



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, September 20, 2016 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** - 9:35 a.m.
3. *VOTE: 2016 4th Quarter Amendment to the 2016-20 TIP for Public Review & Comment** - 9:40 a.m.
4. REPORT: K-92 Centennial Bridge Study - 9:45 a.m.
5. REPORT: Planning Sustainable Places Project Updates - 10:00 a.m.
6. *VOTE: 2017 Planning Sustainable Places Program** - 10:10 a.m.
7. REPORT: Quarterly Safety Report - 10:15 a.m.
8. REPORT: Draft State Legislative Agenda - 10:25 a.m.
9. REPORT: Local Comprehensive Plan Review - 10:35 a.m.
10. REPORT: Affirmatively Furthering Fair Housing - 10:45 a.m.
11. Other Business - 10:55 a.m.
12. 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

August 16, 2016

Meeting Summary

Members, Alternates Present-Representing

Councilman Chuck Adams, Wyandotte County Municipalities, Kansas Co-Chair
Mayor Carson Ross, Jackson County Municipalities, Missouri Co-Chair
Commissioner Michael Ashcraft, Johnson County
Susan Barry, MoDOT
Mike Brungardt, Johnson County Municipalities
Tim Gramling, City of Independence
Richard Grenville, PortKC
Darren Hennen, Northland Chamber of Commerce
Tony Hofmann, City of Overland Park
Dick Jarrold, KCATA
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Robbie Makinen, KCATA
Michael McDonald, Leavenworth County Mun.
Mayor Mike McDonough, Jackson County Mun.
Mark McHenry, City of Kansas City
Janet McRae, Miami County
Jack Messer, City of Overland Park
Mark Randall, Cass County
Mayor Randy Rhoads, City of Lee's Summit
Eric Rogers, BikeWalk KC
Mayor Kathy Rose, Platte County Municipalities
Richard Scharfen, Cass County Municipalities
Mayor David Slater, Clay County Municipalities
Commissioner Duane Soper, Platte County
Geoffrey Vohs, Johnson County
Mayor Pro Tem Scott Wagner, City of Kansas City
Doug Whitacre, Johnson County Municipalities
Beth Wright, City of Olathe

Tim McEldowry, City of Gardner
Victoria Mechthy, Wilson & Co.
Ken Miller, City of Lansing
Mike Mitchell, Vance Brothers
David Pavlich, City of Kearney
Paul Plotas, Wilson & Co.
Kurt Rotering, Walter P. Moore
Jeff Rupp, Leavenworth County Municipalities
Mark Sherfy, BHC Rhodes
Allison Smith, KDOT
Kip Strauss, HNTB
Brent Thompson, Unified Gov't WyCo/KCK
Jim Tobaben, WSP/Parsons Brinckerhoff

MARC Staff Present

Ron Achelpohl, Director of Transp. and Environment
David Gress, Transportation Intern
Marc Hansen, Principal Planner
Jim Hubbell, Principal Planner
Whitney Morgan, Transportation Planner I
Jenny O'Brien, Air Quality Employer Outreach Specialist
Martin Rivarola, Assistant Director of Transportation & Land Use Planning
Kaitlyn Service, Transportation Planner I
Drew Stiehl, Transportation Planner I
Amy Strange, Public Affairs Coordinator
Jermain Whitmore, Program Assistant

Others Present

Nef Albino, Zipcar
Bruce Campbell, KCMO
Glen Cole, City of Mission
Mary Cyr, Mattie Rhodes Center
Dick Davis, Olsson Associates
Tom Gerend, KC Streetcar Authority
Kelly Gilbert, MEC/KCRCC
Bob Goodwillie, Hg Consult Inc.
Adam Hahs, Vance Brothers
Ebony Jackson, KC Streetcar Authority
David Johnson, TranSystems
Elizabeth Johnston-Cook, Zipcar
Kristen Leathers, Affinis

1) Welcome/Introductions

Councilman Chuck Adams, Kansas Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of July 19, 2016 Meeting Summary*

There were no changes to the July 19, 2016 meeting summary. Mayor Carson Ross moved to approve the meeting summary, Janet McRae seconded and the motion carried unanimously.

3) 2016 Unified Planning Work Program – Amendment #1*

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 2016 UPWP Amendment #1 will make the following modifications:

- Revise task 2.6, Transportation Performance Measurement and Target Setting, to remove the Transportation Planning Data Self-Assessment consultant activity. This activity is being performed under a pilot study through FHWA at no cost to MARC (decrease funding by \$70,000);
- Revise task 2.6, Transportation Performance Measurement and Target Setting, to increase funding for staff expenses (increase funding by \$10,000);
- Revise task 2.2, Metropolitan Transportation Plan, to add consultant services for stakeholder engagement and draft plan development for an Integrated Ecosystem Framework (increase funding by \$60,000);
- Revise task 2.3, Modeling/Forecasting Activities, to remove a proposed Surveys and Modeling Symposium (decrease funding by \$5,000);
- Revise task 5.2, Intelligent Transportation Systems Planning and Integration, to add a Transportation Technologies forum (increase funding by \$5,000);
- Revise task 6.1, Transit/Paratransit Planning and Coordination, to add consultant services for a Transit Oriented Development Economic Benefit Study. Funding for this study was already included in the UPWP as an undefined resource (no financial change);
- Adjust the MARC consultant budget in Appendix C, Schedule 3 to reflect the consultant contract budget changes in tasks 2.2, 2.6, and 6.1 described above;

The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2016_UPWP_Amend1.aspx. Although the revisions are revenue neutral for MARC's planning funds, they result in changes to MARC's proposed work activities for 2016, 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.

