



**OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE**

Chuck Adams, Kansas Co-Chair
David Bower, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, April 21, 2015, 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: Minutes of last meeting*- 9:35 a.m.
3. VOTE: Adjustments to Planning Sustainable Places Projects* -- 9:40 a.m.
4. REPORT: KCP&L Electric Vehicle Charging Initiative – 9:45 a.m.
5. VOTE: Quarterly TIP Amendment* -- 10:00 a.m.
6. VOTE: UPWP Amendment #1* -- 10:05 a.m.
7. VOTE: Release Special TIP Amendment for Public Review and Comment* -- 10:10 a.m.
8. VOTE: Release Disadvantaged Business Enterprise Goal for Public Review and Comment* -- 10:15 a.m.
9. VOTE: Consider Comments on MAP-21 Proposed Rulemaking* -- 10:20 a.m.
10. REPORT: Operation Green Light Update -- 10:30 a.m.
11. REPORT: Sustainable Places Policy Committee – 10:40 a.m.
12. REPORT: Current State and Federal Transportation Funding Legislation – 10:50 a.m.
13. Other Business:-10:55 a.m.
14. Adjournment-11:00 a.m.

*Action Items

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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.

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Total Transportation Policy Committee
March 17, 2015
Meeting Summary

Members, Alternates Present-Representing

Chuck Adams, Wyandotte County Municipalities, Co-Chair
Alice Amrein, Johnson County
David Bower, Jackson County Municipalities, Co-Chair
Thomas Dow, city of Olathe
Marcie Gragg, city of Independence
Richard Grenville, KC Port Authority
Bill Heatherman, Unified Government of WyCo/KCK
Patty Hilderbrand, city of Kansas City, MO
Dick Jarrold, Kansas City Area Transportation Authority
Michael McDonald, Leavenworth County Municipalities
Mark McHenry, city of Kansas City, MO
Janet McRae, Miami County
Jack Messer, city of Overland Park
Dan Miller, city of Overland Park
Jerry Nolte, Clay County
Mark Randall, Cass County
Randy Rhoads, city of Lee's Summit
Eric Rogers, BikeWalk KC
Carson Ross, Jackson County Municipalities
John Sharp, city of Kansas City, MO
Kite Singleton, Regional Transit Alliance
John Smedley, Platte County Municipalities
Duane Soper, Platte County
Mike Spickelmier, Leavenworth County
Johnny Sweeney, Jackson County
Geoffrey Vohs, Johnson County
Justus Welker, Unified Government of WyCo/KCK
Becky Yocham, Johnson County Municipalities

Others Present

Alysen Abel, city of Parkville
Linda Clark, TranSystems
Tom Degenhardt, BHC Rhodes
Chuck Ferguson, Kansas City Area Transportation Authority

Others Present (continued)

Bob Goodwillie, Hg Consult Inc.
Angie Hoecker, Missouri Department of Transportation
Ryan Fleming, Affinis
Ron McLinden
Dan Niec, Missouri Department of Transportation
Ken Miller, city of Lansing
Luke Miller, Missouri Department of Transportation
Agnes Otto, Parsons Brinckerhoff
Joni Roeseler, Missouri Department of Transportation
Barry Rolle, HDR
Allison Smith, Kansas Department of Transportation
Kip Strauss, HNTB
Jim Tobaben, Parsons Brinckerhoff
Allan Zafft, CDM Smith
Joe Pestka, Jviation
Barb Fritsche, Jviation

MARC Staff Present

Ron Achelpohl, Director of Transportation & Environment
Terry Anderson, Program Assistant
Aaron Bartlett, Senior Transportation Planner
Karen Clawson, Transportation Planner III
Beth Dawson, Senior Land Use Planner
Chris Depusoir, Public Affairs Coordinator
Charles Gorugantula, Transportation Modeling Manager
Marc Hansen, Principal Transportation Planner
Hillary Hershner, Transportation Planning Intern
Zach Higgins, Transportation Planning Intern
Tom Jacobs, Environmental Program Director
Stephen Lachky, Transportation Planner II
Tyler Means, Transportation Planner II
Whitney Morgan, Transportation Planner I
Martin Rivarola, Assistant Director of Transportation and
Land Use Planning
Jermain Whitmore, Administrative Program Assistant

1) Welcome/ Introductions

Co-Chair David Bower called the meeting to order and introductions followed.

2) Approval of Meeting Summary

There were no changes to the February 17, 2015 meeting summary. Dick Jarrold moved and Mayor Carson Ross seconded to approve the meeting summary. The motion carried unanimously.

3) Kansas City Region Airports System Plan

MARC has historically developed and maintained a Regional Airports System Plan (RASP), preparing updates approximately every five years that includes the nine-county area. A grant was received in 2014 from the Federal Aviation Administration to update the plan, and MARC has contracted with a consultant team lead by Jviation for this project. Ron Achelpohl introduced Joe Pestka and Barb Fritsche with Jviation.

Ms. Fritsche presented an overview and status report on the Plan. The plan concentrates on the public airports (listed below), along with a map reflecting locations of private airports, military airports, and private heliports. The plan also provides a look at how the system is currently working with goals to improve accessibility, compatibility, sustainability and understandability, especially to the non-aviation community. The update will identify and explore substantive aviation issues from a systems perspective such as facilities, operations, basing demand, aircraft mix, airport roles and economic impact. The plan will incorporate the goals and objectives established in the Policy Framework for MARC's long-range plan, *Transportation Outlook 2040*, and allow for better integration across all transportation modes. The plan will also build on information and analysis contained in the Kansas and Missouri State Airport System Plans.

The study objectives:

- Develop a system evaluation process that can be updated in future planning cycles
- Highlights uses and benefits associated with system airports
- Provide study airports with "value added products"
- Strengthen MARC's role as a facilitator/communicator for airports
- Bridge regional airport priorities with Missouri and Kansas state system plans

Kansas Airports included in the study: Gardner Municipal, Johnson County Executive, New Century Air Center, Sherman Army Airfield, and Miami County Regional.

