public services and decision-making
- Support coordinated Geographic Information System services.
- Provide economic and demographic data, analysis and forecasts.
- Maintain spatial, demographic and other data, including critical facilities and vulnerable populations, and share with local jurisdictions.
- Launch an updated online portal and improve the regional indicators website to provide easy access to regional data.
- Work with local governments and others to develop better ways of sharing data across organizational and departmental boundaries.

Shared services

- Lead a consortium of local governments to prepare for a 2018 aerial photography flight and deliver high resolution images. Evaluate adding LiDAR imagery to the traditional orthophotography.
- Facilitate the CORE 4 jurisdictions' efforts to develop more coordinated and collaborative programs and services.
- Support cooperative purchasing and explore possibilities for additional shared services that have the potential to save money and time for local governments.



Organizational Effectiveness

All of MARC’s work in key policy areas is supported by its professional staff. In addition to ongoing efforts to maintain efficient and effective agency operations, staff will focus on these specific objectives in 2017:

- Upgrade MARC’s technical capacities (tools, database integration and staff skills) to help local governments and partner organizations better understand and address to changing technological, economic and policy circumstances.
- Assess and retool MARC’s communications strategies, with a comprehensive review of current publications (print and electronic) to ensure their effectiveness.
- Conduct a thorough review of and make recommendations for improvements to MARC’s indirect cost allocation methods.

MARC Core Values

| | |
|----------------------------------|---|
| Integrity | Work with transparency and honesty. Do the work entrusted to us in a responsible, trustworthy and neutral manner. Be respectful, open and fair. Be accountable to ourselves and others. |
| Innovation | Seek creative and strategic solutions. Be inquisitive about emerging technologies and visionary approaches. Be forward-thinking, yet always mindful of sustainability. |
| Collaboration | Stay open-minded and receptive to ideas. Build consensus. Develop strong relationships with stakeholders. Share resources efficiently. |
| Diversity and Inclusion | Strive to understand, respect, value and accept all differences, including race, gender, ability, cultural, socioeconomic, and geographical or community identity. Include the whole community in discourse. Promote social equity in all aspects of MARC’s work. |
| Excellence in Performance | Demonstrate expertise in our work. Produce high-quality, impactful results. Use efficient methods and professional approaches. Constantly improve processes, tools and relationships. Demonstrate personal responsibility, passion, commitment and enthusiasm to go beyond expectations. |
| Service Leadership | Lead the region towards sustainability by providing resources and solutions that add value. Strive to make a difference for the greater good of our organization and improve quality of life for the community. Be good stewards of resources, both human and fiscal. Be accountable and responsive to the needs of one another and the communities we serve. |

ISSUE

REPORT: 2017 UPWP Active Transportation Related Major Work Activities.

BACKGROUND

MARC staff is undertaking a number of major work activities, which relate to active transportation modes. This report covers four activities/products found in the 2017 Unified Planning Work Program, **Section 5.1 Active Transportation Planning**. Each of these items are addressed briefly. An oral presentation will accompany this report. Later this year staff reports and updates will be required for items resulting in products.

5.1 Active Transportation Planning

5.1.4 PRODUCT: Development of a Regional Pedestrian Policy Plan. (Project Manager: Aaron Bartlett)

MARC recognizes the essential role that walkability has in regional multimodal transportation system. This plan will synthesize a regional vision that improves walkability across judicial boundaries through policies, plans and programs. A regional pedestrian policy plan coordinate planning efforts first at the regional level and provides best practices to address walkability at the local level. Beginning in August of 2016 MARC issued a Local Government Pedestrian Inventory to cities in the region. This inventory closed in January of 2017. The results of this inventory will guide further research for incorporation, into this plan. This planning process will result in a final document presented for adoption in the first quarter of 2018.

5.1.5 PRODUCT: Development of the Metrogreen® Bikeway and Trail Wayfinding Plan (Project Manager: Aaron Bartlett)

In January of 2015, MARC adopted the [Greater Kansas City Regional Bikeway Plan](#), envisions a cohesive regional network of bikeways, connected across city, county and state boundaries, that promotes active transportation. The Regional Bikeway Network proposed in this plan will make it easier for people across the metro to use bicycling not only for recreation, but also as a viable transportation alternative to reach a wide variety of destinations. The plan substantially expanded the MetroGreen® system, adding hundreds of miles of roadway corridors. The plan recommended that MARC coordinate development standards for a regional bikeway and trail wayfinding system.

MARC will lead an effort with the aid of a consultant develop regional wayfinding guidelines to promote consistency and compatibility between regional and local bikeways. The planning process will include a review of national bicycle wayfinding best practices and a summary of existing bikeway and trail wayfinding throughout the MARC region. The final document will provide design guidelines, which governs the architecture of are regional wayfinding network, including a destination, distance/travel time and protocol for sign placement.