MARC's Public Participation Plan requires that proposed amendments to the *UPWP* be released for public review and comment prior to adoption. One comment in support of the amendment was received from the general public. The amendment results in no change to the overall UPWP CPG budget.

Mayor Ross moved to approve the *Amendment #1 to the 2016 UPWP*, Mark McHenry seconded and the motion carried unanimously.

4) 2016 Special Amendment #3 to the 2016-2020 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 2016 Special Amendment #3 to the *2016-2020 TIP* includes 1 project:

- 1 new project to be added:
 - #667002 – Oak Grove – Salem Street Improvements

Details of this 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/16SpecAmend3.aspx>

MARC's Public Participation Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption. One comment in support of the amendment was received from the general public and a response was generated.

All of the projects in the proposed 2016 Special Amendment #3 are financially constrained.

Mark McHenry moved to approve the *2016 Special Amendment #3 to the FFY 2016-2020 TIP*, Mayor Mike McDonough seconded and the motion carried unanimously.

5) Kansas City Streetcar

Tom Gerend, executive director of the Kansas City Streetcar Authority, reported on highlights of the first months of the system's operation.

The Kansas City Streetcar has been in operation since May of 2016. The 2.2 mile starter line runs from the River Market to Union Station in Kansas City, Missouri. It is the first fixed guide-way transit service operating in the region since 1957.

Ridership has exceeded projections. Since operations began in May, over 585,000 passengers have used the streetcar. Initial projections were for an average of 2,700 passengers per day while actual ridership has averaged more than 6,800 passengers per day. Peak demand occurs on Saturdays with the River Market as a major destination, and on weekdays between 10:00 AM and 7:00 PM. Nearly half of all boardings and alightments occur at Union Station.

More information is available at www.kcstreetcar.org.

Commissioner Michael Ashcraft asked about the relationship of the initiative petition to build a lightrail system from KCI to the Zoo in Kansas City with the streetcar and if it would hurt or help plans to expand the streetcar. Mr. Gerend commented that it hurts more than it helps, as it is a distraction from real conversations on how we move the visions' system forward, and responding to the public accordingly. Commissioner Ashcraft also asked if there is a strategy to educate the public about these issues. Mr. Gerend responded that they are working with KCATA to develop this process.

Janet McRae suggested that they should possibly work with VisitKC to help further the initiative, and Mr. Gerend mentioned that they have already connected with them and have already seen it as an asset for all the different events that come to downtown.

Mrs. McRae also questioned if the large ridership boarding numbers they see at Union Station due to the fact that they have everyone to exit and re-board there, and Mr. Gerend answered that it has some significance, but that many people use Union Station as a point of destination.

6) Zipcar Expansion

Bruce Campbell (City of KCMO), Elizabeth Johnston-Cook & Nef Albino (Zipcar) provided details on the agreement, including general considerations for number of vehicles to be placed in Kansas City and desires for placement and outcomes.

The City of Kansas City, Missouri has recently entered into an agreement with Zipcar to provide carsharing services to the urban environment of Kansas City. Carsharing is a method of car rental that allows members of the service to reserve vehicles placed in designated parking spots for short periods of time, usually being charged by the hour. From the Carsharing Association, "Carsharing is primarily designed for shorter time and shorter distance trips as an extension of the transportation network, providing a public service designed to enhance mobility options." Zipcar has provided carsharing services on the campus of the University of Missouri-Kansas City since 2012 and at KCI Airport since 2015.

More information on Zipcar can be found at www.Zipcar.com.

Kelly Gilbert enquired if they will be adding electric vehicles, and Mrs. Johnston-Cook remarked not at the initial launch, but they are in talks to start adding them to their fleets.

Mayor David Slater asked if this will be regulated like Uber, and other similar models, and Mr. Campbell responded that there are dedicated stations at each location, and it is subscription based, with no plans for any restrictions.

Kathy Rose questioned how they monitor their drivers and make sure they have licenses, and Mrs. Johnston-Cook commented there is a license and credit/debit card screening in order to determine validity.

7) 2016 Transportation Programming Update

Marc Hansen reported on additional details about the programming process and the recommendations. One of MARC's fundamental roles as Metropolitan Planning Organization is to provide a forum and facilitate processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area. Consistent with this role, MARC issued two project solicitations earlier in the year.

On January 22, 2016, MARC issued a call projects for federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STP) and Surface Transportation Block Grant Program – Set Aside (TAP) funding programs estimated to total \$77 million through FFY 2020. MARC received 124 applications for projects by the March 25, 2016 application deadline. The applications received are available for review at http://www.marc2.org/tr_cfp/browseprojects.aspx.