Missouri Airports included in the study: Lawrence Smith Memorial, Midwest National Air Center, Roosterville, East Kansas City (Grain Valley), Lee's Summit Municipal, Downtown Charles B. Wheeler, Kansas City International, Noah's Ark, and Excelsior Springs Memorial

The project elements are: inventory, future demands, airport roles, current system performance, airport actions, costs, implementation tools, documentation and outreach. As of today, the inventory is complete as well as the forecast demand. Working on airport roles, looking at implantation tools and outreach efforts which will be ongoing throughout the study.

Outreach will be done through MARC and airport websites, social media, newspaper articles, online survey, and hold a public open house around the first of June.

The work is planned to be completed by the end of December and each airport will receive their own report and toolkit including resources/tools that they may otherwise not have available on their own. Aviation will continue to meet with MARC staff regarding outreach efforts. Jim Hubbell is the lead MARC staff for any questions.

When the Plan is completed, the TTPC will be asked to adopt it. The policies and strategies recommended in the Plan will be integrated with *Transportation Outlook 2040* as well as other plans in the MARC region.

Kite Singleton asked if the study had any connection with the decisions being made on KCI airport building design. Barb responded that the study's focus is more on general aviation, not commercial airline activity which is what is driving the building design. Since KCI accommodates many visiting general aviation flights, the study includes the KCI airport.

Chairman Bower thanked Barb for her presentation.

4) Section 5310 Program of Projects

Tyler Means explained that Section 5310 is the largest funding opportunity for projects that serve older adults and persons with disabilities. The FTA Section 5310 Program provides funding to non-profit agencies and local governmental authorities for eligible vehicle purchases, capital projects and operational projects. A list of project funding recommendations was provided in the meeting packet that was approved March 3 by the Regional Transit Coordinating Council (RTCC). The total funding requested for this round was \$4,604,629 with only \$2,210,456 available. Many of the project sponsors willingly reduced their minimum dollars needed and still able to move forward with their project, thus allowing more projects to receive funding. The recommended program of projects was based on the RTCC's mobility management vision, Mobility Advisory Committee score and advisory priorities and the scalability of each project. The vision is meant to be a guide towards the development of a truly regional demand response transportation system that puts the rider first. Section 5310 projects must be derived from the Coordinated Public Transportation Human Services Transportation element of *Transportation Outlook 2040*. All recommended projects are so derived.

Tyler shared that the Jewish Family Services of Greater KC's JET Express Plus Expansion project, that received the highest score, recently received private funds and has been dropped from the recommended funding list, so \$27,760 was redistributed to the eligible projects that were not fully funded. The following lists the agencies and projects recommended for funding:

KCATA	Improved access to transportation for seniors and disabled
City of Olathe	Taxi Coupon/Voucher Program
City of Shawnee	CityRide Expansion
Univ. of Kansas Medical Center	Improving Link for Care for One-Call/One-Click Mobility Management
Concerned Care Inc.	C.C. Vehicle #1
KCATA	Regional Taxi Voucher Pilot Program
Special neighbors Inc.	CH Transportation
City of Olathe	Taxi Coupon/Voucher Program Grp. Trip
EITAS	Bus replacement Project
Johnson County Mental Health	JoCo Mental Health transportation service
Easter Seals Midwest	Community Connections
City of Liberty	Liberty Access vehicle replacement
Special Neighbors Inc.	SNA Transportation
Harry S. Truman Children's Neurological Center	Community Integration for Adults with Disabilities

Ron McLinden asked about fleet management of all the agencies to which Dick Jarrold responded that there is one consolidated dispatch center in the KCATA pilot project. John Sharp added that the KCATA pilot project is a regional taxi voucher program which would be the first time having a service system that is regional. Tyler stated that Los Angeles currently uses this program and we are looking at Olathe's program already established and works well.

The chair commented being glad to see exciting things happening around the region.

MOTION: Alice Amrein moved to approve the program of projects as recommended by the Regional Transit Coordinating Council. Duane Soper seconded and the motion carried unanimously.

5) 2nd Quarter 2015 Transportation Improvement Program (TIP)

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

Marc Hansen reviewed the proposed 2015 2nd Quarter Amendment to the *2014-18 TIP* which includes four new projects and two modified projects. Details of these projects were available for review on the Internet at: <http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/15Q2amend.aspx>

MARC's Public Involvement Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption. All of the projects are financially constrained.

MOTION: Mark McHenry moved to approve the release of the 2nd quarter *TIP* amendment for public review and comment; Mayor Randy Rhoads seconded and the motion carried unanimously.

6) Missouri STP Reasonable Progress

Background: Since 2002, the Missouri STP Priorities Committee has worked to keep its unobligated balance of sub-allocated STP and Bridge funds at a reasonable level. As part of an ongoing effort to address this, the MARC Board of Directors adopted the Policy on reasonable Progress of Missouri Surface Transportation Program and Bridge Rehabilitation and Replacement Program Funds in July 2005. The policy articulates MARC's expectation that sub-allocated funds programmed for projects in the *TIP* are to be obligated in the year they are programmed. The policy also requires that a list of current year projects be taken to the March meetings of the TTPC and MARC Board of Directors to set a July 1 suspense date for any projects not yet obligating federal funds. Projects that have not previously requested a one-time schedule modification may do so. Any projects with federal funds not obligated by the Board approved suspense date will be removed from the *TIP*, and the funds would be returned to the regional funding pool for redistribution by the Missouri STP Committee, TTPC and Board of Directors.

A list of ten projects programmed for 2015 funding was provided in the meeting packet. Four of those projects previously had their one-time schedule change. Marc shared that all of the projects were on track or very close.

Dick Jarrold asked Marc about the two KCATA projects that were recently moved into 2015 and what would be needed to reach obligation by July 1. Marc shared that staff has taken the required administrative action by requesting a transfer of the funds to the Federal Transit Administration. No additional action would be needed by KCATA.

In response to a project sponsor's question, Ron Achelpohl clarified that there is still time to submit a letter requesting a one-time schedule change if the project is not going to meet the July 1 suspense date.

MOTION: Mayor Carson Ross moved to approve setting a July 1, 2015 suspense date for Missouri STP projects programmed for federal fiscal year 2015 that have not yet obligated their federal funds; the motion was seconded by Richard Grenville and carried unanimously.

