



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

There will be an online meeting of MARC's Total Transportation Policy Committee on **Tuesday, January 19, 2021, at 9:30 a.m.**

**A G E N D A**

1. Welcome/Introductions
2. *VOTE: December 15, 2020, Minutes\**
3. *VOTE: 2021 1st Quarter Amendment to the FFY 2020-2024 TIP\**
4. *VOTE: 2021 Special Amendment #1 to the 2020-24 TIP for public review and comment \**
5. *VOTE: Climate Action Plan\**
6. REPORT: 2021 Planning Committee Work Plans
7. REPORT: Draft MARC 2021 Federal Legislative Agenda
8. REPORT: New Curb Management Planning Resources
9. REPORT: Destination Safe Call for Projects
10. REPORT: U.S. 69 Expansion Project Virtual Public Meeting
11. REPORT: Annual Policy Review
12. Other Business
13. Adjournment

\*Action Items

***Due to social distancing requirements stemming from the coronavirus pandemic, the meeting will be held via teleconference.*** Members of the public who wish to participate in this meeting please email [transportation@marc.org](mailto:transportation@marc.org) by Noon on Monday September 14, 2020 for instructions to join the teleconference.

**Special Accommodations:** Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our [webpage](#).

**Total Transportation Policy Committee**  
**December 15, 2020**  
**Meeting Summary**

**Members, Alternates Present-Representing**

Chuck Adams, Wyandotte County Municipalities  
Mayor Carson Ross, Jackson County Municipalities,  
MO Co-Chair  
Lauren Anderson, Leavenworth County  
Mike Brungardt, Johnson County Municipalities  
Cory Davis, KDOT  
Tom Gerend, KC Streetcar  
Richard Grenville, PortKC  
Bob Heim, Platte County  
Leslie Herring, Johnson County Municipalities  
Patty Hilderbrand, City of Kansas City  
Tony Hofmann, City of Overland Park  
Mary Jaeger, City of Olathe  
Dick Jarrold, KCATA  
Mayor Leonard Jones, Jackson County  
Nathan Law, Miami County Municipalities  
Michael McDonald, Leavenworth County Municipal.  
J.R. McMahon, Miami County  
Janet McRae, Miami County  
Jack Messer, City of Overland Park  
David Miller, City of Kansas City  
Mark Randall, City of Independence  
Eric Rogers, BikeWalk KC  
Greg Rokos, Cass County Municipalities  
David Rowe, Kansas City Regional Transit Alliance  
Mayor David Slater, Clay County Municipalities  
Mayor John Smedley, Platte County Municipalities  
Griffin Smith, MoDOT  
Chad Thompson, City of Kansas City  
Councilman Reginald Townsend, Cass County  
Tim Vandall, Leavenworth County Municipalities  
Geoffrey Vohs, Johnson County  
Doug Whitacre, Johnson County Municipalities  
Beccy Yocham, Johnson County Municipalities

Bill Noll, Leavenworth County  
Leslie Rivarola  
Steve Schultz, Bartlett & West  
Sarah Shafer, Unified Gov't of WyCo/KCK  
Allison Smith, KDOT  
Charles Soules  
Mike Spickelmier, City of Lansing  
Eva Steinman, FTA  
Jack Vandeleuv, Groundwork NRG  
Marisela Ward, MoDOT  
Doug Wesselschmidt  
John Zimmerman, TranSystems

**MARC Staff Present**

Ron Achelpohl, Dir. Of Transportation & Environment  
Karen Clawson, Principal Planner/Air Qual. Prog. Mgr.  
Marc Hansen, Principal Planner  
Amanda Horner, Safety & Mobility Planner  
Tom Jacobs, Environmental Program Director  
Kate Ludwig, Air Quality Intern  
Laura Machala, Transportation Planner III  
Martin Rivarola, Asst. Dir. of Trans. & Land Use Plan.  
Alex Rotenberry, Transportation Planner III  
Amy Strange, Public Affairs Coordinator II  
Patrick Trouba, Transportation Planner I  
Barry Viss, Traffic Signal Analyst III  
Jermain Whitmore, Program Assistant

**Others Present**

John Findlay  
Randy Gorton, BHC Rhodes  
Matt Henderson  
David Johnson  
Dave Kocour, Hg Consult Inc.  
Scott Komarek  
Rob Krewson, Benesch  
Kristen Leathers, Affinis  
Clarence Munsch, GBA  
Gene Myrale, Jr.

**1) Welcome/Introductions**

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

**2) Approval of November 17, 2020 Summary\***

There were no changes to the November 17, 2020 meeting summary.

**3) Public Participation Plan Update\***

Highlights of changes from the previous version include:

- A shorter plan that uses plain language.
- A catalog of strategies that preserve flexibility in how to engage public.
- A focus on finding a balance of various and diverse techniques tailored to the plan or program that aim to reach specific audiences using a variety of formats, platforms and channels.
- A focus on building relationships with stakeholders and community organizations that work with vulnerable populations in order to create targeted feedback opportunities and ongoing conversations around our planning processes.

The draft plan was available during a 45-day public review and comment period. We received minor comments from FHWA and KDOT to include more specificity about the process for collecting public input and documenting how it impacts the plan. We received no comments from the general public.

MARC’s Regional Association of Public Information Officers was consulted in the development of this update.

**4) Connected KC 2050 Amendment #1\***

KDOT and MoDOT have requested that MARC amend CKC2050. Four of these amendment requests were reviewed by the Highway Committee and the Bicycle Pedestrian Advisory Committee.

Project Title	Agency	CKC 2050 Action	Financial Considerations	Project Cost	CKC 2050 Policy Consideration
US-69 Johnson C.-151 <sup>st</sup> north to 103 <sup>rd</sup> St	KDOT	Combine and amend Projects 1317, 1318, and 1320	Transfer portions of projects from illustrative to constrained project listing.	\$360m	Congestion Management Policy
K-68 from US-169 to just west of US-69	KDOT	Amend project 1309	Update cost and transfer project from low priority illustrative to constrained project listing.	\$74.8m	Congestion Management Policy; MARC Regional Bikeway Plan
18 <sup>th</sup> Street Bridge Replacement	KDOT	Amend project 1302	Update project cost estimates and advance project from	\$80.5m	Major River Crossing Policy

			2030-2040 decade to 2020-2030.		
I-70/K-7 Interchange KA-1003-10 (Phase 5)	KDOT	Amend Project 1324	Defer all assumed funding for this project (previously split over two decades), to 2030/2040 decade	\$80m	Asset Management
I-470 & View High Interchange	MoDOT	Amend project 1429	Transfer project from medium priority illustrative to constrained project listing	\$10.2m	Asset Management

The details of proposed Amendment #1 appear below and in attachments provided by KDOT & MoDOT in documentation which follows the staff report.

Metropolitan Transportation Plan amendments should follow policy guidance from Connected KC 2050 and policies adopted therein. (Complete and Green Streets, Major River Crossing Policy, Congestion Management, etc.)