On April 1, 2016, in partnership with the KCATA, MARC issued a call for projects for the Federal Transit Administration Section 5310 funding program estimated to total \$2.2 million through FFY 2017. MARC received 22 applications for projects by the May 17, 2016 application deadline. The applications received are available for review at http://marc2.org/tr_5310/browseprojects.aspx.

Throughout the spring and summer of 2016, meetings of the Active Transportation Programming Committee, Air Quality Forum, Kansas and Missouri STP Priorities Committees, Mobility Advisory Committee and the Regional Transit Coordinating Council have been held to develop funding recommendations for these programs.

8) Draft comments on MAP-21/FAST Act Proposed Rulemaking*

On April 22, 2016, the U.S. Department of Transportation (USDOT) published a Notice of Proposed Rulemaking (NPRM) for National Performance Management Measures; Assessing Performance of the National Highway System,

Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (<https://www.gpo.gov/fdsys/pkg/FR-2016-04-22/pdf/2016-08014.pdf>). The NPRM proposes definitions, calculation methodologies, reporting requirements and a process to establish targets for the following performance measures.

Performance of National Highway System (NHS)

1. Percent of the Interstate system providing for reliable travel
2. Percent of the non-Interstate NHS providing for reliable travel
3. Percent of the Interstate system where peak hour travel times meet expectations
4. Percent of the non-Interstate NHS where peak hour travel times meet expectations

Freight Movement on Interstate System

5. Percent of the Interstate system providing reliable truck travel time
6. Percent of the Interstate system mileage uncongested (for trucks)

CMAQ Program

7. Annual hours of excessive delay per capita
8. Total tons of emissions reduced from CMAQ projects for applicable criteria pollutants and precursors

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 August 20, 2016. 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.

The proposed rules and requirements have a direct impact on MARC planning activities related to system performance on the National Highway System (NHS) and of the Congestion Mitigation Air Quality (CMAQ) program. 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.

Tony Hofmann moved to approve *MARC's draft comments for authorize submittal to USDOT*, Darren Hennen seconded and the motion carried unanimously.

9) Other Business

- Mr. Achelpohl noted that Don Hurlbert, former City Engineer for Kansas City, Missouri and past chair of the Missouri STP Piriorities Committee passed away in July, and wanted to take a moment to acknowledge him.
- Mr. Achelpohl informed everyone that the next KINETIC series event around Future Transportation Technologies is in the works for October 6th at the Kauffman Foundation. More details will follow as the event draws closer.

10) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held September 20, 2016.

ISSUE

VOTE: 2016 4th Quarter Amendment to the 2016-20 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 2016 4th Quarter Amendment to the *2016-20 TIP* includes 77 projects:

- 62 new projects to be added, including, but not limited to:
 - Kansas and Missouri projects recommended for 2019-20 Surface Transportation Program (STP) funding
 - Kansas and Missouri projects recommended for 2018-20 Congestion Mitigation/Air Quality Program (CMAQ) funding
 - Kansas and Missouri projects recommended for 2019-20 Transportation Alternatives Program (TAP) funding
 - FTA Section 5310 funding recommendations
- 15 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/16Q4amend.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 4th quarter amendment are financially constrained.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

Funding recommendations were developed by the Active Transportation Programming Committee, Air Quality Forum, Kansas and Missouri STP Priorities Committees, Mobility Advisory Committee and the Regional Transit Coordinating Council.

Additional input for the programming process was provided by the Bicycle/Pedestrian Advisory Committee, Destination SAFE Leadership Team, Goods Movement Committee, Highway Committee, Regional Transit Coordinating Council, and the Sustainable Places Policy Committee.

RECOMMENDATION

Approve the release of the 2016 4th Quarter Amendment to the *FFY 2016-2020 TIP* for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

September 20, 2016

Agenda Item No. 4

ISSUE

REPORT: K-92 Centennial Bridge Study

BACKGROUND

KDOT has conducted an Advance Preliminary Engineering study to replace the functionally obsolete Centennial Bridge (Bridge No. 92-52-18.48 (026)) over the Missouri River connecting Leavenworth County, Kansas and Platte County, Missouri. The general purpose of the study was to provide a feasible solution for a replacement bridge including:

- Bridge type, size and location
- Probable costs
- Potential funding mechanisms
- Preliminary environmental review

Representatives of the project team will report on the major findings of the study at the meeting.

More information is available at <http://www.ksdot.org/bureaus/kcMetro/projectstudytest.asp>.

POLICY CONSIDERATIONS

Transportation Outlook 2040 includes project 684 to rehabilitate and widen the Centennial Bridge in the fiscally constrained list of projects.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl

ISSUE

REPORT: Planning Sustainable Places Project Updates

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 (TO2040)*, the region's long-range transportation plan. In 2012, MARC's 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. Two round of projects have been selected and a third round of projects is upcoming for 2017. The Planning Sustainable Places program continues to serve as a single local government assistance program intended to specifically respond to these goals and facilitate the following objectives:

- Support development and implementation of local activity center plans consistent with Creating Sustainable Places principles, identified regional activity centers, and TO2040's land use direction.
- 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, and implementation of Creating Sustainable Places projects.

