



**OPEN MEETING NOTICE**  
**TOTAL TRANSPORTATION POLICY COMMITTEE**

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

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, January 20, 2015 at 9:30 a.m. in the Board Room on the second floor** of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

**A G E N D A**

1. Welcome/Introductions: -9:30 a.m.
2. VOTE: Minutes:\* 9:35 a.m.
3. REPORT: Potential MoDOT Service Reductions- 9:40 a.m.
  - Presentation on potential service reductions to address declining revenues
4. VOTE: 1st Quarter 2015 Transportation Improvement Program (TIP)\*— 9:55 a.m.
  - Review public comments, consider approval
5. VOTE: Greater Kansas City Regional Bikeway Plan\*-10:00 a.m.
  - Review regional bikeway plan final draft, consider approval
6. REPORT: RideShare Program Update — 10:15 a.m.
  - Report on RideShare program participant statistics
7. REPORT: SHRP2 —10:25 a.m.
  - Report on new truck freight data project
8. VOTE: Proposed Federal Legislative Agenda\* — 10:35 a.m.
9. REPORT: Proposed MAP-21 Rule Making — 10:45 a.m.
  - Report on National Highway System proposed rules on pavement and bridge performance
10. Other Business: 10:55 a.m.
11. Adjournment: 11:00 a.m.

\*Action Items

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**Parking:** Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

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**Total Transportation Policy Committee**  
**December 16 , 2014**  
**Meeting Summary - DRAFT**

**Members, Alternates Present-Representing**

Chuck Adams, Kansas Co-Chair  
Jim Allen, Johnson County  
Michael Ashcraft, Johnson County  
Mike Brungardt, Johnson County Municipalities  
Rita Cassida, Miami County  
Dick Davis, city of Kansas City  
Thomas Dow, city of Olathe  
Richard Grenville, KC Port Authority  
Bill Heatherman, Unified Government of WyCo/KCK  
Patty Hilderbrand, city of Kansas City  
Dick Jarrold, Kansas City Area Transportation Authority  
Russ Johnson, city of Kansas City  
Chris Kline, Jackson County  
Kent Lage, Johnson County  
Michael McDonald, Leavenworth County Municipalities  
Mark McHenry, city of Kansas City  
Janet McRae, Miami Municipalities  
Jack Messer, city of Overland Park  
Davonna Moore, Kansas Department of Transportation  
Mark Randall, Cass County  
Martin Rivarola, Johnson County Municipalities  
Eric Rogers, BikeWalk KC  
Carson Ross, Jackson County Municipalities  
Richard Scharfen, Cass County Municipalities  
Mickey Schwartzkopfg, Leavenworth County  
John Sharp, city of Kansas City  
Kite Singleton, Regional Transit Alliance  
John Smedley, Platte County Municipalities  
Duane Soper, Platte County  
Mike Spickelmier, Leavenworth County  
Johnny Sweeney, Jackson County  
Geoffrey Vohs, Johnson County  
Karl Walters, Clay County  
Beccy Yocham, Johnson County Municipalities

Angie Hoecker, Missouri Department of Transportation  
Tony Hoffman, city of Overland Park  
Lara Justeson, Vireo  
Ron McLinden  
Ken Miller, city of Lansing  
Luke Miller, Missouri Department of Transportation  
Mike Mitchell, Vance Brothers  
Bob Orr, Gredell Engineering  
Agnes Otto, Parsons Brinkerhoff  
Janet Rogers, Transit Action Network  
Barry Rolle, HDR  
Jennifer Schwaller, HDR  
Allison Smith, Kansas Department of Transportation  
Vanessa Spartan, Wilson & Company  
Jim Tobaben, Parsons Brinkerhoff  
Gerry Vernon, city of Merriam  
Barb Wells, CDM Smith  
Frank Weatherford, TranSystems  
Allan Zafft, CDM Smith

**MARC Staff Present**

Ron Achelpohl, Director of Transportation  
Aaron Bartlett, Senior Transportation Planner  
Karen Clawson, Transportation Planner III  
Beth Dawson, Sr. Land Use Planner  
Chris Depusoir, Public Affairs Coordinator  
Darryl Fields, Senior Transportation Planner  
Marc Hansen, Principle Transportation Planner  
Jim Hubbell, Principle Transportation Planner  
Ebony Jackson, Transportation Program Assistant  
Stephen Lachky, Transportation Planner II  
Whitney Morgan, Transportation Planner II

**Others Present**

Alysen Abel, city of Parkville  
Mac Andrew, SKW  
Dan Brown, Walter P. Moore  
Linda Clark, TranSystems  
Bob Goodwillie, Hg Consult Inc.