7) Release Transportation Outlook 2040 Draft Update for Public Review and Comment

Ron Achelpohl reported that the region's current long-range Metropolitan Transportation Plan (MTP), *Transportation Outlook 2014*, was originally adopted by MARC in June 2010 and is due to be updated. Metropolitan Planning Organizations are required to maintain and update their long-range plan every five years. The draft document and appendices are available on the MARC website at www.marc.org/to2040update. The update refreshed the 2010 policy framework, strengthens the strategic role of Complete Streets, reinforces development and redevelopment along corridors and activity centers, incorporates recommendations from regional studies completed since 2010, projects moderate growth in regional population and employment and forecasts higher costs to operate and maintain regional transportation systems with less growth in state and federal funds causing more reliance on local resources. The MTP articulates goals, objectives, strategies and performance measures that will guide transportation planning and programming activities in the greater Kansas City region over a 25-year planning horizon. MARC planning committees and the Long-Range Plan Subcommittee reviewed and approved content for each of the chapters and the subcommittee provided feedback and guidance on policy matters throughout the plan update process. MARC's public participation plan specifies there will be a 30-day public comment period before adoption of the MTP. Ron added that after the plan is adopted we will need to find additional funding streams not used in the past. The Plan forecasts an increase in travel demand and freight and a modest growth in vehicle miles traveled. We are watching new transportation technologies such as driverless vehicles, and watching the millennial population as to their mode preferences. We want to continue a focus on improving safety, expanding transit and mixed use centers and corridors, improving environmental resources and increase data collection and analysis related to performance based planning of the region.

Two handouts were provided: a list of the projects included in the Plan and an executive summary. The public review is planned for April 8 through May 7 and staff will hold an Open House on May 7 at MARC, and additional meetings in other locations around the region.

Kite Singleton asked that the alternative adaptive scenario be added to the plan prior to releasing the draft for review and comment since it was in the original Transportation Outlook 2040. Ron explained that the updated population and employment forecast was based on the vision and policy framework that considered the adaptive scenario developed in 2010, but that it also needed to reflect new information from the 2010 Census that showed less growth had actually occurred in redevelopment areas than was expected in the 2010 forecast. In the next update to the transportation plan, the planning horizon will be moved back to 2045 or 2050 and new scenarios will be developed.

Mr. Singleton expressed concern that the draft plan did not show growth in the percent of trips by transit. Ron agreed with this concern and noted that MARC was conducting the RideKC Workforce Connex initiative to double the number of jobs accessible by transit in the region within ten years as described in a later item on the agenda.

In looking at the low usage of public transportation, Mayor Ross stated that public transportation will be more important for older generations. Mark McHenry asked if staff anticipates many comments on the plan and Ron responded that we do expect many comments. Ron McLinden also expressed concern of the absence of the adaptive scenario.

MOTION: Duane Soper moved to approve releasing the draft Transportation Outlook 2040 Update for public review and comment; Jack Messer seconded and the motion carried.

8) Programming Evaluation Process Review

Background: One of the primary uses of the region's Metropolitan Transportation Plan is to provide policy guidance for the programming of federal transportation funds in the transportation Improvement Program (TIP). In anticipation of the adoption of the update to *Transportation Outlook 2040* and consideration of feedback following the most recent programming round in 2014, MARC programming committees and staff have begun reviewing current allocation processes to identify issues and opportunities and to better align MARC's programming processes with the policy framework of the new plan. These reviews typically include updates to project evaluation criteria and updates to project solicitation and evaluation ground rules. The updated plan includes a new policy consideration, Equity, to be addressed in MARC's programming activities.

Marc Hansen reported that volunteers from the Missouri and Kansas STP committees and the Active Transportation Planning Committee will soon meet together to create an agenda for the review process and then work as separate workgroups. The main items for review and update will be of the scoring process and the online application form. Their recommendations will be reported back to the TTPC. The review is to be completed by early fall to allow time for staff to update the online application prior to the next Call for Projects planned for early 2016.

9) RideKC Workforce Connex/Smart Moves Update

Karen Clawson reported that this spring, MARC and its transit partners, the ATA and The Jo, will begin updating the regional transit vision and plan, currently called the Smart Moves Regional Transit Vision. Smart Moves, last updated in 2008, recommends public transit and mobility transportation service expansion, facilities and funding strategies. The new plan, which will be rebranded as the RideKC Regional Transit Plan, will build on these existing recommendations and address new challenges. The update to the regional transit plan will also incorporate the findings, implementation strategies, and policy recommendations of the RideKC Workforce Connex project relating to regional job accessibility. The RideKC Regional Transit Plan and RideKC Workforce Connex will guide transit policy and service expansion in the region. The goal is to double the access to jobs. This work is planned for completion in two years and will be overseen by the Regional Transit Coordinating Council. Staff will keep the TTPC informed of its progress.

10) Other Business

- Ron Achelpohl pointed out one additional handout provided that regarded the Destination Safe Program 2015 Call for Projects, accepting applications to fund education and enforcement strategies and solutions that will reduce fatalities and serious injuries related to the focus areas outlined in the *Blueprint*. The application is on MARC's website and closes Monday, April 6th at 4 pm.
- There is legislation being introduced in the Missouri Senate, SB 540 that proposes a fuel tax increase for three years.
- The USDOT's strategic plan, "Beyond Traffic," is out for review and comment. It notes MARC's 2010 baseline and adaptive population/employment scenarios as an example of effective scenario planning.
- Mayor Chuck Adams expressed his excitement seeing more coordination of plans and a reminder that Smart Moves was funded by ARRA.

11) Adjournment

There was no further business and the meeting was adjourned. The next meeting of the TTPC will be held April 21, 2015.

ISSUE

VOTE: Planning Sustainable Places Program

BACKGROUND

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 Creating Sustainable Places Committee worked with MARC staff earlier this year to refine the 2012 criteria for eligibility, and the award process. MARC issued a call for projects that closed on August 27, 2014. MARC staff conducted an initial review and scoring of the 27 applications, and worked with the Creating Sustainable Places committee to develop a recommended list of awardees. The Creating Sustainable Places committee developed the final recommended project list on November 17, 2014. The recommended list was approved by both the TTPC and MARC Board on December 16, 2014.