The anticipated planning effort period to completion after the consultant has notice to proceed is 8 months.

5.1.8 ACTIVITY: Regional Counting Program (Project Manager: Kaitlyn Service)

Bicycle and pedestrian volume data improves the region’s understanding of active transportation movements in the region. MARC owns portable bicycle and pedestrian counting equipment, which it continues to loan to local jurisdictions.

When the City of Overland Park purchased their own counting equipment in 2016, MARC and Overland Park entered into a voluntary data sharing agreement whereby each organization has access to data produced by both sets of counters, regardless of ownership. The data sharing structure is low maintenance and can be replicated if other entities in the region purchase compatible counting equipment.

Additionally, MARC has been testing the accuracy of the counting equipment and refining installation procedures. Development of best practices guidance will standardize and improve the quality of the data collected.

MARC continues to research potential opportunities for program expansion.

5.1.10 PRODUCT: Update 2012 Complete Streets Handbook (Project Manager: Kaitlyn Service)
Since the Complete Streets Handbook was published in 2012, roadways across the region have been retrofitted to better accommodate users of all abilities who are walking, biking, driving, or taking public transit. The 2017 Complete Streets Handbook update will showcase local examples of Complete Streets resulting from reconstruction, new construction, and road diet projects.

The update will also include information on Green Streets techniques to reflect the December 2015 revision of the Regional Complete Streets Policy. Green Streets integrate strategies for stormwater management, urban heat island abatement, streetscaping and urban forestry into their design.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

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ISSUE

REPORT: 2017 Regional Transit Coordinating Council (RTCC) Major Work Activities.

BACKGROUND

The RTCC is an advisory body to MARC, the Kansas City Area Transportation Authority (KCATA) and local jurisdictions. The RTCC convenes on a bi-monthly basis to address regional transit planning, coordination and implementation of transit priorities. The objectives of the Council are to:

- Provide an improved forum to support coordination of regional transit operations and services, planning and related transit activities;
- Advise on technical and policy input to existing KCATA, MARC and local groups;
- Improve alignments between federal, KCATA, and MARC planning and programming requirements and processes; and
- Support governance and structural changes to the regional transit services, over time.

The report to the TTPC will cover the RTCC work plan for 2017. Staff will continue to report or seek direction from the TTPC on a number of these initiatives as they advance throughout the year.

POLICY CONSIDERATIONS

The region's Metropolitan Transportation Plan, Transportation Outlook 2040, outlines a policy framework as the foundation for various activities for MARC and supporting committees. Specifically, TO2040 includes a goal to expand "transportation choices" – with a charge to expand affordable, accessible, multi-modal transportation options in order to better connect residents and visitors to jobs and services. The RTCC's work plan includes various initiatives to achieve these objectives.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

2017 RTCC Work Plan, adopted by the RTCC on January 10, 2017.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

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Regional Transit Coordinating Council

2017 RTCC Work Plan Priorities [DRAFT]

REGIONAL COORDINATION

RideKC Branding Implementation

- *In coordination with regional partners and the Regional Transit Coordinating Council, continue implementation of the new regional RideKC brand, including planning activities related to marketing, infrastructure, signage, and fleet changes to reflect the new brand.*

Regional Fare Collection and Technology

- *Continue the planning process for the development and procurement of advanced systems for fare payment and collection to improve passenger ease of travel and seamless transit. This includes an evaluation of the capital infrastructure and IT components required for the replacement of farebox systems and assessment of new systems and payment applications..*

RideKC Access

- Coordination and cost-sharing of service between KCATA, Independence, UGT and JCT
- Upgrade of Link for Care and Coordination with Ride KC ADA/Non-ADA
- Implementation of on-demand app based service (RideKC Freedom)

Technology/Mobility Option Integration

- Real-Time Applications/Signs and other passenger information technology
- Refine concept of integrating technology into transit and mobility hubs
- *Assess emerging technologies and impacts on mobility and regional transit initiatives following up from Smart City Challenge Grant concepts.*

RideKC Data Insight - Online Performance Measures Dashboard

- *Monitor selected performance measures and consider development of additional metrics to further populate regional RideKC Data Insight dashboard.*

SERVICE STRATEGY, PLANNING AND DEVELOPMENT

Smart Moves Regional Transit Plan Update (RideKC Plan)

- *Continue public and stakeholder outreach, adopt plan to update Smart Moves and improve access to jobs and opportunities.*

Develop Mobility Work Plan Strategy (Smart Moves/RideKC Plan Implementation)

- *Develop "Mobility Work Plan/Strategy" to expand consideration and range of mobility strategies. These include consideration of fixed route transit/paratransit/special transportation,*

as well as ridesharing, bicycle/pedestrian mobility, bike and car sharing, ride-hailing services, micro-transit, demand response, on demand services, outreach strategies, and physical infrastructure accessibility strategies.