**Financial Capacity**

**(KDOT)** Since adoption of CKC 2050, the Kansas Legislature has passed new 10-year rolling transportation program. IKE identifies 10 years’ worth funding and programs and mimics portions of the past program, T-WORKS. For this reason, the new revenue forecast includes data and historical spending beginning with the first year of the T-WORKS program. The original revenue forecast produced an average of \$95.8M per year over a 10-year period. The new forecast results in an average of \$112.8M per year resulting in an additional \$17M per year not accounting for inflation. This updated forecast creates additional nearly enough financial capacity of \$170M which allows this project to be amended and consolidated into one project and move forward into the financially constrained project listing.

Additional federal funds forecasted are still \$30 million short to complete K68 in decade 1. Proposal is to reorganize tables which depict projects in financially constrained project listing in order to allow for sufficient capacity for US-69 and K-68 projects to advance into the 2020-2030 financially constrained project listing.

The 18<sup>th</sup> street bridge replacement project is currently included in “rehab” financially constrained listing, which had shown sufficient financial capacity. The financial analysis in MTP includes local and federal revenues to support the additional cost of this project.

Project s	Title	2020 - 2029	2030 - 2039	Actions
1318	US-69 Improvements Phase 2: 103rd St to 119th Street	\$90,000,000		Move to 1st decade from 2nd
1320	US-69 Improvements Phase 4:151st to 179th St	\$65,000,000		Move to 1st decade from 2nd
1309	K-68 Corridor: Spring Valley Road East to US-69	\$74,800,000		Increase amount to \$74.8M (original \$65m) and move to 1st decade from Illustrative list
1324	I-70/K-7 Interchange KA-1003-10 (Phase 5)		\$80,000,000	Original project was split \$30m 1 <sup>st</sup> decade and \$50m 2 <sup>nd</sup> decade - move total project to 2 <sup>nd</sup> decade
1302	18 <sup>th</sup> Street Bridge Replacement	\$80,500,000		Increase amount to \$80.5 M.

**(MoDOT)** Prior to funding being secured on this project, MoDOT applied for this project to be included on the MTP illustrative list. The TDD has been awarded MoDOT cost share funding, therefore MoDOT is requesting the project be moved to the constrained list. This project is in the Plans, Specs, and Estimates (PSE) review stage. This project has an anticipated construction contract award date of December 1, 2020.

This project is categorized as an operations/rehabilitation project of existing infrastructure. Since plan approval, this project has been awarded additional MoDOT Cost Share Funds and local match is provided by a Transportation Development District (TDD) established over this particular area. The financial analysis in Connected KC 2050 therefore includes local and federal revenues to support the additional cost.

Projects	Title	2020 - 2029	2030 - 2039	Actions
1429	1-470 & View High Interchange	10.2m		Transfer project from medium priority illustrative to constrained project listing

#### [Congestion Management Policy](#)

- ▶ Region should focus on addressing existing congestion using all possible means before adding additional lanes, given limited funding available, air quality concerns, and the public’s desire for additional transportation options.
- ▶ Projects that add SOV capacity should:
  - Document existing congestion/reliability issue and concerns
  - Consider Transportation Demand Management / Transportation System Management strategies first (TDM/TSM)
  - Indicate how TDM/TSM strategies alone cannot address congestion issue

#### [MARC’s regional bikeway plan](#)

Identifies regional bikeway corridor and connector routes.

#### [Major River Crossing Policy](#)

Investigation and evaluation of bicycle and pedestrian accommodations shall be conducted for all projects for bridges crossing the Missouri and Kansas Rivers when existing or anticipated demand exists and when sufficient existing or planned future bicycle or pedestrian traffic generators are located within one mile of the project.

Policy applies when bike/ped accommodations are warranted and the cost of implanting them does not exceed 15% of the entire project cost.

KDOT has conducted a bike/ped analysis (attached) and concluded that its preferred option would be to utilize existing bridges and bike/ped facilities on nearby network.

### **Public Comments**

MARC's Public Participation Plan requires that proposed amendments to the MTP be released for public review and comment prior to adoption. These proposed amendments were released to the public for public review and comment in November. No comments regarding projects were received from the general public.

Highway Committee and the Bicycle Pedestrian Advisory Committee reviewed these requests. These committees forward the following policy considerations for requested projects.

#### US-69

- Prior to future project advancements, KDOT will conduct congestion mitigation analysis and confirm that TDM/TSM strategies alone will not suffice to address identified congestion issues and additional SOV capacity is warranted, as stipulated in MARC's congestion management process policy.

#### K-68

- Prior to future project advancements, KDOT will conduct congestion mitigation analysis and confirm that TDM/TSM strategies alone will not suffice to address identified congestion issues and additional SOV capacity is warranted, as stipulated in MARC's congestion management process policy. (Highway Committee)
- Conduct future congestion mitigation analysis which explores, highlights and emphasizes importance of freight activity along this corridor. (Highway Committee)
- Project improvement concept/design shall address and incorporate MARC's regional bikeway plan recommendations for this corridor. (Highway Committee and BPAC)

#### 18<sup>th</sup> Street Bridge

- Prior to current MTP/TIP approvals, KDOT will provide assurance in writing for funding commitment towards a comprehensive regional analysis of major river bike/ped crossings, to be conducted in parallel to preliminary engineering for 18<sup>th</sup> street bridge project. (BPAC)

KDOT has provided a response to this item discussed with BPAC and is included in this packet as supporting documentation.

### **5) 2020 Special Amendment #2 to the 2020-24 Transportation Improvement Program\***

The proposed 2020 Special Amendment to the *2020-24 Transportation Improvement Programs* includes 6 projects:

- 6 new projects to be added:
  - #280169 – Bridge #136 on US-69 (18th St. Expressway) in Wyandotte County
  - #380194 – Alt Delivery: US-69 Johnson Co-151st St north to 103rd St
  - #690594 – CST View High: Payment to I-470 Western Gateway TDD
  - #690596 – View High at I-470/View High
  - #880011 – K-68: U.S.169 to 0.8 mile west of U.S. 69 at Louisburg
  - #995210 – Kansas City Streetcar Riverfront Extension

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/20SA2amend.aspx>

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

**6) 2021 1<sup>st</sup> Quarter Amendment to the 2020-24 Transportation Improvement Program\***

The proposed 2020 1<sup>st</sup> Quarter Amendment to the 2020-24 Transportation Improvement Programs includes 30 projects:

- 20 new projects to be added, including but not limited to:
  - #280171 – I-70; Bridge replacement at I-635
  - #380195 – Prairie Star Parkway and K-7 Ramp Signalization
  - #490216 – I-29; Scoping for bridge replacement over 72<sup>nd</sup> Street
  - #690597 – I-435; Scoping for bridge replacement over 87<sup>th</sup> Street
  - #995211 – Advance Drive Assistance System for ADA Compliant Level Boarding for BRT
- 10 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/21Q1amend.aspx>

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

The Active Transportation Programming Committee approved a modification to the scope of #867004 at their meeting on November 18, 2020.

A committee member inquired when the next funding round will be announced, and Mr. Hansen replied that it will take place in January 2022.

Another committee member had a question about the process that takes place during the funding rounds and Mr. Hansen explained.