Since the December approval, the Missouri projects have proceeded through a solicitation of Request for Qualifications, a consultant selection process, and all but one are currently negotiating their consultant contracts. The North Kansas City project completed their negotiations last month, and their consultant contract was presented to the MARC Board in March. It has now been executed, and the project has begun work.

The Kansas projects, on the other hand, were delayed by the decision of one of the original recipients to not commit the local match to proceed with their project. Given this change, the CSP Coordinating Committee in March decided to add the next highest scoring Kansas project at a level comparable to the originally selected projects, then redistribute the remaining funds across all the selected projects based on level of local match. The project added is for Old Town Lenexa. The recommendation before you includes 6 planning projects in the Kansas side of our region:

- 2 sustainable places plans
- 3 implementation activities
- 1 project development activity

Complete street plans, trail plans, zoning overlays, and corridor 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 specifics of the funding distribution can be found following this summary.

POLICY CONSIDERATIONS

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.

BUDGET CONSIDERATIONS

The Kansas PSP Program is funded through:

\$500,000 – Kansas Surface Transportation Program Livable Communities Pilot Planning Program (FFY 2015)

\$37,500 will support MARC's program management, deployment, and administrative responsibilities.

COMMITTEE ACTION

The Creating Sustainable Places Committee approved changes to the Kansas project list on March 20, 2015.

RECOMMENDATION

Approve the amended project funding recommendations for the Kansas Planning Sustainable Places Program projects as presented.

STAFF CONTACTS

Martin Rivarola
Beth Dawson

Mission Funding Distribution

Goal: Distribute funds to Lenexa and the balance distributed across the projects based on local match..

Comments: The distribution brings funding to round numbers and brings projects up to funding levels similar to the Missouri funding. Missouri's minimum was 79%.

Sponsor	Title	Type	Original Total Budget (Fed + Local)	Local Match	PSP Request	PSP Funding	Additional Funds	New PSP Funding	New Total Budget (Fed + Local)	Score	Beginning Funding %	Revised Funding %	Local Match	Match %
City of Shawnee	Linking Historic Shawnee: A Multimodal Downtown Connectivity Plan	Implementation Plan	\$ 150,000	\$ 30,000	\$ 120,000	\$ 91,740.71	\$ 3,259.29	\$ 95,000.00	\$ 125,000	84	76.5%	79.2%	\$ 30,000	24%
City of Olathe	Connect Downtown Olathe	Project Development	\$ 220,000	\$ 100,000	\$ 120,000	\$ 91,740.71	\$ 9,299.29	\$ 101,040.00	\$ 185,240	83	76.5%	84.2%	\$ 84,200	45%
City of Louisburg	Downtown Broadway Complete Street, Green Street Plan	Implementation Plan	\$ 120,000	\$ 42,000	\$ 78,000	\$ 75,660.00		\$ 75,660.00	\$ 116,400	80	97.0%	97.0%	\$ 40,740	35%
Unified Government	Tri-City Multi-modal Redevelopment Plan	Sustainable Places Plan	\$ 180,000	\$ 90,000	\$ 90,000	\$ 68,805.54	\$ 8,494.46	\$ 77,300.00	\$ 154,600	79	76.5%	85.9%	\$ 77,300	50%
City of Leawood	135th Street Community Implementation Plan	Implementation Plan	\$ 170,000	\$ 85,000	\$ 85,000	\$ 64,983.00	\$ 7,517.00	\$ 72,500.00	\$ 157,500	90	76.5%	85.3%	\$ 85,000	54%
City of Lenexa	A New Look at Old Town Lenexa	Sustainable Places Plan	\$ 75,000	\$ 25,000	\$ 50,000	\$ 38,000.00	\$ 3,000.00	\$ 41,000.00	\$ 61,500	70	76.0%	82.0%	\$ 20,500	33%
			\$ 915,000	\$ 372,000	\$ 543,000	\$ 430,929.96	\$ 31,570.04	\$ 462,500.00	\$ 800,240					

TTPC AGENDA REPORT

April 21, 2015

Agenda Item No. 4

ISSUE

REPORT: KCP&L Electric Vehicle Charging Initiative

BACKGROUND

Kansas City Power and Light Company announced a new initiative to create an Electric Vehicle Charging Station Network. As part of this effort, KCP&L will design and install a network of more than 1,100 electric vehicle charging stations, with 2,200 plus charging ports. This infrastructure will be sufficient to charge more than 10,000 electric vehicles. A representative from KCP&L will share more information about how local governments may participate in this program.

The opportunity to create a network of charging stations aligns well with Planning for Sustainable Places initiative goals related to environment, land use and transportation. MARC staff will share recommendations from a previous EPA-funded MARC report, *Parking Lots to Parks*. That report looked at how parking lot designs could be enhanced to achieve multiple economic, social and environmental benefits. Multiple design opportunities, including electric charging stations, were contemplated as part of that study.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Tom Jacobs
Amanda Graor

ISSUE

VOTE: 2015 2nd Quarter Amendment to the 2014-18 Transportation Improvement Program

BACKGROUND

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

The proposed 2015 2nd Quarter Amendment to the *2014-18 TIP* includes 6 projects:

- 4 new projects to be added:
 - #349241 – 151st St. & Scarborough St. intersection improvements in Olathe, KS
 - #397002 – Waverly Road; US-56 south to 199th Street in Edgerton, KS
 - #880006 – K-68: from US-169, East to US-69 in Louisburg, KS
 - #490145 – I-635 Ramp Improvements in Riverside, MO
- 2 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/15Q2amend.aspx>

POLICY CONSIDERATIONS

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

All of the projects in the proposed 2nd quarter amendment are financially constrained.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the 2015 2nd Quarter Amendment to the *FFY 2014-2018 TIP* for public review and comment.

STAFF CONTACT

Marc Hansen

ISSUE

VOTE: *2015 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.