### **1) Welcome/ Introductions**

Co-Chair Chuck Adams called the meeting to order and introductions followed.

### **2) Approval of Meeting Summary \***

There were no changes to the November 18, 2014, meeting summary. Janet McRae moved to approve the meeting summary; Duane Soper seconded and the motion carried.

### **3) PSP Project Recommendations\***

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

The Creating Sustainable Places Committee worked with MARC staff earlier this year to refine the 2012 criteria for eligibility and the award process. A call for Planning Sustainable Places projects was issued that closed on August 27, 2014. MARC staff conducted an initial review and scoring of the 27 applications and worked with the Creating Sustainable Places committee to develop a recommended list of awardees. The Creating Sustainable Places committee unanimously developed the final recommended project list on November 17, 2014, and it can be found at [http://www.marc2.org/tr-psp/](http://www.marc2.org/tr-<u>psp/</u>). The list of the recommendations were attached to the agenda packet.

The PSP recommendations includes 13 planning projects from across the region:

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

These projects will focus on the integration of transportation, land use and environment, and will include citizen engagement. The committee weighed several considerations when developing the recommended list including project scores, scalability, local jurisdiction priorities, geography, eligibility, replicability and alignment with PSP program objectives.

Ms. Dawson said that the projects funded through the Planning Sustainable Places Program (PSP) will further the activity centers and corridors strategy outlined in both *Transportation Outlook 2040* and the Creating Sustainable Places initiative. The PSP Program's \$1 million funding is via two sources; both the Missouri and Kansas Surface Transportation Program Livable Communities Pilot Planning Programs.

Jim Randall moved to approve project funding recommendations for th Planning Sustainable Places Program; Kite Singleton seconded and the motion carried.

### **4) 1<sup>st</sup> Quarter 2015 Transportation Improvement Program (TIP)\***

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

The proposed 2015 1<sup>st</sup> Quarter Amendment to the *2014-18 TIP* includes 12 projects:

- 9 new projects to be added, including, but not limited to:

- Projects recommended for Federal Lands Access Program (FLAP) funding (#627002 & #634070).
- #180073 – Intersection improvements at US-73 & Marion in Leavenworth, Kansas.
- #738108 – Sugarland Drive improvements in Pleasant Hill, Missouri.
- Three 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/15Q1amend.aspx>

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

David Slater moved to approve releasing the 1<sup>st</sup> quarter *TIP* amendment for public review and comments; Mark McHenry seconded and the motion carried.

## **5) Community Pulse**

Karen Clawson reported that in May of this year, MARC launched its first online community engagement and research panel called Community Pulse. The panel consists of approximately 1,000 members who have agreed to participate on the panel by taking part in various research activities, including polls, surveys, and online discussions. It is volunteer-based and all the members are prescreened. The conversation can be three-way: panel moderator with panel members, panel members to panel moderator and panel member to panel member.

The panel is representative of the geographic make-up of the region with 60% of members from Missouri and 40% from Kansas. Over the last several months, MARC staff has engaged the panel in four transportation research activities but the topics are not only transportation related.

Ms. Clawson presented a snapshot of the 4 surveys/topics and their findings. Panel engagements are developed and administered to inform MARC's policy and plans.

There was a robust discussion around the responses to the panel engagement. Ron Achelpohl noted that the response isn't a statistically valid sample, but a self-selecting group of volunteers and can't substitute traditional public polling. However, it does provide additional information that has been helpful in the update of *Transportation Outlook 2040*.

In response to a question raised about advocating, Ms. Clawson said the decision hasn't been made if to involve the panel in anything other than the surveys, polls and discussions. She added that it is important to remember that what they signed up for, so for now they are sticking with traditional research.

## 6) Greater Kansas City Regional Bikeway Plan

Aaron Bartlett gave an update on the Greater Kansas City Regional Bikeway Plan. MARC is working in partnership with the eight counties in our transportation planning area to develop a regional bikeway plan concurrent with the update to *Transportation Outlook 2040*.

This planning effort was undertaken to engage the public and planning partners to develop a vision and implementation priorities for a regional bikeway network. The outcome of this work will be used to support local and regional implementation strategies and investment decisions. There was an executive summary which included a map, attached at the members places.

Mr. Bartlett said that the proposed Regional Bikeway Network will make it easier for people to use bicycling not only for recreation, but as an alternative mode of transportation to reach a variety of destinations. When fully implemented there will be over 2,000 miles of on-road and off-road facilities through the 8 counties in the Kansas City region.