**7) 2020 Sub-allocated Funding Recommendations\***

On August 3, 2020 MARC opened the second phase of the call projects for 2023-2024 federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STP) and Surface Transportation Block Grant Program – Set Aside (TAP) programs. Funding available through these programs for 2023-2024 is estimated to total \$60.4 million. MARC received 85 complete applications for projects by the September 4, 2020 application deadline. The applications received are available for review at: [https://gis2.marc2.org/tr\\_cfp/browseprojects-all.aspx](https://gis2.marc2.org/tr_cfp/browseprojects-all.aspx)

Throughout the fall of 2020, meetings of the Active Transportation Programming Committee, Air Quality Forum, Kansas and Missouri STP Priorities Committee, Regional Transit Coordinating Council and the CMAQ Ad-Hoc Workgroup have been held to develop funding recommendations for these programs. These recommendations are presented for review in tables 1-4.

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

Additional input for the programming process was provided through public comment and 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.

**Committee Action:**

***Mayor Slater made a motion to approve items 2 through 7 as presented. Tim Vandall seconded the motion which carried unanimously.***

**8) Vision Zero Summit and Updated Safety Performance Targets\***

The Vision Zero Summit:

Vision Zero is an international effort to reduce and ultimately eliminate traffic fatalities and serious injuries. MARC recently convened a virtual Vision Zero Summit over several weeks from November 4 to November 19, 2020. The goal of the summit was to bring awareness of the goals of Vision Zero as well as inform area representatives and organizations about what efforts are already occurring in the Kansas City Metro region and what work is still needed. 174 individuals registered for the summit and session attendance had an average of 60 people for 13 sessions, the highest being 82 and the lowest 53.

Safety Performance Measure Targets:

MARC has elected to update regional targets, and core reasons include the need to harmonize significantly different statewide targets between Kansas and Missouri, and the fact that trends in the Kansas City region do not consistently align with statewide trends on either side of the state line. To develop the targets, MARC staff considered historical traffic safety trends, regional plans and programs, and emerging issues such as technology. The targets were developed in coordination with State DOTs and regional partners and are consistent with safety targets in the adopted 2018-2022 Regional Safety Blueprint. The five recommended MPO safety performance targets represent a rolling 5-year average ending in 2019:

1. Number of fatalities — 182.0
2. Fatality rate per 100 million VMT — 0.890
3. Number of serious injuries — 979.0
4. Serious injury rate per 100 million VMT — 4.350
5. Number of non-motorized fatalities and serious injuries — 110.0

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

The recommended safety targets have been developed with input from the Destination Safe Leadership Team.

Mayor Slater moved to *approve the updated 2021 Safety Performance Targets for the MARC metropolitan planning area*, and Tim Vandall seconded the motion which carried unanimously.

**9) Heartland Freight Technology Plan Update**

The plan is due to be finalized by the end of September. Preliminary recommendations coming from the plan include:



- Continue consortium for implementation and investigate opportunities to house the plan within a larger agency
- Integrate the HFTP as the source for statewide and regional freight plans as it relates to freight technology
- Focus on implementation of near-term technologies like truck electrification and Advanced Driver Assist Systems
- Maintain technology watchlist
- Formalize a data working group within consortium, specifically including technical members
- Develop a formal data governance structure – strive for a more systematic structure to manage agreements
- Consolidate and share the region’s existing freight data resources. Work to develop data, metadata and quality priorities and standards for each data set
- Consider developing a regional data portal for data sharing

These anticipated outcomes will result in improved economic performance and harmonized planning and policy development for regional freight-based industries and technology achieved in an approach that can be duplicated.

*Transportation Outlook 2040* identifies a network of national, regional and local freight corridors as part of the Goods Movement element of the plan. Additionally, the RTP2050 identifies Data and Technology as part of the updated policy framework.

**10) Other Business**

- There was no other business to discuss.

**11) Adjournment**

With no further business the meeting was adjourned. The next meeting of TTPC will be held January 19, 2021.

## TTPC AGENDA REPORT

January 2021  
Item No. 3

### ISSUE:

VOTE: 2021 1<sup>st</sup> Quarter Amendment to the *2020-24 Transportation Improvement Program*

### BACKGROUND:

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

The proposed 2021 1<sup>st</sup> Quarter Amendment to the *2020-24 Transportation Improvement Programs* includes 30 projects:

- 20 new projects to be added, including but not limited to:
  - #280171 - I-70; Bridge replacement at I-635
  - #380195 - Prairie Star Parkway and K-7 Ramp Signalization
  - #490216 - I-29; Scoping for bridge replacement over 72<sup>nd</sup> Street
  - #690597 - I-435; Scoping for bridge replacement over 87<sup>th</sup> Street
  - #995211 - Advance Drive Assistance System for ADA Compliant Level Boarding for BRT
- 10 modified projects
  - Scope
  - Schedule
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Details of these projects are available for review on the Internet at:

<http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/21Q1amend.aspx>

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

### BUDGET CONSIDERATIONS

None.

### COMMITTEE ACTION

The Active Transportation Programming Committee approved a modification to the scope of #867004 at their meeting on November 18, 2020.

### RECOMMENDATION

Approve the 2021 1<sup>st</sup> Quarter Amendment to the *FFY 2020-2024 TIP*.

### STAFF CONTACT

Marc Hansen

## TTPC AGENDA REPORT

January 2021  
Item No. 4

### ISSUE:

VOTE: 2021 Special Amendment #1 to the *2020-24 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 2021 Special Amendment #1 to the *2020-2024 TIP* includes the following:

- 45 new and 7 existing projects recommended to receive FFY 2023-2024 funding through the following programs:
  - Kansas and Missouri Surface Transportation Block Grant Program (STP) funding
  - Kansas and Missouri Congestion Mitigation/Air Quality Program (CMAQ) funding
  - Kansas and Missouri Surface Transportation Block Grant Program - Set Aside (TAP) funding

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/21SA1amend.aspx>

### BUDGET CONSIDERATIONS

None.

### COMMITTEE ACTION

Funding recommendations were developed by the Active Transportation Programming Committee, Air Quality Forum, Kansas and Missouri STP Priorities Committees 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.

The Air Quality Forum, TTPC and the MARC Board of Directors approved the funding recommendations for the Surface Transportation, Congestion Mitigation/Air Quality and Transportation Alternatives programs at their most recent meetings.

### RECOMMENDATION

Approve the release of the 2021 Special Amendment #1 to the 2020-2024 TIP for public review and comment.

**STAFF CONTACT**

Marc Hansen

## TTPC AGENDA REPORT

January 2021  
Item No. 5

**VOTE:** Adoption of Climate Action Plan

**BACKGROUND:**

MARC and Climate Action KC developed a draft regional climate action plan during the course of 2020. The plan lays out a set of recommendations that would launch the Kansas City region on a path to net zero carbon by 2050, while also advancing a set of climate adaptation and resilience goals.

Goals and strategies included in this plan reflect the importance of equity-focused solutions, and the priorities articulated in previously adopted local and regional plans. From a transportation perspective, this plan articulates the need to embrace and accelerate implementation of the climate strategies included in Connected KC 2050. From a policy perspective, the plan recommends the development in 2021 of VMT reduction targets for 2030, 2040 and 2050.