MARC has finished processing all 2014 expenses, and has the final estimates of carryover from 2014. As a result of these changes, MARC will have less total CPG funding available in 2014 than previously assumed. To respond to the reduction in funding, MARC proposes to reduce staff expenditures. MARC is also adding a new project funded separately through federal Traffic Engineering Assistance Program (TEAP) program to update the Route C Corridor study in the City of Peculiar, Missouri. Specifically, the proposed Amendment #1 to the *2015 UPWP* will:

- Adjust the budgets throughout the document, to adjust the Missouri/Kansas shares of the overall CPG funding of the UPWP, to reflect the reduced amount of available funding; and
- Add new task E.9 – Route C Corridor Study

The revisions are detailed in the file available at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2015_UPWP_Amend1.aspx.

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

The amendment results in a reduction of the overall UPWP CPG budget of \$107,284.

COMMITTEE ACTION

None.

RECOMMENDATION

Release Amendment #1 to the *2015 UPWP* for public review and comment.

STAFF CONTACT

Marc Hansen

Comparison of Original 2015 UPWP MARC CPG Tasks and Proposed Amendment #1

Task	Original 2015 UPWP								Proposed Amendment #1								CPG + Cash Match Change
	CPG + Cash Match					Match Required			CPG + Cash Match					Match Required			
	MARC					Missouri	Kansas	Total	MARC					Missouri	Kansas	Total	
Missouri	Kansas	Cash Match	Other	Total	Missouri				Kansas	Cash Match	Other	Total	Missouri				Kansas
1.1 Program Administration	\$269,576	\$148,224			\$417,800	\$67,394	\$35,203	\$102,597	\$262,723	\$130,592	\$24,485		\$417,800	\$65,675	\$31,012	\$96,687	\$0
1.2 Public Participation	\$180,666	\$99,334			\$280,000	\$45,166	\$23,592	\$68,758	\$161,922	\$80,487	\$15,091		\$257,500	\$40,481	\$19,116	\$59,597	-\$22,500
2.1 Land Use/Comp Planning	\$276,322	\$151,930	\$100,000	\$25,000	\$553,252	\$69,080	\$36,083	\$105,163	\$326,991	\$162,534	\$30,475	\$25,000	\$545,000	\$81,748	\$38,602	\$120,350	-\$8,252
2.2 Long-Range Transp. Plan	\$167,761	\$92,239			\$260,000	\$41,940	\$21,907	\$63,847	\$149,347	\$74,234	\$13,919		\$237,500	\$37,337	\$17,631	\$54,968	-\$22,500
2.3 Modeling/Forecasting	\$270,998	\$149,002	\$54,804		\$474,804	\$67,749	\$35,388	\$103,137	\$294,292	\$146,280	\$27,428		\$468,000	\$73,573	\$34,742	\$108,315	-\$6,804
2.4 Congestion Management	\$41,682	\$22,918			\$64,600	\$10,420	\$5,443	\$15,863	\$40,056	\$19,911	\$3,733		\$63,700	\$10,014	\$4,729	\$14,743	-\$900
2.5 Research/Database	\$279,063	\$153,437			\$432,500	\$69,766	\$36,441	\$106,207	\$266,623	\$132,528	\$24,849		\$424,000	\$66,656	\$31,475	\$98,131	-\$8,500
2.6 Performance Measures/Targets	\$16,417	\$9,026			\$25,443	\$4,104	\$2,144	\$6,248	\$14,496	\$7,205	\$1,351		\$23,052	\$3,624	\$1,711	\$5,335	-\$2,391
3.1 TIP	\$39,359	\$21,641	\$54,803		\$115,803	\$9,840	\$5,140	\$14,980	\$66,656	\$33,132	\$6,212		\$106,000	\$16,664	\$7,869	\$24,533	-\$9,803
4.1 Conformity of LRTP/TIP	\$26,455	\$14,545			\$41,000	\$6,614	\$3,454	\$10,068	\$25,782	\$12,815	\$2,403		\$41,000	\$6,446	\$3,044	\$9,490	\$0
4.2 Mobile Source in CAAP	\$29,681	\$16,319			\$46,000	\$7,420	\$3,876	\$11,296	\$28,046	\$13,940	\$2,614		\$44,600	\$7,012	\$3,311	\$10,323	-\$1,400
5.1 Active Transportation	\$65,814	\$36,186			\$102,000	\$16,453	\$8,594	\$25,047	\$57,852	\$28,756	\$5,392		\$92,000	\$14,463	\$6,830	\$21,293	-\$10,000
5.2 ITS Planning/Integration	\$26,455	\$14,545			\$41,000	\$6,614	\$3,454	\$10,068	\$23,267	\$11,565	\$2,168		\$37,000	\$5,817	\$2,747	\$8,564	-\$4,000
5.3 Safety Planning	\$63,555	\$34,945			\$98,500	\$15,889	\$8,299	\$24,188	\$58,167	\$28,912	\$5,421		\$92,500	\$14,542	\$6,867	\$21,409	-\$6,000
5.4 O&M Planning	\$26,455	\$14,545			\$41,000	\$6,614	\$3,454	\$10,068	\$25,153	\$12,503	\$2,344		\$40,000	\$6,288	\$2,969	\$9,257	-\$1,000
6.1 Transit Planning	\$167,760	\$92,240			\$260,000	\$41,940	\$21,907	\$63,847	\$153,434	\$76,266	\$14,300		\$244,000	\$38,359	\$18,113	\$56,472	-\$16,000
7.1 Freight Planning	\$52,006	\$28,594			\$80,600	\$13,001	\$6,792	\$19,793	\$46,062	\$22,895	\$4,293		\$73,250	\$11,516	\$5,438	\$16,954	-\$7,350
8.1 Corridor Studies	\$31,165	\$17,135			\$48,300	\$7,791	\$4,070	\$11,861	\$30,372	\$15,097	\$2,831		\$48,300	\$7,593	\$3,586	\$11,179	\$0
9.1 Aviation Planning	\$2,000	\$1,100			\$3,100	\$500	\$261	\$761	\$1,949	\$969	\$182		\$3,100	\$487	\$230	\$717	\$0
Total	\$2,033,190	\$1,117,905	\$209,607	\$25,000	\$3,385,702	\$508,295	\$265,502	\$773,797	\$2,033,190	\$1,010,621	\$189,491	\$25,000	\$3,258,302	\$508,295	\$240,022	\$748,317	-\$127,400