The plan shares recommendations for:

- A prioritized network of regional bikeways to support regional/local planning and investment in active transportation.
- Regional planning and coordination to help implement the Regional Bikeway Plan by creating and sustaining necessary partnerships.
- Data collection and technical capacities to update and maintain GIS information on constructed, programmed and planned bikeways and trails, obtain accurate user counts and monitor crash data.
- Education and encouragement campaigns to raise public awareness of bikeway and trail resources in the region and educate the public about safe driving, walking and bicycling behaviors.
- Enforcement efforts to allow all users to share a safe roadway system and address roadway safety issues.
- Encouraging national designation applications to support communities that apply for Bicycle Friendly Community and Walk Friendly Community recognition.

The committee was encouraged to review the preliminary draft at:

<http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Special-studies-and-projects/Kansas-City-Regional-Bikeway-Plan>.

The draft was presented to the project Steering Committee and the Bicycle Pedestrian Advisory Committee at a special joint meeting on December 11, 2014. The draft plan was unanimously recommended with minor revisions.

A public open-house meeting is scheduled for January 8, 2015, from 4:00 to 6:30 PM, to share the plan as modified by the Steering Committee and BPAC. The plan will be brought back to TTPC and the MARC Board at their January meetings for consideration and adoption.

Janet McRae thanked Aaron Bartlett for help and including Miami County in the bikeway plan. In response to a question raised about education efforts, Mr. Bartlett reminded everyone that MARC produces the regional bike map online tool and mobile app. There can also be education material

produced on how ride on road and the rules of the road. Also, there are opportunities to educate motorists about their responsibility through radio, newspaper and internet ads.

Councilman John Sharp noted that the city of Kansas City, Missouri, has passed an ordinance to make it a violation for a motorist to intimidate a bicyclist or pedestrian.

Bill Heatherman thanked Aaron Bartlett and MARC staff for their hard work and dedication to the Regional Bikeway Plan.

## **7) 2014 Performance Measures**

Jim Hubbell said that *Transportation Outlook 2040*, includes a set of goals that serve as the plan's foundation. *Transportation Outlook 2040* provides a social, environmental and economic sustainability vision for the Kansas City region. It outlines \$18 billion in transportation investments to support and guide implementation of the plan over time. It includes a set of performance measures related to the goals and objectives defined in the Policy Framework.

Since the Plan was developed and adopted in 2010, MARC has produced an annual Performance Measures Report to monitor progress. The annual Performance Measures Report provides a snapshot of the region's progress towards the goals and objectives in *Transportation Outlook 2040*. This report helps MARC and regional transportation stakeholders to better understand and evaluate how well the region is achieving the plan goals.

In 2014, MARC updated the performance measures with the most recent data available. In coordination with the update to *Transportation Outlook 2040*, a new measure was added corresponding to the Equity goal, which was added to the Policy Framework adopted by the MARC Board in January 2014.

Mr. Hubbell highlighted the trends and observations in the 2014 Performance Measures Report and the next steps in performance measures. In 2015, MAP-21 will require MPOs to set performance targets related to transportation planning which will include highway system preservation, safety and air quality. It is anticipated that in early 2015 USDOT will release proposed rule-making for Performance Measures.

Councilman Sharp asked MARC staff to look at trends and not just from one year to the next. He thought not significant. Ron McLinden added that there is an opportunity to expand the performance measures report to include other modes. Mr. Hubbell said that MARC is not married to the current objectives and the plan is with the help of the committees to dive in and determine if there should be other goals to evaluate. There are strategies in the update of *Transportation Outlook 2040* to establish methodology and intergration of complete streets and their performances in the region.

## **8) Other Business**

Janet Rogers announced that an interview with Robbie Makinen is on the Transit Action Network website. The next shows on KKF1 90.1 will be Jan. 6 and Feb. 10.

Co-chair Chuck Adams thanked the MARC staff and committee volunteers for a great year.

## **9) Adjournment**

There was no further business and the meeting was adjourned. The next meeting of TTPC will be held January 20, 2015.

**TTPC AGENDA REPORT**

January 20, 2015

**Agenda Item No.3****ISSUE**

*REPORT: Potential MoDOT Service Reductions*

**BACKGROUND**

MoDOT and the Missouri Highways and Transportation Commission currently estimate that revenues available for their right-of-way and construction program will fall to approximately \$325 million in State fiscal year 2017. MoDOT currently estimates that at least \$485 million per year is needed to maintain the state highway system at current performance targets.

At their meeting on January 14, 2015, the Commission will consider plans to designate a primary network of 8,000 miles on the 34,000 mile state system where funds will be programmed on the Statewide Transportation Improvement Program. MoDOT staff will discuss these plans at the meeting.