The 2015 (current) Planning Sustainable Places funding cycle has two projects that have concluded their work. The North Kansas City, MO Burlington Corridor Complete Street and the Louisburg Downtown Broadway Complete Street projects will provide an overview and the impact that the projects are having. The North Kansas City report was postponed from the June meeting.

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

\$1,800,000 in KS/MO Surface Transportation Program funds FY 2017 – 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

VOTE: 2017 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 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. MARC staff conducted an initial review and scoring of the 26 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 September 9, 2016. The recommended list can be found [here](#):

The recommendation before you includes 19 planning projects from across the region:

- 10 sustainable places plans
- 7 project development activities
- 2 implementation activities

Complete street plans, trail plans, transportation hub plans, 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 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.

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 PSP Program is funded via two sources:

- \$600,000 – Missouri Surface Transportation Program Livable Communities Pilot Planning Program (FFY 2017)
- \$832,540 – Kansas Surface Transportation Program Livable Communities Pilot Planning Program (FFY 2017)

\$1,432,540 available

\$ 107,440 will support MARC’s program management, deployment, and administrative responsibilities.

COMMITTEE ACTION

Approve the recommended funding project list from the Sustainable Places Policy Committee.

RECOMMENDATION

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

STAFF CONTACTS

Ron Achelpohl
Martin Rivarola
Beth Dawson

2017 PSP Applications | Kansas Funding Recommendation

Project Number	Primary Applicant	Project Title	Project Type	Project Score	Score Rank	Federal Amount	Local Match	Recommended %	Funding	Total
698	City of Gardner, KS	Gardner Main Street Corridor Plan	Sustainable Places Plan	86	1	\$ 112,500	\$ 37,500	100%	\$ 112,500	\$ 150,000
704	City of Lenexa, KS	Quivira Road Corridor Study	Sustainable Places Plan	84	2	\$ 80,000	\$ 20,000	100%	\$ 80,000	\$ 100,000
702	City of Olathe, KS	The Olathe Get Active Bike Share Implementation Strategy	Sustainable Places Plan	72	3	\$ 56,000	\$ 14,000	100%	\$ 56,000	\$ 70,000
726	Unified Government	Rosedale University Town District: Fisher Park Activity Center & TOD Hub Plan	Sustainable Places Plan	72	3	\$ 117,600	\$ 50,400	100%	\$ 117,600	\$ 168,000
710	Unified Government	Kaw River Bike/Ped Connector Bridge	Sustainable Places Plan	67	5	\$ 120,000	\$ 30,000	100%	\$ 120,000	\$ 150,000
699	City of Edgerton, KS	Downtown Edgerton Plan	Sustainable Places Plan	59	6	\$ 60,000	\$ 20,000	100%	\$ 60,000	\$ 80,000
706	City of Prairie Village, KS	Prairie Village- City Wide Bike/Ped Plan	Sustainable Places Plan	58	7	\$ 56,000	\$ 14,000	100%	\$ 56,000	\$ 70,000
705	City of Overland Park, KS	An Event and Transportation Hub for Overland Park	Project Development	57	8	\$ 60,000	\$ 60,000	100%	\$ 60,000	\$ 120,000
703	City of Westwood, KS	47th Street Complete Street Evaluation	Project Development	53	9	\$ 48,000	\$ 12,000	100%	\$ 48,000	\$ 60,000
722	City of Edwardsville, KS	Connecting Edwardsville	Implementation Activities	38	10	\$ 60,000	\$ 20,000	100%	\$ 60,000	\$ 80,000
						Total:	\$ 770,100	\$ 277,900	\$ 770,100	\$ 1,048,000
						Total Available:	\$ 1,200,000			

2017 PSP Applications | Missouri Funding Recommendation

Project Number	Primary Applicant	Project Title	Project Type	Priority	Project Score	Score Rank	Federal Amount	Local Match	Recommndation %	Funding	Revised Total	
713	City of Kansas City	Truman Road Complete Street Redevelopment Plan	Sustainable Places Plan	8	77	2	\$ 40,000	\$ 10,000	50%	\$ 20,000	\$ 30,000	
715	City of Kansas City	Midtown Complete Streets Corridor Plan	Sustainable Places Plan	6	72	4	\$ 40,000	\$ 10,000	90%	\$ 36,000	\$ 46,000	
717	City of Kansas City	Brush Creek Corridor Trail Safety & Connectivity Study	Sustainable Places Plan	7	67	6	\$ 100,000					
724	City of Kansas City	Gillham Road Corridor Bike Connections Plan	Sustainable Places Plan	1	64	9	\$ 80,000	\$ 20,000	90%	\$ 72,000	\$ 92,000	
718	City of Kansas City	Riverfront Industrial Transportation & Economic Development Study	Sustainable Places Plan	2	63	10	\$ 64,000					
700	City of Pleasant Hill	7 Highway Corridor Plan	Sustainable Places Plan	1	61	11	\$ 60,000					
723	City of Kansas City	Chouteau Parkway Greenway	Sustainable Places Plan	9	59	12	\$ 60,000					
707	City of Blue Springs	NW State Route 7 Highway (NW 7 Hwy) Corridor Plan	Sustainable Places Plan	1	58	13	\$ 96,000					
712	City of Raytown	Raytown -Multi-Modal Transportation Corridor	Sustainable Places Plan	1	57	14	\$ 95,000					
721	City of Peculiar	211th Street Corridor-West	Sustainable Places Plan	1	27	16	\$ 150,000					
714	City of North Kansas City	Armour Road Complete Street Plan	Project Development	1	78	1	\$ 100,000	\$ 25,000	100%	\$ 100,000	\$ 125,000	
719	City of Independence	24 Highway Fairmount Business District Plan	Project Development	1	73	3	\$ 72,000	\$ 18,000	100%	\$ 72,000	\$ 90,000	
716	City of Kansas City	Independence Pedestrian Safety Improvements Study	Project Development	4	69	5	\$ 40,000	\$ 10,000	90%	\$ 36,000	\$ 46,000	
727	City of Kansas City	Troost Ave & Prospect Ave ROW Enhancement Plans	Project Development	5	67	6	\$ 96,000	\$ 24,000	50%	\$ 48,000	\$ 72,000	
720	KCATA	Swope Area - Prospect Connectivity Study	Project Development	1	66	8	\$ 150,000	\$ 174,000	90%	\$ 135,000	\$ 309,000	
728	City of Kansas City	Trails Nexus Study & Ordinance	Implementation Activities	3	47	15	\$ 40,000	\$ 10,000	90%	\$ 36,000	\$ 46,000	
							Total:	\$ 1,283,000	\$ 301,000		\$ 555,000	\$ 856,000
							Available:	\$ 555,000			\$ 555,000	
							Difference:	\$ (728,000)			\$ -	
							Funded Projects:			9		

ISSUE

REPORT: Quarterly Safety Report; Ending June 30, 2016

The Kansas City Region Fatality Report ending June 30, 2016, is attached. The report tracks 15 Focus Areas identified in the **Safety Blueprint**. Each quarterly report represents the total recorded year-to-date roadway fatalities for the 13 county area. The **Safety Blueprint** has a set goal of 170 or fewer fatalities through 2016. The month-by-month regional fatalities are compared to the five-year monthly average to provide a normalized baseline. Every effort is made to make the quarterly reports accurate, timely and complete. The reports are still subject to revision as adjustments are made for crash reports that are delayed. National, statewide and regional comparisons will be reported on in the presentation.

Highlights of the report include:

- We are not meeting our reduction goal. We are currently **12.2% over the five-year average**.
- The region experienced unusually high fatalities in **February** over the five-year average.
- **Jackson County** is over its five-year average, and was the most significant increase of all the counties in our region. Missouri fatalities statewide rose more in urban vs. rural areas.
- The two leading behavioral priority areas are “unrestrained occupants”, and “aggressive driving” (most commonly linked to speeding).
- All focus infrastructure areas saw increases except “intersections”.
- All special user focus areas saw minor reductions from the five-year average. Often, efforts to reduce fatalities for high-risk motorists involves public education with targeted law enforcement.

The Destination Safe Coalition continues to focus on efforts to increase seat belt use. Statewide seat belt rates reported for 2015 were 80.0% Missouri and 82.1% Kansas use rate (national use rate is 87.0%). MARC, in partnership with Destination Safe Coalition, coordinates a public radio, print and online education campaign for these focus areas. We coordinate messages with law enforcement who participate in joint “Click it or Ticket” campaigns. Funding for law enforcement overtime is made available through the National Highway Traffic Safety Administration (NHTSA) funding for overtime. The Destination Safe Coalition encourages more communities in Missouri to consider primary seatbelt ordinances because they correlate to higher seatbelt use rates.

POLICY CONSIDERATIONS

One of the regional goals of *Transportation Outlook 2040* Update is to “... improve safety and security for all transportation users.”

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Aaron Bartlett

2016 Quarterly Fatality Report

Ending June 30, 2016



The 2016 goal is **170 or fewer** fatalities.

Produced in partnership with



Q. What is the five-year YTD average?

A. The five-year average for each quarterly report is an average of total fatalities for the same year-to-date (YTD) period over the previous five years (2011–2015). This report compares YTD 2016 with the same period five-year YTD average.

Roadway fatalities	Destination Safe YTD
Year-to-date target	73 or fewer
YTD, ending June 30, 2016	94
Five-year YTD average, ending June 30, 2016	83.8

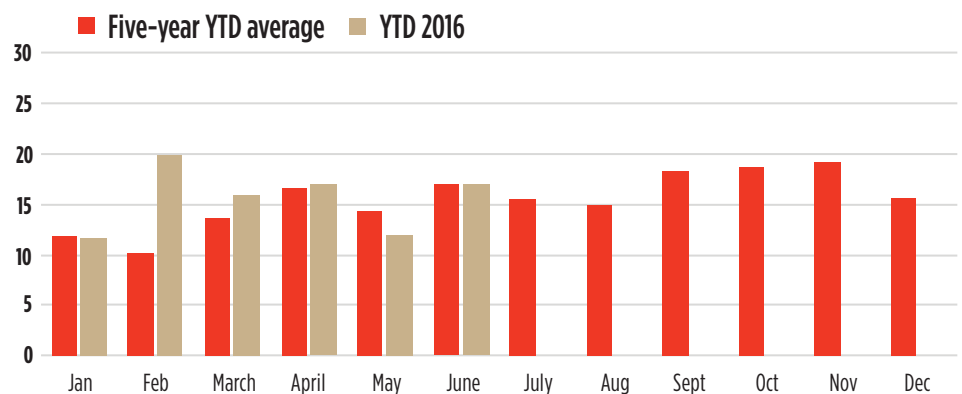
YTD fatalities are **up 12.2%** from the five-year YTD average.

Roadway fatality locations by county	YTD 2016	Five-year YTD average
Johnson (KS)	7	7.2
Leavenworth	3	3
Miami	1	3.2
Wyandotte	9	6.2
Cass	4	3.6
Clay	7	9
Jackson	40	34.8
Johnson (MO)	6	3.4
Lafayette	3	2
Pettis	1	4.2
Platte	8	4
Ray	3	1.8
Saline	2	1.4

Preliminary data provided by Kansas and Missouri Departments of Transportation. Some information calculated by MARC.

This document is exempt under discovery or admission as part of 23 USC § 409. The collection of safety data in the Kansas City region is encouraged to actively address safety issues on regional, local and site-specific levels. Congress has enacted a law, 23 USC § 409, which prohibits the discovery or admission of crash and safety data from being admitted into evidence in a federal or state court proceeding. This document contains wording, charts, tables, graphs, lists and diagrams for the purpose of identifying and evaluating safety enhancements in the Kansas City region. These materials are protected under 23 USC § 409. Congress' rationale behind 23 USC § 409 is that safety data is compiled and collected to help prevent future crashes, injuries and deaths on our nation's transportation system.

Month-by-month regional fatalities



Priority Issues

as identified by the Destination Safe Coalition in the 2013 Regional Transportation Safety Blueprint.

Behavioral priorities			Infrastructure-related issues			Special user priorities																				
<p>Unrestrained occupants A fatality in which the person killed was not using safety belt or restraint device.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>40</td> <td>43%</td> <td>38.2</td> </tr> </tbody> </table>			2016 YTD fatalities	Percent of 2016 YTD fatalities	Five-year YTD avg.	40	43%	38.2	<p>Lane departure A fatality that involves a vehicle crossing into an adjacent lane of traffic or leaving the roadway.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>78</td> <td>83%</td> <td>68.6</td> </tr> </tbody> </table>			2016 YTD fatalities	Percent of 2016 YTD fatalities	Five-year YTD avg.	78	83%	68.6	<p>Motorists 15–24 years old A fatality of a person of any age that involved a driver between the ages of 15 and 24.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>28</td> <td>30%</td> <td>29.4</td> </tr> </tbody> </table>			2016 YTD fatalities	Percent of 2016 YTD fatalities	Five-year YTD avg.	28	30%	29.4
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<p>Aggressive driving A fatality involving a combination of moving traffic offenses (primarily speeding) that endanger other persons or property.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>36</td> <td>38%</td> <td>39.2</td> </tr> </tbody> </table>			2016 YTD fatalities	Percent of 2016 YTD fatalities	Five-year YTD avg.	36	38%	39.2	<p>Fixed object A fatality that involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>39</td> <td>41%</td> <td>33.2</td> </tr> </tbody> </table>			2016 YTD fatalities	Percent of 2016 YTD fatalities	Five-year YTD avg.	39	41%	33.2	<p>Motorcycle/moped A fatality of a person operating a motorcycle or moped.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>14</td> <td>15%</td> <td>16.2</td> </tr> </tbody> </table>			2016 YTD fatalities	Percent of 2016 YTD fatalities	Five-year YTD avg.	14	15%	16.2
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<p>Impaired driving A fatality caused by a driver who is impaired by alcohol, drugs or other substance.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>17</td> <td>18%</td> <td>23.8</td> </tr> </tbody> </table>			2016 YTD fatalities	Percent of 2016 YTD fatalities	Five-year YTD avg.	17	18%	23.8	<p>Horizontal curves A fatality resulting from a crash that occurred in a roadway change in the horizontal alignment or direction of a road.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>29</td> <td>31%</td> <td>22.8</td> </tr> </tbody> </table>			2016 YTD fatalities	Percent of 2016 YTD fatalities	Five-year YTD avg.	29	31%	22.8	<p>Motorists 65 years old and older A fatality of a person of any age that involved an older adult driver over the age of 65.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>13</td> <td>14%</td> <td>15</td> </tr> </tbody> </table>			2016 YTD fatalities	Percent of 2016 YTD fatalities	Five-year YTD avg.	13	14%	15
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<p>Distracted driving A fatality involving a driver whose attention is diverted from the primary task of driving — manually, mentally or visually.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>7</td> <td>7%</td> <td>11.4</td> </tr> </tbody> </table>			2016 YTD fatalities	Percent of 2016 YTD fatalities	Five-year YTD avg.	7	7%	11.4	<p>Head-on collisions A fatality that results from two opposing vehicles colliding.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>11</td> <td>12%</td> <td>7.4</td> </tr> </tbody> </table>			2016 YTD fatalities	Percent of 2016 YTD fatalities	Five-year YTD avg.	11	12%	7.4	<p>Large trucks A fatality involving a vehicle that exceeds 10,000 pounds.</p> <table border="1"> <thead> <tr> <th>2016 YTD fatalities</th> <th>Percent of 2016 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>7</td> <td>7%</td> <td>9</td> </tr> </tbody> </table>			2016 YTD fatalities	Percent of 2016 YTD fatalities	Five-year YTD avg.	7	7%	9
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ISSUE

REPORT: State Legislative Agendas

BACKGROUND

Each year, the MARC Board adopts a state legislative platform, after receiving input from committees and organizations. The platform is communicated to area local governments and organizations to coordinate positions of importance to the region, and as appropriate positions are communicated to the area state legislators. The following are the draft policy platforms for Missouri and Kansas for 2016:

MISSOURI

Transportation Funding

Revenues

Insufficient revenues at the state level will require continued attention on transportation funding by the Missouri General Assembly. State legislators are urged to protect the integrity of current state funding and to work toward identifying new resources to address highway, major roadway and bridge infrastructure, public transit, bicycle, pedestrian and aviation needs in the state and the Kansas City metro area. ***MARC supports the need for increased funding for statewide, multi-modal transportation priorities in Missouri. MARC recommends that transportation funding options considered include user based fees and taxes and not be limited to retail sales taxes.***

Cost Share Program

In 2016, the General Assembly activated a new, multi-modal Missouri Moves Cost Share program and the Missouri Department of Transportation issued a call for applications, to which there was a tremendous response. ***MARC supports the continuation of the Cost Share program in future years.***

Amtrak

State legislators are urged to support funding to maintain and expand passenger rail services (Amtrak) in Missouri. The State of Missouri currently supports the Missouri River Runner Amtrak service between Kansas City and St. Louis. Ridership on Missouri River Runner declined in FY 2016, with a total of 172,032 passengers as compared to 185,591 passengers in FY 2015. This decrease in ridership is primarily due to low gas prices and recurrent bus bridges due to construction on the high-speed rail corridor between St. Louis and Chicago.

Transportation Safety

Texting Ban for All Ages

Broaden state restrictions on texting while driving to apply to drivers of all ages. Distracted driving is a serious threat to personal and public safety on our public highways. According to National Highway Traffic Safety Administration (NHTSA) research, 3,328 people were killed and an estimated 421,000 were injured in distraction-related crashes in 2012. Thirty-nine states now have bans on

text messaging for all drivers. In 2009, the Missouri General Assembly enacted a law banning texting while driving for drivers 21 years old and younger. Texting while driving is a serious distraction regardless of the age of the driver. Between one-fourth and one-fifth of all traffic fatalities involved distracted drivers in the greater Kansas City area.

Primary Seatbelt Law

Support passage of a primary seat belt law. Seven out of 10 Missourians killed in a traffic crash are unbuckled. Seat belts reduce the risk of fatal injury by 45 percent. Missouri's current seat belt law (307.178 RSMo) is a secondary law, which means that law enforcement officers cannot pull over vehicles solely for a seat belt violation. Missouri's 2012 overall seat belt usage rate is 79 percent, compared to 86 percent nationwide. National data demonstrates that seat belt use continues to be higher in the states with primary laws. The current law restricts law enforcement's ability to protect the traveling public and sends the wrong message to the public.

Cell Phone Ban for Young Drivers

Enact provisions that restrict cell phone use for young drivers who lack driving experience under the graduated drivers licenses (GDL). The current GDL does restrict text messaging but not cell phone use. Thirty-two states have GDL laws that ban cell phone use.

Motorcycle Helmet Law

Maintain current state law requiring motorcycle helmet use. The universal motorcycle helmet law that was enacted by the General Assembly in 1967 has saved hundreds of Missouri lives. Based on studies of the effects of other states' enactment, repeal, or weakening of universal helmet laws, use approached 100 percent when all motorcyclists were required to wear helmets, compared with about 50 percent when there was no helmet law or a law applying only to some riders. In states that either reinstated or enacted universal motorcycle helmet laws, helmet use increased dramatically, and motorcyclist deaths and injuries decreased. In states that repealed or weakened their universal helmet laws, helmet use declined sharply, and motorcyclist deaths and injuries rose.

Aviation

Disposal of Abandoned Aircraft

Current State law in Missouri prohibits airports and their sponsoring agencies from removing aircraft that are abandoned on airport property. Over time, abandoned aircraft begin to deteriorate, creating health hazards and visual blight on airport grounds. Furthermore, abandoned aircraft occupy limited storage space that in many cases provides a critical revenue source for airports. ***MARC supports the passage of legislation in Missouri that allows airports to remove abandoned aircraft from airport property.***

KANSAS

Transportation Funding

The Kansas Legislature passed T-WORKS in May 2010 to support continued investment in the state's transportation system. The Kansas Department of Transportation has outlined a spending plan to provide \$4.6 billion on projects to ensure the preservation of the state's highways and bridges. The Kansas Legislature is encouraged to ensure that any additional funds committed to T-WORKS from

the State Highway Fund are not redirected for other state budget needs. MARC supports the implementation of an effective multi-modal transportation program aligned with the region's priorities; supports measures to encourage regional approaches to public transit and transportation planning, and supports the practice of long-term multi-year comprehensive transportation programs developed through a combination of KDOT technical analysis together with local government and other stakeholder involvement. ***The Kansas Legislature should continue to look for ways to raise new revenues to address the state's remaining transportation needs and protect existing T-WORKS funds for transportation purposes.***

Amtrak

State legislators are urged to support funding to maintain and expand passenger rail services (Amtrak) in Kansas. Amtrak has indicated that it cannot continue to operate the Southwest Chief service through western Kansas, Colorado and Northern New Mexico without upgrades to existing railroad tracks. Without these track upgrades, the Southwest Chief could be rerouted through Wichita, Oklahoma and Texas, or eliminated. Separate efforts have been underway to extend the Heartland Flyer service between Ft. Worth and Oklahoma City north to Wichita and a connection with either the Southwest Chief or a direct connection on to Kansas City. Ridership in Kansas in FY13 was 50,146.

Transportation Safety

Primary Seatbelt Law

Kansas passed a primary seatbelt law in 2010. Kansas seatbelt usage rates went from 80 percent in 2012 to 81 percent in 2013. The national average seatbelt usage rate was 86 percent for 2013. The current law has a \$60 fine - not including court costs - for those 17 and under and a \$10 fine court cost included for those 18 and over. States with higher fines have shown to increase seatbelt usage rates. ***MARC supports the consideration of legislative action to amend the current law to make the fine \$30 for everyone.***

Maximum Speed Limit

In 2011 Kansas increased the maximum speed limit on state highways from 70 mph to 75 in 2011. Since then traffic fatalities have increased on routes with 75 mph speed limits while decreasing significantly on the remainder of the state highway system. ***MARC encourages the state legislature to retain the current maximum speed limit of 75 mph and the secretary of transportation to review existing 75 mph routes to determine if some speed limits should be reduced to improve public safety.***

TTPC will be asked to discuss and provide input to these agendas at the meeting.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Marlene Nagel
Ron Achelpohl

ISSUE

Review of Local Comprehensive Plans throughout the MARC region

BACKGROUND

The Mid-America Regional Council develops and maintains the region’s Metropolitan Transportation Plan, Transportation Outlook 2040. This document builds on achieving the adopted vision of a “Vibrant, Connected, Green” region, spelled out in our *Regional Plan for Sustainable Development*. Adoption of a regional vision is based on outreach and engagement with stakeholders from throughout our region. In addition to committee involvement for setting the “vision”, MARC also routinely undergoes a process where local Comprehensive Plans from our member jurisdictions are reviewed. Through this work, we look for shared vision statements and goals, recurring themes, overriding strategies, and potential gaps in focus areas

We have recently undergone a process of reviewing more than 30 Comprehensive Plans from municipalities in the MARC region. Contents of these plans were evaluated based on a set of 15 criteria, developed under four overarching themes, including development, environment, transportation, and regional and sustainable development. The results of this process were used to better understand the relationship between local and regional planning efforts, determine common themes between plans, and identify gaps within the Kansas City Region.

This project was designed to be an ongoing process that can be updated regularly as plans are adopted and updated throughout the region.

POLICY CONSIDERATIONS

The results of the project will allow local and regional partners to be better informed on the goals of local comprehensive planning efforts and their relationship towards the goals established in MARC’s Region Plan for Sustainable Development and Transportation Outlook 2040.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None. Information only.

RECOMMENDATION

None. Information and discussion only.

STAFF CONTACT

Martin Rivarola
David Gress

ISSUE

REPORT: Affirmatively Furthering Fair Housing

BACKGROUND

Affirmatively Furthering Fair Housing is a legal requirement for federal grantees to further the purpose of the Fair Housing Act. As part of their Community Development Block Grant obligations, local communities are required to submit an Assessment of Furthering Fair Housing to the U.S. Department of Housing and Urban Development by October 2016. Five communities — the cities of Blue Springs, Independence and Kansas City, Missouri; the city of Leavenworth, Kansas; and the Unified Government of Wyandotte County/Kansas City, Kansas — contracted with the Mid-America Regional Council to assist with the assessment.

The draft documents will be available for public review and comment through Sept. 22 at: <http://www.marc.org/Regional-Planning/Housing/Related-Projects/Affirmatively-Furthering-Fair-Housing-Assessment>.

MARC staff will report on the major findings of the study related to transportation.

POLICY CONSIDERATIONS

Fair housing relates to the goals for place-making and transportation choices in *Transportation Outlook 2040*.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl
Frank Lenk
Marlene Nagel