ISSUE

VOTE: 2015 Special Amendment #1 to the 2014-18 Transportation Improvement Program

BACKGROUND

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

The proposed 2015 Special Amendment #1 to the *2014-18 TIP* includes 4 projects:

- 1 new project to be added:
 - #996098 – Johnson County Transit -- Station Stops/Terminals/Facilities
- 3 modified projects
 - #259193 – Unified Government -- Kaw Point Park Connector Trail
 - #956004 – Johnson County Transit -- Fixed Route Line Haul Service
 - #996097 – Johnson County Transit -- Capital and Operating Assistance for The JO

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/15SpecAmend1.aspx>

POLICY CONSIDERATIONS

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

All of the projects in the proposed 2015 Special Amendment #1 are financially constrained.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the release of the 2015 Special Amendment #1 to the *FFY 2014-2018 TIP* for public review and comment.

STAFF CONTACT

Marc Hansen

ISSUE

VOTE: Release Disadvantaged Business Enterprise (DBE) Goal for Public Review and Comment

BACKGROUND

The U.S. Department of Transportation's (USDOT) DBE program is designed to assist small businesses owned and controlled by socially and economically disadvantaged individuals, including minorities and women, in participating in contracting opportunities created by DOT financial assistance programs. The program also helps small non-minority owned business participate in contracting opportunities. The three major DOT operating administrations involved in the DBE program are Highway (FHWA), Aviation (FAA) and Transit (FTA).

Among other things, DBE regulations require recipients of USDOT financial assistance to establish goals for the participation of disadvantaged entrepreneurs. MARC is required by the USDOT to have a DBE Program because it is a FHWA/FTA recipient that receives federal planning, capital or operating assistance, and will award prime contracts. MARC is required to make every effort to meet the overall established goal.

MARC's three year DBE Goal calculation:

- MARC's proposed 2015 - 2018 DBE Goal - 20%.
- MARC's current 2013 - 2015 DBE Goal - 16%

Related agencies' current DBE Goals

- KCMO (includes Streetcar) – 24%
- MoDOT – 15.38%
- KCATA – 8.5%
- KDOT – 9.49%

POLICY CONSIDERATIONS

As a requirement to receive and expend federal funds for third party contracts, USDOT requires MARC to establish a DBE goal based on methods established by USDOT. The DBE program relates to efforts that support MARC's non-discrimination requirements under Title VI. There were no Title VI complaints for MARC in 2014.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Release the draft 2015 DBE goal for public review and comment.

STAFF CONTACT

Darryl Fields

DBE Goal Methodology

MARC submits its overall goal to USDOT on August 1 every 3 years starting 2010. In accordance with Federal Regulation CFR 49§26.45, MARC employs a two–step process to calculate its DBE program goal.

MARC 2015 – 2018 DBE Goal = 20%

Step 1

Involves determining a “base figure” for the relative availability of DBEs in the area. The base figure is a percentage calculated as the ratio of available and potentially eligible DBEs to all available firms. The data sources used to derive available DBEs and “all available” firms is as follows:

1. “Available DBEs” is derived from the total number of certified DBEs in the KDOT and Missouri Regional Certification Committee (MRCC)¹, DBE directories with the North American Industry Classification (NAICS) of 541820 and 541330, or whose work type was listed as website development, public relations, and architecture and engineering for the nine (9) counties within the Metropolitan Statistical Area (MSA). The 2015 DBE program limited the search to these fields based on the types of contracts anticipated for the upcoming year.

$$\text{Step One Base Figure} = \frac{\text{Ready, willing, and able DBEs}}{\text{All firms ready, willing, and able (including DBEs and non-DBEs)}}$$

2. “All available” firms is derived from the total number of firms with the NAICS of 541820 and 541330 found in Census Bureau’s County Business Patterns (CBP) database in the nine (9) counties within the Metropolitan Statistical Area (MSA).

Total # of Available Firms 2012 County Business Patterns (NAICS)				
Industry code	Industry code description	DBE Firms	Total Firms	DBE%
541820	Public Relations	40	50	80.00%
541330	Architecture & Engineering (A&E)	51	408	12.50%

¹ MRCC – regional certification committee is the Missouri “one stop” DBE certification group. The Committee (MoDOT, KCMO, KCATA, Metro and Lambert Airport St. Louis, EWGCC, and MARC) is the statewide DBE certification certifiers. If certified by one of these agencies your certification is good throughout MO and those state that have reciprocal certifications with MO.

3. “Potentially eligible” DBEs is determined based upon the CBP and the City of Kansas City, Missouri’s Disadvantaged/Minority and Women’s Business Enterprise Directory. Listed firms’ functions were evaluated to determine their eligibility to bid for proposed contracts (as listed below), and the resulting list was checked to ensure that no firms listed in the certified DBE list was repeated.

% of funding for Proposed Contracting		
Contract Type	Contracting Opportunities	Contract % of Funds
Public Relations*	\$ 295,000	16.16%
A&E*	\$ 1,530,000	83.84%
Available funds for contracting	\$ 1,825,000	100%

* Anticipated

Base Rate = 19.87%			
Industry code	DBE Firms**	Total Firms	DBE%
541820	40	50	80.00%
541330	51	408	12.50%
Total	91	458	19.87%

** Current KS & MO DBE Directories

Regulations encourage “Wherever Possible, Use Weighting” in your base figure goal calculation. Weighting helps ensure accuracy of the “Step One Base Figure.” While weighting is not required by regulation, it makes the goal calculation more accurate. For instance, since 84% of MARC contract dollars will be spent on Architect/Engineering related projects and 16% on marketing/public engagement, MARC weighted the calculation of the relative availability of firms by the same percentages. This method resulted in a weighted base percent 23.41%.

Weighted Rate = 23.41%			
541820	(40/50) = 80%	16.16%	12.93%
541330	(51/408) = 13%	83.84%	10.48%
Total			23.41%

Therefore the base goal 19.87% (rounded to 20%) is increased to 23.41% (rounded to 23%).

