



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, February 16, 2021, at 9:30 a.m.**

A G E N D A

1. Welcome/Introductions
2. *VOTE: January 19, 2020, Minutes**
3. *VOTE: Climate Action Plan**
4. *VOTE: 2021 Special Amendment #1 to the 2020-24 TIP**
5. *VOTE: MoDOT Planning Priorities**
6. REPORT: KC Spirit Playbook – Kansas City Missouri Comprehensive Plan
7. REPORT: Buck O'Neil Bridge Project Update
8. REPORT: U.S. 69 Expansion Project Update
9. REPORT: Operation Greenlight Program Update
10. REPORT: Zero Fare Transit Study
11. Other Business
12. 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 by Noon on Monday February 15, 2021 for instructions to join the teleconference.

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

Total Transportation Policy Committee
January 19, 2020
Meeting Summary

Members, Alternates Present-Representing

Chuck Adams, Wyandotte County Municipalities
Mayor Carson Ross, Jackson County Municipalities,
MO Co-Chair
Perry Allen, MoDOT
Lauren Anderson, Leavenworth County
Chet Belcher, City of Olathe
Mike Brungardt, Johnson County Municipalities
Cory Davis, KDOT
Matt Davis, Jackson County
Tom Gerend, KC Streetcar
Richard Grenville, PortKC
Bob Heim, Platte County
Leslie Herring, Johnson County Municipalities
Patty Hilderbrand, City of Kansas City
Damon Hodges, Jackson County Municipalities
Tony Hofmann, City of Overland Park
Mary Jaeger, City of Olathe
Dick Jarrold, KCATA
Kent Lage, Johnson County
Mayor Leonard Jones, Jackson County
Kevin Klinkenberg, KCRTA
Nathan Law, Miami County Municipalities
Michael McDonald, Leavenworth County Municipal.
Mayor Mike McDonough, Jackson County Municipal.
J.R. McMahan, Miami County
Janet McRae, Miami County
Jack Messer, City of Overland Park
David Miller, City of Kansas City
Matt Nolker, Ray County
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
Sabin Yanez, Northland Chamber of Commerce
Beccy Yocham, Johnson County Municipalities

Mark Fisher
Nicole Galemore
Randy Gorton, BHC Rhodes
Janee Hanzlick, Johnson County
Matt Henderson
Krystal Jolly
Scott Komarek
Rob Krewson, Benesch
Kristen Leathers, Affinis
Beto Lopez, Clean Air Now
Brandon McElhiney, CMT
Clarence Munsch, GBA
Britni O'Connor, MoDOT
Steve Schultz, Bartlett & West
Sarah Shafer, Unified Gov't of WyCo/KCK
Allison Smith, KDOT
Mike Spickelmier, City of Lansing
Jack Vandelev, Groundwork NRG
Matthew Volz, HDR
John Zimmerman, TranSystems

MARC Staff Present

Ron Achelpohl, Dir. Of Transportation & Environment
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
Patrick Trouba, Transportation Planner I
Ray Webb, Manager of Traffic Operations
Jermain Whitmore, Program Assistant

Others Present

Ben Ascinar, Burns & McDonnell

1) Welcome/Introductions

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

2) Approval of December 15, 2020 Summary*

There were no changes to the December 15, 2020 meeting summary.

3) 2021 1st Quarter Amendment to the 2020-24 Transportation Improvement Program*

The proposed 2021 1st 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 72nd Street
 - #690597 – I-435; Scoping for bridge replacement over 87th 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. No comments from the public were received. The Active Transportation Programming Committee approved a modification to the scope of #867004 at their meeting on November 18, 2020.

4) 2021 Special Amendment #1 to the 2020-24 Transportation Improvement Program*

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>

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.

5) Adoption of Climate Action Plan*

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. An executive summary of the plan provided 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.

There was discussion if this was presented to all of the various advisory committees, and Mr. Jacobs replied that it has not all of them but there has been extensive engagement work. There are more committees that it will be presented to over the next couple of weeks.

One of the committee members inquired if there are modal transportation and land use ordinances relating to setbacks & zoning that should be studied closer, and Mr. Jacobs invited them to chat after the meeting.

Committee Action:

Mayor Smedley moved to approve items 2 through 4 as presented. Jack Messer seconded the motion, which carried unanimously.

Mayor Smedley made a motion to hold item 5 until it has gone through the other advisory committees. Mr. Messer seconded the motion, which carried unanimously.

6) Transportation Planning Committee Work Plans

MARC staff presented an overview of each planning committee's work plan for the current year. Committee workplans to 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)

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

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)

7) 2021 Federal Policy Agenda for the Greater Kansas City Area

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.

One of the committee members inquired if we are still attainment and not requesting CMAQ funding, and Mr. Achelpohl responded that there is no change at the moment.

8) **Kansas City Area Curbside Management Resource and Guide**

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 travel-ways due to less dangerous maneuvering.
- A comprehensive view of infrastructure assets and regulations within the curbspace.
- 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](https://www.marc.org/curb)

9) Destination Safe Call for Projects

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 4th, 2021, and applications will be due March 2, 2021.

10) U.S. 69 Expansion Project Virtual Public Meeting

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 103rd Street to 179th 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/>. Connected KC 2050 was amended in December of 2020, to include this project in the financially constrained project list.

11) Annual Policy Review

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.

12) Other Business

- There was no other business to discuss.

13) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held February 16, 2021.

TTPC AGENDA REPORT

February 2021
Item No. 3

VOTE: Adoption of Climate Action Plan

BACKGROUND:

MARC and Climate Action KC developed a draft regional climate action plan during 2019-2020. 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.

Three salient points emerged after the January presentation about the plan to TTPC.

- The plan is completely aligned with adopted goals in Connected KC 2050.
- The plan is offered as a framework to guide ambitious yet collaborative regional efforts. It is not intended to be a prescriptive document.
- MARC has not and will not interject itself into local land use or development decisions.

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 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 CO₂e/year, one-third of which are attributable to transportation. Strategies to reduce emissions from the transportation sector include reducing miles traveled, shifting the regional fleet to low or zero emissions vehicles, and sustainable land use strategies.

The climate risk and vulnerability assessment recognizes three key climate threats facing our region: flooding, drought and heat. The transportation system both contributes to and is affected by all three threats. Resilient infrastructure design, then, is a central climate adaptation element in the plan. 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.

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. The full plan is available at www.marc.org/climateaction.

This plan has been presented to and endorsed by the Air Quality Forum and the Sustainable Places Policy Committee. As requested, the plan was also shared with TTPC subcommittees including the Highway, Goods Movement and Bicycle/Pedestrian Committees and Kansas and Missouri STP Priority committees and their suggestions have been incorporated into the current draft. Other MARC transportation stakeholders also participated in the development of the plan. The plan will be presented to the MARC Board of Directors for their consideration later this month.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

Endorse the Regional Climate Action Plan.

STAFF CONTACTS:

Tom Jacobs

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 CO₂e), or 1.2 million MT CO₂e 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