Baseline Mobility Service Inventory

- *Conduct a baseline inventory of all mobility services available in region, including transit/paratransit/special transportation, as well as ridesharing, bicycle/pedestrian mobility, bike and car sharing, ride-hailing services, micro-transit, demand response, on demand services, outreach strategies, and physical infrastructure accessibility strategies to assist in performance measurement and tracking and mobility planning.*

Fixed-Route Accessibility Study

- *Assess built environment around the current transit system and determine policy level issues around accessibility based on factors determined by project partners. The study will not make specific recommendations for improvements, but will help prioritize investments to increase the accessibility to transit routes including paratransit.*

Transit-Oriented Development (TOD) Initiative

- *Transit-Oriented Development Economic Impact Study: In partnership with the KCATA and RTCC partners, finalize an economic benefit study of bus rapid transit routes.*
- *Advance Mobility Hub/TOD planning through the Planning Sustainable Places Program*

Connections Planning

- *Identify gaps in transit services and develop recommended improvements (e.g. Johnson County Connections Plan from 2016)*
- *Further explore / expand new mobility options to improve access to jobs*

Corridor Planning

- *BRT Corridor: Prospect MAX, Independence Ave Study, Northland Study, etc.*
- *Rock Island Rail Corridor*
- *Streetcar Extensions and integration of streetcar and other transit services*
- *Planning Sustainable Places: Swope Area- Prospect Connectivity Study*

Outreach and Education Plan (Employers, Stakeholders, Customers, and Future Riders)

- *KCATA Regional Customer Satisfaction Survey*
- *On-Board Survey*

FUNDING

Road Map for Future Transit Investment (RideKC Plan Implementation)

ISSUE

REPORT: Performance Measures and Target Setting Work Plan

BACKGROUND

When Congress passed the federal transportation bill MAP-21 in July 2012, it included a series of provisions for Transportation Performance Management (TPM). According to Title 23, Chapter 1, Section 150 of that law, "Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming."

In the intervening years, Congress passed the FAST Act in December 2015, which essentially maintained and reaffirmed the performance management provisions of MAP-21. Also during this time, USDOT developed a set of performance measures and related regulations through the federal rulemaking process. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance. As the proposed rules were issued, various stakeholders and MARC committees were engaged to review and develop comments. In many cases, final rules reflected substance of comments submitted by MARC.

Under the Transportation Performance Management requirements of MAP-21/FAST Act, State DOTs, Metropolitan Planning Organizations (MPOs) and Public Transportation Providers will be required to establish targets for some, or all, of the performance measures. In 2017, MARC will coordinate with these agencies and regional stakeholders to establish performance targets. Staff will provide an overview of the various performance measures and work plan for setting targets.

POLICY CONSIDERATIONS

For each of the performance measures defined through the MAP-21/FAST Act rulemaking process, MARC will be required to establish targets, and monitor progress towards achieving those targets. The targets established for the Kansas City metropolitan region will ultimately be integrated into the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and regional performance management process.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None – information only

STAFF CONTACTS

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ISSUE

REPORT: 2016 Air Quality Awareness Survey Results

BACKGROUND

The 2016 ozone season ended October 31st with final ozone levels coming in just below the federal health-based ozone standard. The Kansas City region has previously been designated nonattainment for ozone, and has been considered a maintenance or attainment area since 1992. However, the region has consistently been at or near the federal standard since then with one or more days of exceedance during every ozone season.

The MARC Air Quality Program has undertaken an annual survey to determine the public awareness of air quality issues in the region for over fifteen years. Air Quality staff will provide the results of the 2016 survey and discuss some of the year-to-year trends in air quality awareness in the Kansas City region.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None – Information only.

STAFF CONTACTS

Amanda Graor

ISSUE

REPORT: Rideshare Rebranding and Mobile Application

BACKGROUND

The regional Rideshare program, supported by Congestion Mitigation/Air Quality funds, promotes alternatives to commuting alone to area employers and commuters. The program recently underwent an update to the brand, website and development of a mobile application to support program functions.

Rideshare staff will provide a preview and information about the new look and increased functionality of the website, as well as an overview of the mobile application and suggestions for how cities and counties can use this program to promote ridesharing in their communities.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None – Information only.

STAFF CONTACTS

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