Step 2:

The **second step** involves examining available evidence to determine what adjustment, if any, is needed to the base figure in order to arrive at the overall goal that reflects as accurately as possible the DBE participation MARC would expect in the absence of discrimination.

A. Proposed Goal

B. MARC 3yr

$$(A \times B)/2 = \text{Goal Adjustment}$$

To determine what types of adjustments, if any, are needed to the base figure, additional sources of evidence was examined:

1. The current capacity of DBEs to perform work in MARC’s DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.
2. Reviewed the last three (3) year bi-annual reports (years 2012 through 2014) of DBE participation (16%) reported to the FTA.

Last 3 Year	Goal	Achieved Goal
2012	14%	16%
2013	14%	16%
2014	14%	16%

To calculate the DBE goal, MARC averaged the base figure calculation (23%) was averaged with the median of the volume of work DBEs performed in recent years (16%) thus providing the average of the two measures.

$$\frac{23\% + 16\%}{2} = 20$$

3. The Step 2 adjustment to the base figure the goal is **20%**.

MARC 2015 – 2018 DBE Goal = 20%

Step 3:

Regulations state you must demonstrate the percentage of your goal met solely through race-neutral measures, or whether race-conscious program elements such as DBE contract goals are also needed. Race-neutral program elements are initiatives that help all businesses or small businesses in general, including — but not limited to — DBEs. You must meet the maximum feasible portion of your overall DBE goal by using race/gender-neutral means.

The following is a summary of the basis of our estimated breakout of race-neutral and

race-conscious DBE participation:

Last 3 Year	Goal	Race* Neutral (R/N)	Race Conscious	Achieved Goal
2012	14%	2%	14%	16%
2013	14%	2%	14%	16%
2014	14%	2%	14%	16%

*Anything over 14% is considered achieved by race – neutral means

R/N Median	2%
3 year Goal's median	14%
Adjustment	$20\% - 2\% = 18\%$
Race Neutral	2
Race Conscious	18

ISSUE

VOTE: MAP-21 Proposed Rulemaking – Consider comments on proposed rule for National Performance Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program

BACKGROUND

On January 5, 2014, the U.S. Department of Transportation (USDOT) published a Notice of Proposed Rulemaking (NPRM) for National Performance Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program (<http://www.gpo.gov/fdsys/pkg/FR-2015-01-05/pdf/2014-30085.pdf>). The NPRM proposes performance measures to be used for the assessment of pavement and bridge conditions on the National Highway System (NHS). Additionally, the proposed rule defines a methodology to be employed in the calculation and assessment of pavement and bridges on the NHS. A simple, 2-page summary of the proposed rule is available on the FHWA website. <http://www.fhwa.dot.gov/tpm/rule/pmfactsheet.pdf>

Section 1203 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) declared that performance management will transform the Federal-aid highway program and refocus it on national transportation goals, increase accountability and transparency of the Federal-aid highway program, and improve project decision making through performance-based planning and programming. The Federal Highway Administration (FHWA) is issuing three separate NPRMs to meet this requirement, and this is the second NPRM.

The comment period closes on May 8, 2015. USDOT is encouraging the State DOTs and MPOs to review and provide comments on the proposed rule. MARC staff has reviewed the NPRM and organized the attached comments on behalf of the MPO and our stakeholders. MARC will accept additional comments from TTPC for submission to USDOT.

In 2013 and 2014, MARC worked with consulting firm Cambridge Systematics on Asset Management Planning for the Kansas City region. This work provides the foundation for plans and policies in support of the System Preservation goal in Transportation Outlook 2040, and will be beneficial in developing and achieving targets for pavement and bridge condition.

POLICY CONSIDERATIONS

The proposed rules and requirements have a direct impact on MARC planning activities related to pavement and bridge conditions on the National Highway System (NHS). It's important to ensure these rules are consistent with the interests of MARC and its partners, and that MARC and the State DOTs have the capability and resources to follow through on any required rulemakings.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The proposed comments were discussed and approved by the MARC Highway Committee.

RECOMMENDATION

Approve MARC's draft comments—National Performance Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program—for submission to USDOT.

STAFF CONTACTS

Ron Achelpohl

Jim Hubbell

Proposed Rule: MAP-21 Pavement and Bridge Conditions Mid-America Regional Council Comments

Federal Highway Administration

Docket No. FHWA-2013-0053

National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program

23 CFR Part 490

General Comments

- Page 338, 3rd column – We support the acknowledgement by FHWA that local transportation priorities can and will be taken into consideration during the process of establishing targets. Furthermore, we support the understanding that State DOTs and MPOs may elect to establish targets that represent a decline in pavement or bridge system conditions.

Subpart A: General Information

490.101 Definitions

- The distinction between the definitions of “metric” and “measure” is appreciated.

490.105 Establishment of Performance Targets

- We support the language that encourages State DOTs and MPOs to coordinate target setting with neighboring states and MPOs “to the extent practicable”. FHWA is encouraged to offer guidance and share best practices on this type of coordination among neighboring states and MPOs.
- If State DOTs choose to establish condition targets for urbanized areas, the rule should encourage coordination with the corresponding MPO(s).
- We support the proposed language in 490.105(f)(4) that allows MPOs two options in setting targets. FHWA policies and guidance need to clearly state that MPOs committing to quantifiable targets for their metropolitan planning area are NOT required to re-establish targets when the corresponding State DOT adjusts its target as allowed under 490.105(e)(6) and 490.107(b)(2).

490.107 Reporting on Performance Targets

- We support the proposal that MPOs document the manner in which they report their established targets within the Metropolitan Planning Agreement, and that established targets are reported to State DOTs.
- We support using the Metropolitan Transportation Plan to report information on baseline condition/performance and the progress towards the achievement of MPO targets.

490.109 Assessing Significant Progress towards Achieving the Performance Targets for the NHPP

- We support the definition of “significant” progress towards achievement of condition targets.

490.111 Incorporation by Reference

- We support the incorporation by reference of: the HPMS Field Manual to codify the data requirements for measures; 10 AASHTO standards to codify the method and/or device used to collect data for the metrics; and the “Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation’s Bridges” which contains all of the NBI items listed in Subpart D. The use of widely accepted standards and calculation methods will facilitate the establishment of targets and monitoring of progress towards their achievement.