**POLICY CONSIDERATIONS**

Estimates of available revenues may impact the fiscal constraint of *Transportation Outlook 2040* and/or the Transportation Improvement Program.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACTS**

Ron Achelpohl

**ISSUE**

*VOTE: 2015 1<sup>st</sup> Quarter Amendment to the 2014-18 Transportation Improvement Program*

**BACKGROUND**

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

The proposed 2015 1<sup>st</sup> Quarter Amendment to the *2014-18 TIP* includes 12 projects:

- 9 new projects to be added, including, but not limited to:
  - Projects recommended for Federal Lands Access Program (FLAP) funding (#627002 & #634070).
  - #180073 – Intersection improvements at US-73 & Marion in Leavenworth, Kansas.
  - #738108 – Sugarland Drive improvements in Pleasant Hill, Missouri.
- 3 modified projects
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review:

<http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/15Q1amend.aspx>

**POLICY CONSIDERATIONS**

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

All of the projects in the proposed 1<sup>st</sup> quarter amendment are financially constrained.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

Approve the 2015 1<sup>st</sup> Quarter Amendment to the *FFY 2014-2018 TIP*.

**STAFF CONTACT**

Marc Hansen



**ISSUE**

VOTE: DRAFT GREATER KANSAS CITY REGIONAL BIKEWAY PLAN.

**BACKGROUND**

MARC has been working with local and state partners to develop a regional bikeway plan for the eight-county Metropolitan Planning Boundary. Links between communities connect regional and local destinations, enhance access to transit services, reduce transportation costs and promote better health through active lifestyles, while preserving the environment and promoting safety.

The objective of the plan has been to create a network of on-street and off-street investments to increase transportation choice for people of all ages and abilities throughout Greater Kansas City. The plan envisions a cohesive regional network of over 2,000 miles of bikeway corridors, connected across city, county and state boundaries. The plan estimates implementation costs for the entire system at approximately \$603 million.

The plan sets forth a framework to guide and inform local planning efforts and coordinate those efforts on a regional scale with:

- A prioritized network of regional bikeways to support regional and local planning and investment in active transportation.
- Regional planning and coordination to help implement the Regional Bikeway Plan by creating and sustaining necessary partnerships.
- Data collection and technical capacities to update and maintain GIS information on constructed, programmed and planned bikeways and trails, obtain accurate user counts and monitor crash data.
- Development of a regional wayfinding system.
- Education and encouragement campaigns to raise public awareness of bikeway and trail resources in the region and public education about safe driving, walking and cycling behaviors.
- Enforcement efforts to allow all users to share a safe roadway system and address roadway safety issues.
- Encouragement of communities to apply for Bicycle Friendly Community and Walk Friendly Community recognition.

The regional vision can only go as far as the local governments and other entities that carry it forward. If adopted, this plan will lead to coordinated project development around long-distance corridors, providing improved access to activity centers, recreational opportunities and transit services.

Additional information about the Regional Bikeway Plan is available here:

<http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Special-studies-and-projects/Kansas-City-Regional-Bikeway-Plan>

**POLICY CONSIDERATIONS**

Development of a regional bikeway plan is consistent with the recommendations of *Transportation Outlook 2040*.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

MARC worked with the Project Steering Committee and Bicycle Pedestrian Advisory Committee to guide the development of the plan. In a joint meeting held on December 11, 2014, both committees recommended that the draft plan proceed to TTPC for consideration.

**RECOMMENDATION**

Adopt the Greater Kansas City Regional Bikeway Plan as recommended by the Bicycle Pedestrian Advisory Committee and Project Steering Committee.

**STAFF CONTACTS**

Aaron Bartlett

**ISSUE**

*REPORT:* RideShare Program Update

**BACKGROUND:**

MARC operates the regional RideShare program as a service to promote alternative transportation for commuters and employers, and provides a free ride-matching service to the public.

Staff has recently conducted a geospatial analysis of current RideShare users which shows concentrations of carpoolers' origins and destinations in the Kansas City region. This information will have implications for RideShare outreach efforts, and may be used to inform the upcoming KC Workforce Connex TIGER planning project.

Staff will share highlights of this work at the meeting.

**POLICY CONSIDERATIONS:**

None.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RECOMMENDATION:**

None.

**STAFF CONTACT:**

Matt Davis

**ISSUE**

*REPORT:* FHWA's Strategic Highway Research Program 2 (SHRP2) Implementation Assessment Program — Freight Data Improvement

**BACKGROUND**

MARC has been awarded funding through FHWA's Strategic Highway Research Program 2 (SHRP2) Implementation Assessment Program — Freight Data Improvement for a project to improve local freight data by developing a new data source for use at the local level and integrating this new data source with other existing tools and sources for local application.

USDOT has invested heavily in development of datasets that support the examination of freight network performance at the national and, to a degree, regional and sub-regional (local) levels. However, to date, these sources have been limited to independent datasets containing commodity survey data and network performance (FHWA Freight Performance Measurement – FPM) tools.

MARC, with the cooperation of KDOT, MODOT, KC SmartPort and the Parson Corp., plan to use a combination of existing data and a new source of commercial freight waybill data regarding shipment origin, destination and cost to formulate new performance measures based on:

- The true cost of congestion (i.e., what it actually costs to move freight through congestion areas); and
- The direct economic impact of infrastructure investment on the freight transportation system (and by extension, the potential economic vitality of the region(s) of travel).

These measures will allow the Kansas City region to focus and prioritize freight infrastructure improvement investment using quantitative data that demonstrates the real costs of moving freight under various conditions. It will also allow MARC to update and enhance our freight model to include more comprehensive, timely data.

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

**POLICY CONSIDERATIONS**

None.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None.

**STAFF CONTACT**

Darryl Fields

## ISSUE

*REPORT:* Provide input into the draft 2015 Federal Legislative Agendas

## BACKGROUND

Each year, the MARC Board of Directors identifies federal legislative, regulatory and funding issues of concern to the Kansas City region and prepares positions on those issues. The following information describes issues for 2015 attention by the area's congressional delegation. The MARC Board is expected to adopt its platform in late January. The following transportation-related positions are being considered by the MARC Board:

### Surface Transportation

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012, and the law expires in May of this year. MAP-21 has been a milestone for the U.S. economy and the Nation's surface transportation program. MAP-21 has created a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established by Congress in the landmark 1991 law. Congress is working toward the next reauthorization, including means to adequately fund the construction and maintenance requirements for the nation's transportation systems. Recognizing that an adequate transportation system plays a critical role in our national, state and local communities' economic and social well being, Congress should:

- 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. Congress should consider a number of strategies to increase federal resources including but not limited to an increase in the federal gas tax, federal tax code changes on overseas business operations and general revenues. The federal gas tax of 18.4 cents was last increased in 1993, and brings in \$34 billion/year. The current level of federal spending is \$50 billion/year.
- Allow states to toll existing highways to fund their renovation and encourage public-private partnerships and new bond financing authority to support large-scale projects of regional and national significance.
- Implement a multi-year bill to provide stability and predictability to states and local governments.
- Build on MAP-21'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 .
- Maintain progress for non-highway modes of transportation – ensuring a balanced system.
- Ensure stability and security of transit funding as a significant part of the Trust Fund.
- Support active transportation by raising the funding levels of the Transportation Alternatives Program to the pre-MAP-21 levels of predecessor programs.

**Transit**

Continue support for transit capital and operating assistance programs and fair allocations to bus-based transit system communities like Kansas City.

**Amtrak Service**

Support continued funding for Amtrak services to and from the Kansas City region.

**Economic Resiliency**

HUD, DOT and EPA continue to work together to support local community revitalization. Support continued funding of TIGER and the DOT/EPA/HUD joint planning efforts.

**Support Continuation of the America Community Survey**

- Support complete implementation for the American Community Survey by the U.S. Census Bureau, including the appropriation of adequate resources.
- Support policy that requires response to the survey to ensure adequate and appropriate response at national and local levels.

**POLICY CONSIDERATIONS**

The proposed surface transportation position is consistent with MARC's current position on transportation reauthorization adopted on 12/20/2011.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None, receive input only.

**STAFF CONTACT**

Marlene Nagel

**ISSUE**

*REPORT: MAP-21 Proposed Rules – National Performance Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program*

**BACKGROUND**

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

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

The comment period closes on April 6, 2015. USDOT is encouraging the public and transportation planning stakeholders to review and submit comments on the proposed rule. MARC staff will review the proposed rule, and will coordinate with MARC committees and regional planning partners to develop comments.

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

**POLICY CONSIDERATIONS**

The proposed rules and requirements have a direct impact on work activities MARC conducts as the region's MPO. For each of the performance measures defined through the MAP-21 rulemaking process, MARC will be required to establish targets, and monitor progress towards achieving those targets. The targets established for the Kansas City metropolitan region will ultimately be integrated into the Metropolitan Transportation Plan (MTP) and regional performance management process.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None – information only

**STAFF CONTACT**

Jim Hubbell