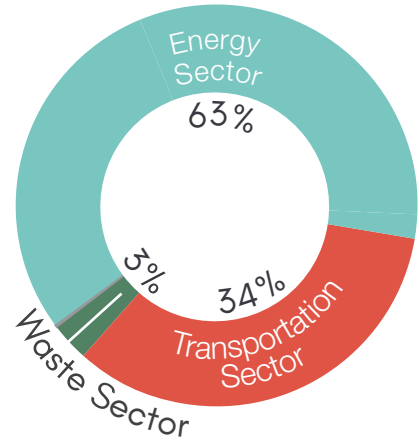
Greenhouse Gas Emissions by Sector

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

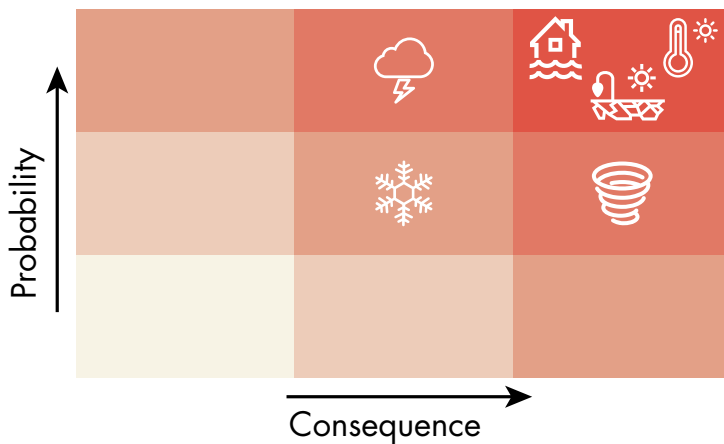
Based on the results of this study, the major sources of emissions are:

- **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 CO₂e 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 or contact us at cap@marc.org and info@climateactionkc.com.

Regional Climate Action Plan

Goals & Strategies

GOVERNANCE AND LEADERSHIP

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

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

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

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

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

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

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

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

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

TTPC AGENDA REPORT

February 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>

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

MARC will collect a 1.0% project fee for all federal funds awarded through the 2023-2024 programming in accordance with the MARC Transportation Program Local Match Policy and Strategy.

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 previously approved the funding recommendations for the Surface Transportation, Congestion Mitigation/Air Quality and Transportation Alternatives.

RECOMMENDATION

Approve the 2021 Special Amendment #1 to the 2020-2024 TIP.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

February 2021
Item No. 5

ISSUE:

REPORT: KC Spirit Playbook - Kansas City Missouri Comprehensive Plan

BACKGROUND:

The City Planning and Development Department with the City of Kansas City, Missouri, is leading an update of the City's Comprehensive Plan. This plan, which has been branded as the KC Spirit Playbook, sets priorities and guides land development decisions to ensure Kansas City, Missouri is a thriving, people-centered community and a successful model for other American cities to follow for future generations. The city's current comprehensive plan, FOCUS, had been previously adopted in 1997.

The plan will be addressing a variety of traditional topics like land use, housing, economic development, recreation, as well as transportation. The city's goal is to complete the Comprehensive Plan update later by the Fall of 2022. More information on this planning process can be found here: <https://playbook.kcmo.gov/>

Jeffrey Williams, Director of City Planning and Development with the City of Kansas City, will provide an update on this work to regional partners at the upcoming TTPC meeting.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

February 2021
Item No. 6

ISSUE:

REPORT: Buck O'Neil Bridge Project Update

BACKGROUND:

In 2017, the MARC Board of Directors provisionally approved up to \$40 million of federal Surface Transportation Program funds for a new Buck O'Neil bridge with accommodations for bicyclists and pedestrians, subject to MoDOT and the City of Kansas City, Missouri securing the remaining funds for the project. In the past few months, several important milestones have been completed for this project.

MoDOT and the city have each secured their share of funding for the project and MARC and MoDOT have amended both the Kansas City regional Transportation Improvement Program and the Missouri Statewide Transportation Improvement Program to commit these funds. The Federal Highway Administration has issued a formal finding of no significant impact, completing the required analysis under the national Environmental Policy Act. In August of 2021 MoDOT qualified five design build teams to submit formal proposals to complete the project. The final selection of the winning Massman-Clarkson team was announced on February 6, 2021.

More information about the project is available at: <https://www.modot.org/buck-oneil-bridge-project>

MoDOT staff will provide an update on the project at the meeting.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

TTPC last received an update on the project in September 202.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

TTPC AGENDA REPORT

February 2021
Item No. 7

ISSUE:

REPORT: MoDOT Planning Priorities

BACKGROUND:

MoDOT management have directed district staff to work with planning partners including MARC to update high priority unfunded road and bridge project lists that could be funded with up to \$2.5 billion over 10 years. This exercise is intended to help keep MoDOT's planning priorities current should additional funds become available.

Each MoDOT district will identify projects for their portion of the \$2.5 billion future funding total for road and bridge projects across two tiers. Multimodal needs will be addressed through a separate exercise soon.

The \$2.5 billion future funding for road and bridges will be categorized as follows:

Tier 1 - \$500 million urgent

- These projects must be deliverable (awarded) in the current STIP.

Tier 2 - \$2.0 billion of potential future funds

- These projects should be deliverable in any of the next 10 years, 2022-2031.

MoDOT district staff will provide updated project lists to headquarters in March. The Missouri STP Priorities Committee will review project information at their February meeting.

MoDOT and MARC staff will provide more information about this process at the meeting.

POLICY CONSIDERATIONS:

State system priorities should be consistent with the goals and objectives of Connected KC 2050.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl
Marc Hansen

TTPC AGENDA REPORT

February 2021
Item No. 8

ISSUE:

REPORT: U.S. 69 Expansion Project Update

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 103rd Street to 179th 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 was recently held online at <https://www.69express.org/>.

Staff from the project team will provide an update on the study at the meeting.

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

February 2021
Item No. 9

ISSUE:

REPORT: Operation Green Light Program Update

BACKGROUND:

Operation Green Light (OGL) is a regional effort to support the operation of traffic signals on high-volume, inter-jurisdictional arterial roadways throughout the Kansas City region to improve traffic flow and air quality. OGL currently coordinates the operation of over 750 traffic signals and supports over 1500 signalized intersections with 27 agency partners. Administered by MARC, the OGL program provides and maintains real-time data communications with each intersection and manages the regionally shared Advanced Traffic Management System (ATMS) software. OGL also hosts on its servers over 140 closed circuit television (CCTV) cameras for many of the area agencies that support the oversight of traffic signal operations, identification of signal malfunctions and incident management.

OGL continues to grow in its capacity to coordinate operations with the Kansas City Scout freeway management system to support traffic incident management activities ranging from unplanned events to regional roadway construction work.

Major work activities for 2021 will include:

- Continued monitoring of traffic patterns including changes related to the COVID-19 pandemic and adjustments to traffic signal timing plans, as needed.
- Installation of traffic responsive signal system hardware and software on US 71 at the Gregory and 55th Street intersections.
- Implementation of traffic signal infrastructure using CMAQ funds of \$1.4 million.
- Implementation of new signal timing plans for Chipman and Pryor Roads in Lees Summit.
- The 2017-2020 OGL Strategic Plan will undergo updates.
- Addition of Roeland Park to OGL program with network, timing and operations efforts

Further information including regional benefits, regional traffic signal map and coordination reports on the OGL program can be found at <https://www.marc.org/Transportation/Programs>
Staff will provide an update on the program at the meeting.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

None. Information only.

STAFF CONTACT

Ray M. Webb, PE, PTOE

TTPC AGENDA REPORT

February 2021
Item No. 10

ISSUE:

REPORT: Regional Zero Fare Study

BACKGROUND:

The Kansas City Area Transportation Authority (KCATA) and the City of Kansas City, Missouri planned to suspend farebox revenue collection on bus routes (zero-fare program) at some point in 2020. The rationale for this involved potential economic benefits to customers - especially low-income riders, improving mobility and access to transit, ridership increases, and efficiencies in KCATA operations including cash management, onboarding and reductions in fare disputes. The intent was to implement zero-fare through cost efficiencies and additional funding to offset any revenue loss and not by reducing services.

An analysis of the potential benefits of a zero-fare program was prepared for KCATA by the Center for Economic Information at the University of Missouri Kansas City in 2019 - final report issued in Feb. 2020. It concluded that there would be significant economic benefit to the community and to transit customers of having a zero-fare transit program in the Kansas City region.

When the COVID-19 pandemic reached the Kansas City area in March of 2020, farebox collection was suspended on all area transit routes including flexible and paratransit services as a public health measure. CARES Act funding has been used to offset this revenue loss.

The Mid-America Regional Council (MARC) in partnership with the University of Kansas Transportation Center and University of Missouri Kansas City Bloch School and with support from KCATA will analyze the impacts of zero-fare on a range of performance measures including economic impacts, opportunity costs, agency revenues and costs, operations, community impacts, and other policy considerations.

Staff will provide an update on the project at the meeting.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl
Martin Rivarola