The regional greenhouse gas inventory shows current emissions levels at about 30 million tons of CO<sub>2</sub>e/year, one-third of which are attributable to transportation. The plan seeks achieve net zero emissions by 2050. Strategies to reduce emissions from the transportation sector include reducing miles traveled, shifting the regional fleet to low or zero emissions vehicles, along with land use strategies embedded in Planning Sustainable Places.

The climate risk and vulnerability assessment recognizes three key climate threats facing our region: flooding, drought and heat. Resilient infrastructure design, then, is a central climate adaptation element in the plan. The transportation system both contributes to and is affected by all three threats. Significant impacts are recognized related to public health, economic productivity, energy consumption, and ecosystem vitality. Key plan adaptation measures include green and complete streets, riparian conservation and restoration, integrated conservation and transportation planning, and heat island mitigation.

Transportation strategies complement other strategies related to building energy use, energy generation, urban greening, food systems, finance and innovation, and resource management. The plan intentionally seeks to link strategies across sectors in efforts to maximize the co-benefits achieved from community investments.

Planning updates have been provided to this committee periodically, most recently in November 2020. No comments from TTPC members were received. The attached executive summary of the plan provides an overview of plan goals, priorities and next steps. It also provides a high-level overview of the regional greenhouse gas emissions inventory and climate risk and vulnerability assessment.

Before presenting the plan to the MARC Board of Directors for their consideration later this month, the plan will be presented to the Sustainable Places Policy Committee, Air Quality Forum and TTPC. Planning documents may be viewed at [www.marc.org/climateaction](http://www.marc.org/climateaction).

**BUDGET CONSIDERATIONS:**

None.

**RECOMMENDATION:**

Endorse adoption of the Climate Action Plan by the MARC board of directors.

**STAFF CONTACTS:**

Tom Jacobs and Karen Clawson

# Kansas City Regional Climate Action Plan

## Executive Summary

### Net Zero Kansas City Region by 2050

The Kansas City Regional Climate Action Plan (CAP) aims to transform the metropolitan area into a more resilient, equitable and healthy community. An ambitious set of interrelated strategies will help to mitigate climate change by achieving net zero greenhouse gas emissions by 2050, and adapt to and bounce forward from the many risks climate change poses. Linkages among plan strategies are abundant and intentional.

Our plan is ambitious, comprehensive and urgent.

It creates a new platform to build on, accelerate and scale up existing efforts through new models of collaborative regional leadership. Resilience-focused investment will catalyze long-term prosperity and health.

Interim net zero goals focus on local government operations (by 2030), energy generation (by 2035), and homes and buildings (by 2040).

### Priorities and Strategies

#### Climate Mitigation

Reaching net zero greenhouse gas emissions by 2050 means reducing emissions by a total of 37 million metric tons of carbon dioxide equivalent (MT CO<sub>2</sub>e), or 1.2 million MT CO<sub>2</sub>e per year.

Key mitigation (emissions reduction) strategies include:



Invest in renewable energy and decrease fossil fuel use



Increase energy efficiency of all buildings



Transition to electric vehicles and increase walking, biking, transit and sustainable development



Sequester carbon in the soil through sustainable land stewardship

#### Climate Adaptation

This plan includes practical, multibenefit solutions to manage risks from climate impacts, strengthen the resilience of the economy, improve public health and protect our most vulnerable, economically distressed communities.

Key adaptation strategies include:



Conserve and restore green infrastructure and expand local food systems



Create walkable 15-minute neighborhoods to support healthy active living and social connectivity



Develop livable wage green jobs through innovative partnerships



Support a circular economy to reduce waste and raise demand for reused and recycled materials

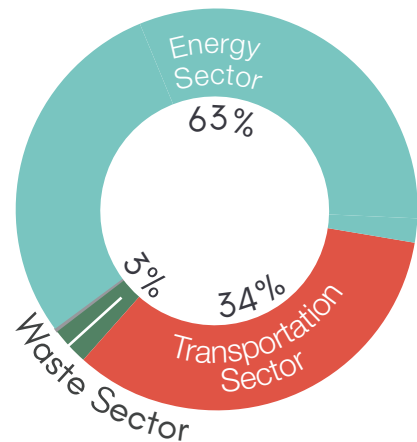
# Greenhouse Gas Emissions by Sector

A Greenhouse Gas (GHG) Inventory was performed in the region's energy, transportation and waste sectors using 2015 as the baseline year.

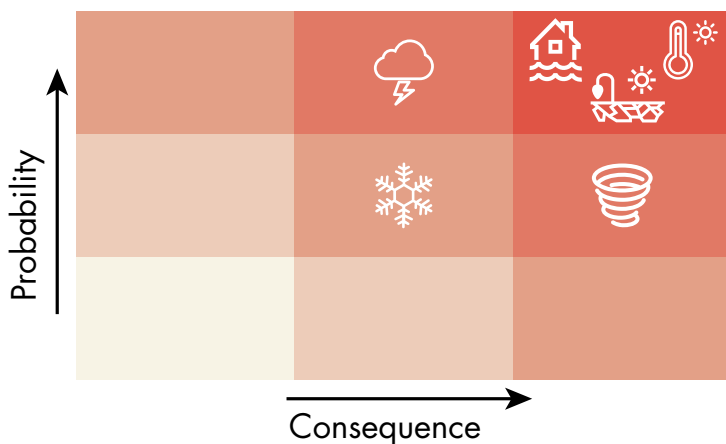
Based on the results of this study, the major sources of emissions are:

- **Energy:** energy use in commercial, industrial and residential buildings
- **Transportation:** passenger vehicles
- **Waste:** organic waste

Based on the results of the inventory, the region must reduce its 2050 projected emissions by 37 million metric tons of CO<sub>2</sub>e in order to meet the 2050 net zero vision.



## Risks and Vulnerabilities



Of the six natural hazards assessed in the plan, three hazards have been identified as the highest concerns for the Kansas City region: flooding, extreme heat and drought.

Climate change intensifies these hazards and their risks to human and natural systems, infrastructure and the built environment. While all parts of the region are vulnerable to the impacts of these hazards, community vulnerabilities are concentrated in the urban core. Frontline communities—people of color, people with low incomes and indigenous communities—will be the first ones affected and the hardest hit.

Climate adaptation initiatives and investments will build resilience by addressing the systemic inequities that perpetuate vulnerability within these communities.

## Next Steps

- Establish a regional climate action and policy forum along with a community engagement and education strategy that reflects the plan's commitment to justice, equity, diversity and inclusion
- Launch the Regional Building Energy Exchange to invest in renewable energy and energy efficiency
- Launch regional tree planting and green infrastructure efforts

## Who We Are

This Climate Action Plan was developed during 2020 by a coalition led by Climate Action KC and the Mid-America Regional Council, together with hundreds of interested community members, stakeholders and decision-makers.

The Global Covenant of Mayors for Climate and Energy, a worldwide collaboration among 10,000 municipalities, helped guide the plan's development.

For more information, please visit [climateactionkc.com](https://climateactionkc.com) or contact us at [cap@marc.org](mailto:cap@marc.org) and [info@climateactionkc.com](mailto:info@climateactionkc.com).



# Regional Climate Action Plan

## Goals & Strategies

### GOVERNANCE AND LEADERSHIP

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**Goal 1: Develop a regional decision-making structure that ensures regional coordination, equity and accountability**

G-1.1: Establish a Regional Climate Policy and Action Forum

G-1.2: Measure and track performance towards reaching goals and targets

**Goal 2: Empower communities to lead**

G-2.1: Develop a network of climate leaders and ambassadors at all levels

### TRANSPORTATION AND LAND USE

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**Goal 1: Reduce vehicle miles traveled (VMT) per capita**

T-LU 1.1: Increase and target sustainable, mixed-use, and mixed income development at key activity centers and corridors where infrastructure is already in place.

T-LU 1.2: Establish 15-minute neighborhoods

T-LU 1.3: Increase complete and green streets throughout the region

**Goal 2: Shift the regional fleet to low-and no-emission vehicles**

T-LU 2.1: Expand electric vehicle charging infrastructure throughout the region

T-LU 2.2: Implement EV car-sharing in low-income communities

T-LU 2.3: Electrify municipal, transit agency and other public fleets

**Goal 3: Shift trips to affordable, equitable and safe mobility options**

T-LU 3.1: Create more protected and connected bike lanes, greenways, sidewalks, and electric bike and scooter share system

T-LU 3.2: Build out the Smart Moves transit and mobility system, including network of mobility hubs

T-LU 3.3: Encourage a shift to other modes of transportation through parking policy

**Goal 4: Improve the transportation system so it is resilient to the shocks and stresses of climate change**

T-LU 4.1: Redesign and upgrade critical and vulnerable infrastructure

T-LU 4.2: Use technology to monitor integrity of transportation infrastructure and relay real-time data to ensure responsiveness and limit disruption to users

T-LU 4.3: Integrate water resource and transportation system planning, design, and management

## ENERGY GENERATION

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**Goal 1: Scale up utility investment in renewable energy**

- EG-1.1: Expand wind energy production
- EG-1.2: Expand utility-owned solar farms

**Goal 2: Diversify the energy supply**

- EG-2.1: Build sustainable community and neighborhood energy generation
- EG-2.2: Expand corporate, industrial, and institutional solar energy generation
- EG-2.3: Increase incentives and eliminate barriers for residential solar energy production

**Goal 3: Reduce disruption to the energy supply**

- EG-3.1: Implement grid flexibility and smart grid strategies
- EG-3.2: Utility-scale and distributed energy storage
- EG-3.3: Power outage resilience

## FINANCE & INNOVATION

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**Goal 1: Fund Climate action**

- FI-1.1: Develop innovative financing solutions to support local climate initiatives/green bank
- FI-1.2: Actively conduct business development and marketing to utilize existing financial tools and incentives

**Goal 2: Leverage green economy through jobs training and the innovation ecosystem to accelerate climate action**

- FI-2.1: Support and scale up existing green workforce programs, identify gaps for new programs
- FI-2.2: Tie climate action to existing accelerators and incubators
- FI-2.3: Launch innovation and design challenges

**Goal 3: Provide high speed digital access to underserved communities**

- FI-3.1: Support incentives for wireline connections to all homes in the region with access to low-cost option for connectivity

## URBAN GREENING

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**Goal 1: Create resilient ecologically healthy landscapes**

- UG-1.1: Conserve and restore the regions urban forests.
- UG-1.2: Conserve and restore the region's riparian (or streamside) corridors

**Goal 2: Reduce urban heat islands**

UG-2.1: Implement heat island mitigation strategies

**Goal 3: Sequester carbon through land stewardship**

UG-3.1: Become a net zero community through urban- and landscape-scale sequestration projects

**Goal 4: Develop and adopt facilitative policies**

UG-4.1: Incentivize use of green development practices

## HEALTHY & RESILIENT HOMES AND BUILDINGS

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**Goal 1: Increase whole building performance and health for commercial/institutional/industrial buildings**

BE-1.1: Develop and employ a building performance standard beginning with energy benchmarking and adopt commercial energy efficiency programming and incentives.

BE-1.2: Every public building certified for Energy Star or LEED

BE-1.3: Implement energy efficiency and renewable energy strategies at schools, universities, nonprofits, and libraries.

**Goal 2: Improve whole home performance and health for residential buildings**

BE-2.1: Leverage the Climate Action KC Regional Building Energy Exchange

BE-2.2: Maximize savings through energy efficiency and healthy home programs

BE-2.3: Embed energy efficiency and durability in affordable housing efforts

BE-2.4: Adopt building health and performance standards and enforcement strategies, including IECC and National Healthy Housing Standard

BE-2.5: Expand Water use efficiency programs

**Goal 3: Develop and implement state and local policies to facilitate energy conservation**

BE-3.1: Pay-As-You-Save (PAYS)

BE-3.2: Implement MEEIA and KEEIA

BE-3.3: Adopt an Energy Efficiency Resources Standard (EERS)

BE-3.4: Expand implementation of PACE projects

## FOOD AND AGRICULTURE

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### **Goal 1: Reduce GHG emissions and increase carbon sequestration within the regional food and agriculture sector**

- FA-1.1: Redirect quality, edible food to local food recovery programs
- FA-1.2: Implement a voluntary carbon offset pilot program to incentivize carbon sequestration on farms and ranches in our region
- FA-1.3: Support farmers and ranchers with resources to ease the transition to agriculture practices that provide environmental services and that slow/prevent climate change

### **Goal 2: Develop a regional food system providing access and security to mitigate supply chain interruptions caused by climate action**

- FA-2.1: Expand market demand for local food
- FA-2.2: Scale up local food production to respond to increasing demand for local food
- FA-2.3: Increase the number of neighborhood urban farms, gardens and orchards
- FA-2.4: Update zoning codes, building codes, and animal regulation to allow for urban agriculture
- FA-2.5: Expand participation in programs that increase local food access for low- and moderate-income people

## INDUSTRY & RESOURCE MANAGEMENT

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### **Goal 1: Increase waste diversion**

- IR-1.1: Reduce waste
- IR-1.2: Increase Recycling
- IR-1.3: Divert Organic Waste from Landfill Disposal through composting
- IR-1.4: Reduce Food Waste from Landfill Disposal
- IR-1.5: Green the supply chain using recycled and other environmentally preferable products and services
- IR-1.6: Promote Recycling Education and Advocacy Programs

### **Goal 2: Reduce methane emissions from landfills**

- IR-2.1: Install, Expand and Maintain Landfill Gas Collection System
- IR-2.2: Beneficially Reuse Landfill Gas

## COMMUNITY RESILIENCE

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**Goal 1: Proactively engage vulnerable communities in climate action**

CR-1.1: Develop an engagement strategy

**Goal 2: Educate the public around climate vulnerability, resilience, and action**

CR-2.1: Develop a strategy for climate resilience communications, outreach, and education

**Goal 3: Support a dense and robust network of resilience resources in partnership with existing organizations and programs**

CR-3.1: Support the development of a virtual hub for climate change education and resilience resources

CR-3.2: Build collaborative relationships with public and private healthcare organizations to better educate and serve residents

**Goal 4: Prepare for climate risks and stresses**

CR-4.1: Incorporate resilient infrastructure design into emergency planning and preparedness

## TOTAL TRANSPORTATION POLICY COMMITTEE AGENDA REPORT

January 2021  
Item No. 6

### ISSUE:

*REPORT: Transportation Planning Committee Work Plans*

### BACKGROUND:

MARC Planning Committees are currently undertaking a number of major work activities, which relate directly to our Unified Planning Work Program (UPWP) for 2021.

At this month's TTPC meeting, MARC staff will present an overview of each planning committee's work plan for the current year. Committee' workplans to be presented/discussed include:

- Highway Committee
- Bicycle Pedestrian Advisory Committee (BPAC)
- Goods Movement Committee
- Aviation Committee
- Destination Safe Coalition
- Regional Transit Coordination Council (RTCC)
- Sustainable Places Policy Committee (SPPC)

### POLICY CONSIDERATIONS

Planning Committees serve a role in the advancement of planning initiatives identified in the UPWP. These committees also provide support to the development of the region's Metropolitan Transportation Plan (MTP) for the region.

### COMMITTEE ACTION

Planning & modal committees regularly update, revisit and approve their annual work plans for upcoming year.

### RECOMMENDATION

None. Information Only.

### STAFF CONTACT

Ron Achelpohl  
Martin Rivarola

## Planning Modal & Policy Committee 2021 Work Plans

### All Committees

- Review proposed Connected KC 2050 updates relevant to a committee's work
- Review ongoing Complete Street Network Assessment & Complete Street Policy, as necessary
- Debrief from 2020 programming activities, including MTP alignment preapplication process
- Review and recommendation of state and federal legislative platforms

### Highway Committee

- Consider Functional Classification Changes and ConnectedKC 2050 Plan amendments, as necessary
- Review Congestion Management process & update SOV Worksheet. Continue to implement policy in sub allocated process
- Performance management/target setting: Update the required USDOT (FAST Act) performance measures as necessary

### Bicycle Pedestrian Advisory Committee (BPAC)

- Review & Update of the Regional Bikeway Plan
- Support various Explore KC campaigns (spring/summer/fall)

### Goods Movement Committee

- Explore more appropriate project scoring that support urban, rural and economic development freight movement.
- Work associated to KDOT and MoDOT statewide freight plans.

### Aviation Committee

- Review and revise MARC Aviation Committee member list
- Covid-19 - the unique impact on GA airports, fixed-base operators, flight schools, and other airport-related businesses in communities. What are airports doing to help travelers, visitors and airport employees feel safe?
- First of the year construction projects report from DOTs
- What do the airports look forward to in 2021?
- What are airports doing to reduce runway incursions at their airports?
- Aqueous film forming foam (AFFF) extinguishing agents and per- and polyfluoroalkyl substances (PFAS); the transition to fluorine-free foam agents
- Airport Concessions Disadvantaged Business Enterprise (ACDBE) Program

### Destination Safe Coalition

- Update the 2021-2022 Destination Safe Call for Projects application process
- Update the Transportation Safety Regional Blueprint for 2023-2027.
- Continue to expand Destination Safe partner organizations and increase active participation in existing or future working groups.

#### Regional Transit Coordination Council (RTCC)

- Support transit investible strategies & regional funding discussions
- Update and review transit performance measures (federally required and non-required)
- Vet other MARC and transit agency efforts (i.e. jobs accessibility analysis)
- PTASP review/transit safety PM coordination
- Convene transit providers and funders

#### Sustainable Places Policy Committee (SPPC)

- Support Climate Action Plan implementation
- Planning Sustainable Places Program oversight
- Support of affordable housing work
- Review activity center map updates and any potential new place scoring criteria for Federal Transportation Funds (STP, TAP, CMAQ)



# TTPC AGENDA REPORT

January 2021  
Item No. 7

## ISSUE:

REPORT: 2021 Federal Policy Agenda for the Greater Kansas City Area

## BACKGROUND:

Each year, the MARC Board adopts a federal policy agenda, reflecting issues of importance to the Kansas City region. The issues come forward from committees, member local governments and community partners. The following provides 2021 transportation-related priorities and other issues for the board's federal policy agenda.

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## PRIORITIES

### **New funding for Infrastructure, including Transportation and Broadband**

Past federal investment in infrastructure has demonstrated the return on the expenditures with addressing unemployment and supporting workforce development and small business growth. After years of under investment in the nation's transportation infrastructure, a significant increase in federal funding could aid in the nation's economic recovery and position communities for long-term economic success. A critical part of the nation's and community's infrastructure is high speed broadband technology, enabling business, education, health care and other important functions to be better served.

### **Reauthorization of the Federal Transportation Law (Fixing America's Surface Transportation - Act) and Maintain Transportation Funding for the Nation's Surface Transportation System.**

The current federal transportation law was passed by Congress in 2015, extended in 2020, and it will expire in 2021. Significant and stable federal infrastructure investment is essential to the Kansas City region's unique transportation and logistics systems. ***Federal policy should provide adequate and predictable funding for surface transportation programs to allow effective planning and project delivery for state and local governments. The reauthorization should consider the following principles.***

- Increase the level of federal resources in the Highway Trust Fund and include new revenue sources beyond the current federal gas tax of 18.4 cents. Increased and indexed federal fuel taxes can accomplish this in the near-term, while a long-term solution – such as a mile-based user fee – is identified and implemented.
- Implement a multi-year bill to provide stability and predictability to states and local governments and build on the current law's performance-based approach to transportation decisions.
- Recognize the economic value and allocate resources for the nation's metropolitan areas and emphasize the role of local governments in decisions on funding allocations.

- Accelerate progress for non-highway modes of transportation – ensuring a balanced system.
- Encourage public-private partnerships and new bond financing authority to support large-scale projects of regional and national significance.

### **Climate Change and Adaptation**

The Kansas City region will confront a variety of risks and vulnerabilities from climate change, including flooding, drought and extreme heat. ***The congressional delegation is urged to work with the new Administration for continued and new federal support for climate mitigation, adaptation and resilience initiatives tied to energy efficiency, renewable energy, public and active transportation, fleet electrification, sustainable agriculture and food systems, integrated watershed management, innovation and finance, open space protection and affordable housing.***

### **OTHER POLICY ISSUES**

#### **Environment**

- ***Transportation Choices***

Federal policy should support public transportation, walking, bicycling and other modes as essential elements of comprehensive metropolitan transportation systems.

- ***Transportation Technologies***

Federal policies affecting new transportation technologies should be developed in a broad context that encourages innovation in local and metropolitan networks, maintain the integrity of local transportation systems and be compatible across state lines.

#### **Environment**

- ***Water Quality, Stormwater Management and Green Infrastructure***

Federal support for water and wastewater system improvements is essential to the capacity of local communities to ensure water supply and water quality and to achieve the multiple benefits that accrue from effective water resource management.

- ***Missouri River Management and Watershed Planning***

Federal management of national waterways and investment in key flood control and ecosystem restoration projects are critical to the Kansas City region. ***Support funding and authorization requests for level and watershed planning and projects in the Kansas City area.***

- ***Air Quality***

Federal air quality policies should support the Kansas City region’s efforts to ensure public health and community economic development.

- ***Energy Conservation***

Federal support for energy conservation and renewable energy sources enhance our region's quality of life and lower costs for residents and businesses.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl

## TOTAL TRANSPORTATION POLICY COMMITTEE AGENDA REPORT

January 2021  
Item No. 8

### ISSUE:

*REPORT:* Kansas City Area Curbside Management Resource and Guide

### BACKGROUND:

The [Kansas City Area Curbside Management Resource and Guide](#) was published in November of 2020. Its purpose is to introduce the reader to the concept of curbside management, show its applicability in MARC's 8-county planning area, and point the reader to external resources that will further facilitate curbside management. During the January TTPC meeting, Staff will provide an overview of this newly published resource.

Curbside management is defined by the guide as, "the practice of analyzing and adjusting the uses and regulations of space around the structure of the curb so that it can more efficiently and safely serve different kinds of users." The goals of curbside management are:

- Efficient use of the curb as an access point between streets and destinations.
- Less congestion and safer use of travelways due to less dangerous maneuvering.
- A comprehensive view of infrastructure assets and regulations within the curb space.
- Preparation for challenges to curbside use that are either unexpected or anticipated but not yet present.

The guide includes sections on the following topics:

- An introduction to curbside management
- Basic curbside management planning and techniques
- Curbside management as a supplement to previous planning work
- Curbside management and special events
- Considerations for the present and future
- Digital curb inventories
- Case studies
- Listing of resources

The guide can be found at:

- <https://www.marc.org/Regional-Planning/Innovation/Transportation-Innovation/curbside-management-resource> (MARC website path: marc.org > Regional Planning > Innovation > Transportation Innovation)
- [marc.org/curb](http://marc.org/curb)

### POLICY CONSIDERATIONS

None.

### COMMITTEE ACTION

None.

### RECOMMENDATION

None.

### STAFF CONTACT

Patrick Trouba

## TTPC AGENDA REPORT

January 2020  
Item No. 9

**ISSUE:**

REPORT: Destination Safe Call for Projects

**BACKGROUND:**

Each year the Destination Safe Coalition solicits applications for projects to advance the strategies of the Regional Transportation Safety Blueprint. Funding from both Kansas and Missouri Departments of Transportation encourages applicants to create innovative and effective programs to reduce traffic crash fatalities and serious injuries through three approaches: education, enforcement, and emergency response.

This year, MARC anticipates that approximately \$25,000 will be available for projects in Kansas and \$150,000 for projects in Missouri. MARC has developed a new online portal which should streamline the process to submit and review applications. MARC will host a preapplication event to show potential applicants how to use the new portal.

The call for projects is scheduled to open February 4<sup>th</sup>, 2021, and applications will be due March 2, 2021.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Amanda Horner

## TTPC AGENDA REPORT

January 2021  
Item No. 10

**ISSUE:**

REPORT: U.S. 69 Expansion Project Virtual Public Meeting

**BACKGROUND:**

KDOT and the city of Overland Park, Kansas are conducting an environmental assessment and Break-In-Access study to identify potential expansion needs on US-69 from 103<sup>rd</sup> Street to 179<sup>th</sup> Street in Overland Park. Options under consideration include potential express toll lanes in addition to existing general-purpose lanes. A virtual open house for the study will be held on January 20 from 4:30 to 6:30 p.m. with access to the online meeting available at <https://www.69express.org/>.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

Connected KC 2050 was amended in December of 2020, to include this project in the financially constrained project list.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl

## TTPC AGENDA REPORT

January 2021  
Item No. 11

**ISSUE:**

REPORT: Annual Policy Review

**BACKGROUND:**

MARC strives to operate in an open and transparent way that demonstrates that the organization is an effective steward of public resources. The MARC Board, TTPC, and a number of other committees are responsible for developing and approving project funding allocations to specific projects

The committee processes ensure that federal, state and local funds available to the metropolitan area are invested in ways that benefit the region and local communities. The MARC Board of Directors has approved the attached Conflict of Interest and Whistleblower policies, to provide guidance to the participants in MARC committees regarding conflicts of interest and actions to take in those circumstances, and on processes to report any wrongdoing in the administration of MARC's work.

Members of the MARC Board of Directors and the committees that support the Board are expected to review the policies annually.

The policies are intended to supplement, but not replace, any state or federal laws that govern conflicts of interest in public, non-profit, and charitable organizations and that govern the reporting of wrongdoing.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl

**Mid-America Regional Council**  
**Conflict of Interest Policy**  
**Governing all Boards, Commissions, Committees and Subcommittees**

The Mid-America Regional Council (MARC) is dedicated to building a stronger metropolitan region by promoting regional cooperation and developing innovative solutions to regional challenges. MARC strives to operate in an open and transparent way that inspires confidence that the organization is an effective steward of public resources. The purpose of this conflict of interest policy is to ensure that participants on the MARC board and committees have clear guidance when a participant in any MARC decision-making process could have a conflict of interest and what the appropriate action would be in those circumstances.

It is in the best interest of the MARC Board of Directors, Mid-America Head Start and all other boards, commissions, committees and subcommittees to be aware of and properly manage all conflicts of interest and any appearances of conflicts of interest. This conflict of interest policy is designed to help directors, officers, employees and volunteers identify conflicts of interest and disclose them to the appropriate authority. It is also designed to provide a procedure to appropriately manage conflicts in accordance with legal requirements and the goals of accountability and transparency in all MARC operations.

The MARC Board, and boards that work through MARC such as the Mid-America Solid Waste Management District, make decisions in a number of program areas that impact the availability of federal, state and local government funds and private contributions. This conflict of interest policy is intended to support those decision-making processes.

This policy is intended to supplement but not replace any state or federal laws that govern conflicts of interest in public, non-profit, and charitable organizations.

## **1. Interested Person**

Any member of a MARC board, commission, committee or subcommittee charged with decision-making or making recommendations for funding, who has a direct or indirect financial interest, as defined below, is an interested person.

## **2. Financial Interest Defined**

A person has a financial interest if the person has, directly or indirectly, through business, investment, or family:

- a. An ownership or investment interest in any entity with which MARC has a transaction or other financial arrangement,
- b. A compensation arrangement with MARC or with any entity or individual with which MARC has a transaction or arrangement, or
- c. A potential ownership or investment interest in, or compensation arrangement with, any entity or individual with which MARC is negotiating a transaction or arrangement.



For purposes of this policy, “family members” includes spouses, parents, children, and siblings (including those related by marriage), as well as significant others and any other person who resides with the committee/board member.

### **3. Procedure**

In connection with any actual or possible conflict of interest, an interested person must disclose the existence of the conflict of interest to members of the committee considering the proposed action or recommendation.

A person who has a conflict of interest in a certain matter shall not participate in the discussion of that matter except to disclose material facts and to respond to questions. Such person shall not attempt to exert his or her personal influence with respect to the matter, either at or outside the meeting.

The interested person shall abstain from any votes on funding recommendations, contracts or transactions in which there is an interest as defined above, and shall abstain from any votes for all meeting minutes or other records of the meeting.

### **4. Gifts, Gratuities and Entertainment**

MARC committee members and directors shall avoid accepting, directly or indirectly, any rebate, gift, money or anything of monetary value from an organization or vendor that could benefit from a MARC committee action regarding funding recommendations, vendor selection or other transactions. From time to time, vendors may pay for meals apart from a bid process.

### **5. Committee Representation**

MARC makes decisions on federal and state funding that benefits local communities within the Kansas City region. The MARC Board and many of its committees are composed of local officials representing the communities that may benefit from MARC Board decisions. It is not a conflict of interest for a board member or a committee member, who are also elected officials or local government staff members, to advocate for or vote on issues that will affect their jurisdiction. If an elected official serves on another public board by virtue of their elected office, it is not a conflict of interest for that elected official to participate in discussions and vote on matters affecting that other public body.

In the past, smaller communities have at times been represented by consulting engineers on committees which rely on both technical and community considerations to make funding recommendations. Private consultants or other private parties shall abstain from any discussion or vote on all matters before the committee that might pose a conflict of interest due to a relationship between the project applicant and the private consultant. The private consultant or party should limit any participation in discussion to answering questions asked by other committee members. Individual committees may adopt specific procedural requirements for participation by members and others present at meetings.

## 6. Disclosure, Notification, and Review Policy

Each director, officer, and committee member shall disclose any relationships, positions or circumstances in which he or she is involved that he or she believes could contribute to a conflict of interest when and if such situations arise.

If a board member or committee member is unsure as to whether or not a conflict of interest exists, it is their responsibility to consult a MARC staff member associated with that committee to make a determination. If after such consultation, the individual is still unsure, then a determination will be made by the executive director of MARC.

If the board of directors, the Head Start Policy Council or other commission or committee has reasonable cause to believe a member has failed to disclose actual or possible conflicts of interest, that body shall inform the member of the basis for such belief and afford the member an opportunity to explain the alleged failure to disclose.

If such a report is made regarding a member of the board, committees or commissions, the following steps will be taken:

- MARC staff, including the Executive Director, will review the information and attempt to clarify if a conflict of interest exists or if additional information is needed. MARC staff will contact the board/committee member and discuss the issue. In most cases, the issue may be one of clarifying a relationship or disclosing it for future decision-making processes.
- If the conflict is one that could raise questions by funding agencies or others regarding MARC's decisions, the issue will be discussed with the MARC board officers to determine appropriate disciplinary and corrective action.

This policy shall be distributed annually to all decision-making bodies associated with the Mid-America Regional Council, including but not limited to the Mid-America Head Start, for their review.

*Adopted by the MARC Board of Directors, August 25, 2009 (Updated September 26, 2013 and May 23, 2017)*

# Mid-America Regional Council

## Whistleblower Policy

### Policy Objective:

MARC is committed to lawful and ethical behavior in all of its activities and requires all staff to act in accordance with all applicable laws, regulations and policies and to observe high standards of business and personal ethics in the conduct of their duties and responsibilities.

This policy is intended to:

- Encourage individuals to bring ethical or legal violations to the attention of an internal or external authority so that action can be taken to resolve the problem.
- Establish guidance and procedures for staff (paid and volunteer) or others to report illegal, unethical or inappropriate behaviors or practices, in good faith, without fear of retribution.
- To provide a constructive process for individuals to report issues of concern.
- Emphasize the importance of adherence to MARC's standards of conduct.

### Overview:

A whistleblower is a person (often an employee) who raises a concern about serious wrongdoing occurring in an organization. Examples of misconduct that might lead to whistleblowing include the violation of laws, rules or regulations; fraud, mismanagement or corruption; or direct threats to the public interest, such as health or safety violations.

In general, whistleblowing refers to reporting misconduct outside the normal chain of command. Most workplace issues are, and to the extent possible, should be resolved by working with direct supervisors and department directors as described in the Issues Resolution policy. However, if an individual, acting in good faith, has reasonable grounds for believing that serious wrongdoing is taking place that has not been addressed or cannot be addressed through normal channels, he or she has the option of "whistleblowing" without fear of retribution.

Examples of the types of situations a whistleblower might report may include, but are not limited, to the following:

- A violation of law.
- Questionable accounting or monitoring practices.
- Discrimination based on protected classes.
- Fraud, waste or mismanagement.

Examples of problems that can be addressed through normal issues resolution procedures may include, but are not limited, to the following:

- Disagreements or misunderstandings between employees.
- Issues related to employment or working conditions.
- Personality conflicts.
- Working relationships between employees or employees and supervisors.

See the Issues Resolution policy for more information.

### Reporting Procedures

Individuals may report misconduct, without fear of retribution, through the following procedures:

- For internal employee relations issues, seek assistance from supervisors, department directors or Human Resources staff as described in the Issues Resolution policy.

- For issues related to harassment, immediately report to a supervisor, department director, executive director or Human Resources as described in the Harassment-Free workplace policy.
- For all other issues related to suspected fraud, theft, harassment or other illegal activity, contact a supervisor, department director, executive director or call the “WeTip” hotline at 1-800-782-7463 or go online to [www.wetip.com](http://www.wetip.com).
- For issues related to suspected mismanagement or waste of American Recovery and Reinvestment Act (ARRA) funds, call 1-877-392-3375 or go online to [www.recovery.gov](http://www.recovery.gov).

### After the Report:

Response procedures for whistleblower reports will vary according to how the report was made.

- Reports related to ARRA funding will be addressed by the U.S. Recovery Accountability and Transparency Board.
- Reports to the “WeTip” hotline are forwarded to designated members of MARC’s management team (i.e., the Executive Director, Finance and Administration Department Director, Human Resources Manager, and MARC Board Chair) for review and resolution.

All reports will be acknowledged promptly and handled with due care and diligence. Those who receive the reports have the full authority to investigate all concerns raised, and may use other resources such as legal counsel, accountants, private investigators or others as reasonably necessary to conduct a full and complete investigation. Reports and concerns will be kept confidential to the extent possible.

If a report is found to be of merit or is substantiated, MARC management will take appropriate steps and will adhere to the federal rules for that grant, if applicable. No employee who, in good faith, makes a whistleblowing report will be threatened, discriminated against or otherwise subject to any retaliation or adverse employment consequences. Any staff member who attempts to retaliate against someone who reported a concern in good faith may be subject to discipline.

Allegations that prove to have been made maliciously, recklessly, with gross negligence, or with the foreknowledge that the allegations are false, will be viewed as a serious offense and may result in disciplinary action against the reporting employee.

Any situation involving an issue relating to harassment should be reported **immediately** to the employee’s supervisor, department director, executive director or Human Resources. Specific information relating to MARC’s policy regarding a harassment-free workplace can be found on the MARC intranet under Policies. Complaints of this nature are taken very seriously and will be fully investigated.