Subpart C: NHPP Measures for Assessing Pavement Condition

490.309 Data Requirements

- We support the statement that “Beginning in 2018, State DOTs would be required to collect data on the full extent of non-Interstate NHS to calculate the 4 metrics.” Federal performance

management requirements should not impose additional data collection responsibilities upon local governments.

Subpart D: National Performance Management Measures for Assessing Bridge Condition

- No comments

TTPC AGENDA REPORT

April 21, 2015

Agenda Item No. 10

ISSUE

REPORT: Operation Green Light Program Update

BACKGROUND

Operation Green Light (OGL) is a regional effort to coordinate the operation of nearly 700 intersections on high-volume, inter-jurisdictional arterial roadways with 23 agencies throughout the Kansas City region. Administered by MARC, OGL provides and maintains real-time data communications with each intersection utilizing an Advanced Traffic Management System. OGL provides the regional Advanced Traffic Management System software, and maintains the necessary servers as well as maintaining the regional communications network. OGL also coordinates operations of the traffic signal system with the Kansas City Scout freeway management system to support traffic incident management.

Regional Benefits include: improved regional traffic flow through reductions in unnecessary traffic signal delay, as well as improved air quality through reductions in emissions due to excess signal delay. The total annual program operating costs for OGL are estimated at \$1.1 million, and utilize federal Surface Transportation Program funds, subsidizing 50 percent of the operating costs through 2018.

Staff will discuss upcoming construction projects, future system expansion, and recent signal timing initiatives; including, highlighting the pedestrian aspects of coordinated signal timing.

POLICY CONSIDERATIONS

OGL is a traffic systems management strategy supported by *Transportation Outlook 2040*.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ray Webb

ISSUE:

REPORT: Sustainable Places Policy Committee (SPPC)

BACKGROUND:

The Creating Sustainable Places Steering Committee was appointed in 2011 to guide the work funded through a three-year HUD Regional Sustainable Communities Planning grant. When the HUD grant concluded at the end of 2013, the MARC Board appointed an interim committee to continue oversight of the organization's sustainable places work, make recommendations on grants under the Planning Sustainable Places (PSP) grant program, and outline the roles and responsibilities of a new ongoing policy committee.

The interim committee's recent focus has been to establish criteria and recommend grants for the PSP program. In addition, the committee provided input to the Long-Range Transportation Plan update. The interim committee also outlined possible roles and responsibilities of the new policy-level committee, focusing on the objectives that emerged in the Creating Sustainable Places initiative and in the centers and corridors strategy in the Long-Range Transportation Plan.

In its March meeting, the MARC Board formally created the new Sustainable Places Policy Committee (SPPC), and established its formal roles and responsibilities. As adopted by the MARC Board, the SPPC will:

- Develop and communicate a strong and coherent vision for sustainable development and redevelopment in the region.
- Lead and coordinate ongoing public and stakeholder education and engagement processes.
- Advocate for implementation strategies, and advance development opportunities that reflect the Creating Sustainable Places principles.
- Work with MARC committees, staff and partners on regional policies and programs related to infrastructure investments, land use and development. Encourage consideration of the relationship of projects, policies and programs to open space, conservation, energy efficiency, equity, and economic development in order to further promote the goals and strategies identified in the Regional Plan for Sustainable Development v2.0 and Transportation Outlook 2040.

The SPPC will include representation from local governments, and organizations representing environment, equity, and economic and development interests. The SPPC provides a unique opportunity to maintain momentum on work performed under the Sustainable Communities planning grants. Specifically, the SPPC will:

- **Oversee the PSP program**
- **Review the *Regional Plan for Sustainable Development***
- **Work with and advise the Technical Forecast Committee** — Provide input for the committee's periodic regional forecast of population, employment, and land use.
 - Coordinate efforts to produce reports on demographic and market trends, as well as emerging development-related issues, and then deliver it to the MARC Board.

- Review the forecast, and provide the Technical Forecast Committee with feedback and questions.
- Work with MARC staff and the Technical Forecast Committee to set a regional development vision to be used to analyze and compare impacts of technical forecast scenarios.
- **Facilitate education and promote discussion about sustainable development**
- **Promote the development and use of regional performance indicators** — Help develop and use regional performance indicators.
 - Work with MARC staff to develop a set of regional indicators that can be used to guide and evaluate regional development, land use planning, and program activities, including the relationship of development and land uses to key Creating Sustainable Places principles.
 - Review progress of regional performance measures and individual indicators, and advise MARC staff, committees, and stakeholders on policies or strategies needed to continue satisfactory progress.
- **Promote local government use of sustainable development data, tools, and programs** — Advise MARC staff on how data, tools, and programs developed to facilitate sustainable development can best be deployed to assist local governments, and local and regional development stakeholders.
- **Partner with and engage interested stakeholders to promote a sustainable region.**

POLICY CONSIDERATIONS

This committee will interact with the TTPC in a number of ways as its work gets underway. Its role will be advisory in nature, and will report to the MARC Board and the TTPC, depending on the specific area of work.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

April 19, 2015

Agenda Item No. 12

ISSUE

REPORT: Current State and Federal Transportation Funding Legislation

BACKGROUND

Staff are monitoring state and federal legislation currently in various stages of development in Jefferson City, Topeka, and Washington, DC. In particular:

- Missouri Senate Bill 540 would increase the state motor fuels tax by 2 cents every year for three years then index the tax to inflation.
- Budget and appropriations bills in Kansas are expected to divert funds from the State road fund to address other budget shortfalls.
- MAP-21 will expire on May 31, 2015, and will require an extension or replacement in order to authorize federal transportation funds for use by state and local governments.
- USDOT has announced the 7th round of funding for the TIGER program. \$500 million is available nationwide for eligible transportation projects. Project pre-applications are due May 4. Information about these funds is available at: <http://www.dot.gov/tiger>

Staff will report on the current status of these issues at the meeting.

POLICY CONSIDERATIONS

Funding for transportation needs is an element of MARC's Federal, Kansas and Missouri legislative platforms.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl