



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, February 17, 2014 at 9:30 a.m. in the Board Room on the second floor** of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

A G E N D A

1. Welcome/Introductions -9:30 a.m.
2. VOTE: Minutes of last meeting*- 9:35 a.m.
3. VOTE: MARC Metropolitan Planning Area Boundary Adjustment* --9:40 a.m.
 - Consider minor expansion of transportation planning boundary to include Census-defined urban area in Lafayette County, Missouri
4. REPORT: Kansas City Area Transportation Authority - 9:50 a.m.
 - Report on recent activities and accomplishments
5. REPORT: Kansas State Funding- 10:00 a.m.
 - Report on current legislation involving transportation funding
6. REPORT: Public Participation Plan Review - 10:10 a.m.
 - Report and evaluation of MARC public participation activities in 2014
7. REPORT: *Transportation Outlook 2040* Update -10:20 a.m.
 - Progress report
8. REPORT: Quarterly Safety Report – 10:25 a.m.
 - Report on recent safety efforts and current safety statistics
9. REPORT: Envision Tomorrow – 10:35 a.m.
 - Report on new planning tool for sustainable development
10. REPORT: Complete Streets – 10:45 a.m.
 - Report on process to review and update regional policy
11. Other Business:-10:55 a.m.
12. Adjournment-11:00 a.m.
 - *Action Items

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

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Total Transportation Policy Committee
January 20, 2015
Meeting Summary - DRAFT

Members, Alternates Present-Representing

Alice Amrein, Johnson County
David Bower, Jackson County Municipalities, Co-Chair
Mike Brungardt, Johnson County Municipalities
Rita Cassida, Miami County
Dick Davis, city of Kansas City
Thomas Dow, city of Olathe
Chuck Ferguson, Kansas City Area Transportation Authority
Marcie Gragg, city of Independence
Richard Grenville, KC Port Authority
Wayne Moody, Unified Government of WyCo/KCK
Patty Hilderbrand, city of Kansas City
Tony Hofmann, city of Overland Park
Dick Jarrold, Kansas City Area Transportation Authority
Brian Kidwell, Missouri Department of Transportation
Chris Kline, Jackson County
Kent Lage, Johnson County
Michael McDonald, Leavenworth County Municipalities
Mark McHenry, city of Kansas City
Sherri McIntyre, city of Kansas City
Janet McRae, Miami County Municipalities
Jack Messer, city of Overland Park
Mike Moriarty, Kansas Department of Transportation
Mark Randall, Cass County
Randy Rhoads, city of Lee's Summit
Eric Rogers, BikeWalk KC
Carson Ross, Jackson County Municipalities
John Sharp, city of Kansas City
Mark Sherfy, Johnson County Municipalities
Kite Singleton, Regional Transit Alliance
David Slater, Clay county Municipalities
John Smedley, Platte County Municipalities
Mike Spickelmier, Leavenworth County
Justus Welker, Unified Government of WyCo/KCK

Tom Degenhardt, BHC Rhodes
Phil Eilers, HNTB
Bob Goodwillie, Hg Consult Inc.
Adam Hahs, Vance Brothers
Angie Hoecker, Missouri Department of Transportation
Kristen Leathers, Affinis
Ron McLinden
Dan Niec, Missouri Department of Transportation
Ken Miller, city of Lansing
Luke Miller, Missouri Department of Transportation
Gina Murphy, CDM Smith
Bob Orr, Gredell Engineering
Kim Pemberton, TREKK Design Group LLC
Jim Pickett, Kansas Department of Transportation
Joni Roeseler, Missouri Department of Transportation
Allison Smith, Kansas Department of Transportation
Chip Touzinsky, Garver
Hope Visconti, Missouri Department of Transportation
Gina Murphy, CDM Smith

MARC Staff Present

Ron Achelpohl, Director of Transportation
Terry Anderson, Program Assistant
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
Hillary Hershner, Intern
Jim Hubbell, Principle Transportation Planner
Ebony Jackson, Transportation Program Assistant
Whitney Morgan, Transportation Planner II
Ray Webb, Manager of Traffic Operations
Pamela Williams, temp

Others Present

Alysen Abel, City of Parkville
Mac Andrew, SKW
Linda Clark, TranSystems

1) Welcome/ Introductions

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

2) Approval of Meeting Summary *

There were no changes to the December 16, 2014 meeting summary. Mayor David Slater moved to approve the meeting summary, Mayor John Smedley seconded and the motion carried unanimously.

3) Potential MoDOT Service Reductions

Brian Kidwell presented MoDOT's proposed *Missouri 325 System* plan to limit future highway construction projects to their primary system of 8,000 miles within their 34,000 mile system to manage costs within their anticipated \$325 million annual budget starting in 2017. MoDOT estimates that at least \$485 million per year would be needed to maintain the state highway system at current condition levels. The plan was introduced at the MoDOT Commission meeting on January 14. In 2009 MoDOT had over \$1.3 billion in construction funds, \$700 million last year and \$600 million this year and \$325 million in 2017. The challenge is that the system is not getting smaller along with the funding stream. MoDOT takes care of 34,000 roadway miles and over 10,400 bridges, it is the seventh largest system nationally with the 46th largest budget. For the first time, MoDOT will be unable to match Federal funds –in 2017 there will be \$167 million of Federal funds unmatched and it will climb to \$399. The 8,000-mile primary system connects cities across the state. Roads that are outside of the primary system would only receive routine maintenance by staff, not contractors; he noted that several urban major routes are not included in the 8,000 miles. Within the Kansas City area he mentioned highways 152, 69, 24, 350, 71 north of 470, Routes 1 and 7 and a portion of 150. Data from bridge inspections in 2014, MoDOT determined there were 483 supplementary system bridges in poor or serious condition and would eventually be taken down. This is the biggest threat. They estimate there would be 1,434 bridges in poor or serious condition by 2024. Amendment 7 would have generated \$480 million per year but failed on the August 2014 ballot. MoDOT developed their "Missouri 325 System" plan to address their constrained funding estimates. All current projects in the STIP would be funded. MoDOT has taken several steps to reduce costs through reduction of staff, combined office locations, sold equipment, etc.

The Chair, as well as other attendees, expressed concern regarding the plan, especially regarding closing bridges, and asked what additional efforts MoDOT planned to take to encourage the legislature to raise funds. Mr. Kidwell responded that MoDOT is a service organization and takes pride in maintaining their system in the best condition possible within their available funds. They plan to educate the public that sales tax has not increased for 20 years, etc. and by 2017 they hope to have an alternative in place. Mark Randall asked if local funds could be used to match Federal funds so dollars aren't left on the table and Mr. Kidwell responded by saying that would be a cost-share arrangement; however, MoDOT's cost-share program was currently on hold and MoDOT is not currently planning to restart it. Mayor Ross stated that the committee does not want to leave funds on the table and asked MoDOT to run scenarios how to at least match the funds and then share that information with legislators. Other funding ideas mentioned: tolls, gas tax, and special road districts funds. MoDOT could support those options but they are not under their control.

Ron Achelpohl added that MARC's legislative agenda, includes support of an increase in revenue for state transportation needs and to look at a variety of revenue sources. He asked if the Commission plans on changing the funding formula and Brian responded there would not be any changes. The primary system has existed since the 1960s, just not used for prioritizations in the past. Ron shared that at the January 28th meeting, the Highway Committee would be discussing the impacts this plan would have on Kansas City area routes.

Comments on the potential plan may be placed on their website, <http://www.modot.org/toughchoicesahead/index.htm>. It is anticipated that the plan would be implemented at the next Commission meeting in February. This plan will provide guidance for the 2017 STIP update cycle.

Chairman Bower thanked Brian for the presentation with the hope that the TTPC will be able to contribute some wisdom to the decision making, if permitted) **1st Quarter 2015 Transportation Improvement Program (TIP)***
Background: The *Transportation Improvement Program (TIP)* is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the *TIP* on a quarterly cycle to accommodate changes to projects in the *TIP*.

Marc Hansen reviewed the proposed amendment. In December, the TTPC approved sending the proposed 2015 1st Quarter Amendment to the *2014-18 TIP* out for public review and comment. No comments were received from the public. This amendment includes 9 new projects and 3 modified projects. Two of the new projects, one in Jackson County and one in Grandview, were recommended for funding through the Federal Lands Access Program (FLAP) (#627002 & #634070).

Details of these projects were available for review on the Internet at:
<http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/15Q1amend.aspx>

MOTION: Kite Singleton moved and Mark Randall seconded, to approve the 2015 1st Quarter *TIP* Amendment. The motion carried unanimously.

5) Greater Kansas City Regional Bikeway Plan

Last month the draft Greater Kansas City Regional Bikeways Plan was shared with the TTPC. MARC held an open-house event on January 8 for the public, which was attend by approximately 65 individuals. Aaron Bartlett presented an update on draft plan and provided two maps: one of communities' existing and planned facilities and one of the regional bikeway network.

MARC worked with local and state partners to develop this plan for the eight-county Metropolitan Planning Boundary.

The objective of the plan is to create a network of on-street and off-street investments to increase transportation choices for people of all ages and abilities throughout Greater Kansas City. A regional vision over 2,000 miles of bikeway corridors, connects 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 way-finding system.
- 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 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 the committee approves the plan, it would be presented to the MARC Board for adoption. If adopted, this plan would lead to coordinated project development around long distance corridors, providing improved access to activity centers, recreational opportunities and transit services.

MOTION: Janet McRea moved and Mark McHenry seconded to approve the bikeway plan. The motion carried unanimously.

6) RideShare Program Update

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. Information and other resources are available at www.ridesharekc.org. We also work to protect air quality and reduce traffic congestion. We view every empty seat in a vehicle as an opportunity.

Matt Davis, MARC's RideShare outreach coordinator, shared that staff recently conducted a geospatial analysis of current RideShare users which shows concentrations of carpoolers' origins and destinations in and around the Kansas City Region from as far as Columbia, Topeka, St. Joseph, Lawrence and Manhattan. Matt showed maps illustrating two datasets of RideShare users, 2007-2013 compared with those in 2014. This information will have implications for RideShare outreach efforts with local businesses, and may be used to inform the upcoming KC Workforce Connex TIGER planning project. Staff is also working with BikeWalkKC and the KCATA to identify two high-usage neighborhoods and create a pilot project that if successful can be replicated elsewhere in the region.

Eric Rogers asked if the analysis included population who live downtown/midtown with a reverse commute and Matt responded that it does and that reverse commuters have less access to transportation options.

Those in attendance shared concern in the low transit usage data. Ron Achelpohl shared that we are low compared to peer metro areas. The KC Workforce Connex project is set to plan increased access to employment over the next ten years.

7) SHRP2 Report

Darryl Fields reported that 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 to develop 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 Corporation, 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.

Darryl shared that Dallas is the most friendly and cost effective regarding freight and Kansas City is second. We are looking at continued improvements and provide a new tool with plans to share the tool with other regions.

In response to an inquiry, Darryl shared that the data includes only highway freight traffic, not trains, barges or air. Janet McRae shared that the Goods Movement Committee will be involved in the project and additional participation from consultants would be needed as experts in this field as we move forward with funding. Let her or Darryl know if you are interested.

Sherri McIntyre as if one of the anticipated outcomes on the I-70 study was to provide freight data? Darryl confirmed it as correct.

John Sharp noted that if barge traffic would increase, the highway traffic would have some relief.

8) Proposed Federal legislative Agenda for 2015

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. Ron Achelpohl briefly reviewed the following transportation-related positions that are being considered by the MARC Board. The last two items were recently provided for consideration by Eric Rogers, BikeWalkKC. Ron highlighted the first two items within the surface transportation section.

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 US 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.

Safe Routes to School (SRTS) Local Match

MAP-21 introduced a 20 percent local match for SRTS projects for the first time. This has been a challenge for school districts that now need to come up with local funds. Propose a return to the previous policy of SRTS type activities being 100 percent federally funded.

TIFIA Pilot Project for Bike/Pedestrian Projects

The last Congress had a proposed bill to carve out a small part of the TIFIA transportation financing program to create a pilot program for financing alternative transportation projects, with a special emphasis on projects in EJ tracks and other underserved areas. Support including this in a new transportation bill.

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

There was a brief discussion, including input from Kite Singleton encouraging the inclusion of the BikeWalkKC agenda additions, and no objections were offered. These agenda items will be incorporated in the list presented to the MARC Board next week.

Mayor Slater asked at the state level, regarding MoDOT's funding situation, can MARC create a list of options and go to Jefferson City for a discussion? Ron responded that MARC had prior to Amendment 7. Staff have had a presence there depending on the issue. MARC is open to a variety of potential revenue sources in Missouri to relieve the funding challenges, with the main point of not relying only on sales tax to solve the revenue issue. MARC's statewide platforms are used for cities to develop their own local government issues as well.

Mayor Ross added that the Legislature can fix "money left on the table" by passing a 2 cent tax increase in two cycles, that reaches the \$167M although that is a short-term fix and other solutions would then be needed for the long-term.

9) Proposed MAP-21 Rule Making

Jim Hubbell reported. 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. The area includes all of MoDOT's primary system and only 200 miles of roadway in the MARC region.

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.

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 of good condition and poor condition, 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.

This will be discussed in more detail at the Highway Committee's next meeting. There were no questions or comments.

10) Other Business

Ron Achelpohl shared that Ebony Jackson is leaving MARC, having attained a position with the Kansas City Streetcar Authority. She will be missed but we will still have opportunity to work with her. MARC has hired Martin Rivarola as the Assistant Director of Transportation and Land Use, and will begin next week. Also provided is a list of TTPC meetings in 2015.

11) Adjournment

There was no further business and the meeting was adjourned. The next meeting of TTPC will be held February 17, 2015.

ISSUE

VOTE: MARC Metropolitan Planning Area Boundary Adjustment

BACKGROUND

Federal regulations related to metropolitan transportation planning state that, “At a minimum, the MPA [Metropolitan Planning Area] boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.” An urbanized area is a Census-designated urban area with 50,000 residents or more.

In March 2012, the US Census Bureau released geographic boundaries for urban areas in the United States based on the 2010 Census of Population. As a result of the 2010 Census, the Kansas City (MO-KS) urbanized area expanded to include a small area (about 0.8 square miles) in Lafayette County, Missouri. In order to comply with federal planning requirements, the MARC MPA must be adjusted to include the portion of the Kansas City urbanized area in Lafayette County.

Within the MoDOT planning framework, Regional Planning Commissions (RPCs) represent multi-county rural regions and coordinate local governments on a regional scale in efforts that include transportation planning. The Pioneer Trails RPC planning area encompasses four counties, including Lafayette County. MARC coordinated with Pioneer Trails staff to explain the proposed MARC MPA boundary adjustment to Lafayette County elected officials.

POLICY CONSIDERATIONS

Although a relatively small portion (about 0.02%) of the MARC MPA will extend into Lafayette County, Pioneer Trails RPC will continue to serve as the primary transportation planning agency for the entire area of Lafayette County. MARC and Pioneer Trails RPC will coordinate any transportation planning efforts involving the portion of MARC in Lafayette County.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

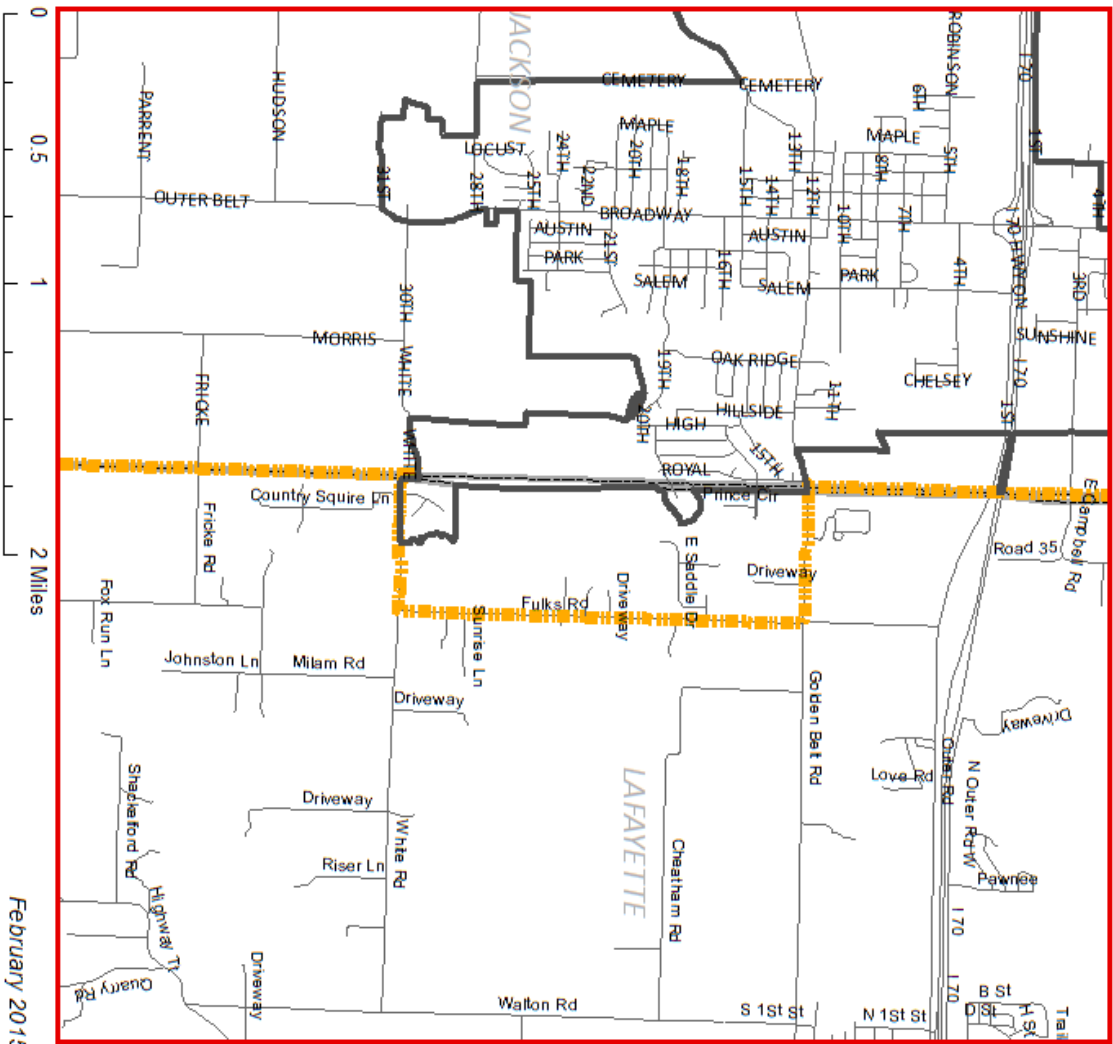
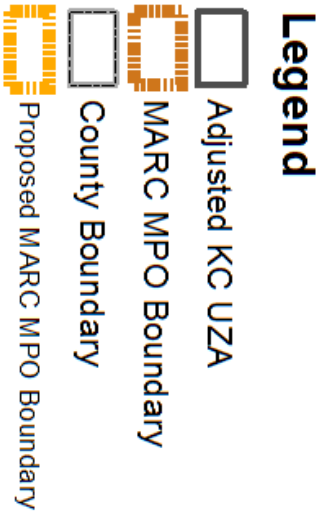
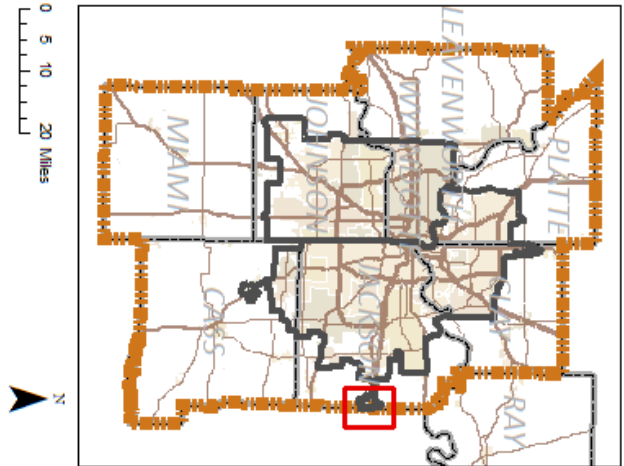
RECOMMENDATION

Approve adjustment to the MARC Metropolitan Planning Area boundary.

STAFF CONTACT

Jim Hubbell

Proposed Adjustments to MARC Planning Boundary



TTPC AGENDA REPORT

February 17, 2015

Agenda Item No. 4

ISSUE

REPORT: Kansas City Area Transportation Authority

BACKGROUND

The Kansas City Area Transportation Authority (KCATA) is the largest provider of public transportation services in the region and serves as the area's designated recipient for most Federal Transit Administration Funds. The KCATA jointly convenes the Regional Transit Coordinating Council with MARC.

KCATA has successfully negotiated an arrangement with Johnson County to manage contracts for The Jo transit services. KCATA is also currently restructuring to provide more efficient service delivery and regional leadership.

Robbie Makinen, KCATA Board Chair and RTCC Co-Chair, will report on these and other initiatives at the meeting.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl

ISSUE

REPORT: Kansas State Funding

BACKGROUND

State transportation funding is facing unique challenges and threats in both Missouri and Kansas this year.

The Kansas Department of Transportation is currently providing information to the Governor and Legislature on the impacts of various scenarios for funding cuts that may be prompted by current and future statewide budget shortfalls. According to the Governor’s proposed budget:

“The State Highway Fund currently transfers \$262.9 million to other state agencies and the State General Fund. Additional transfers of \$150.7 million have been proposed in the FY 2015 budget and additional transfers of \$100.0 million have been proposed in the FY 2016 and FY 2017 budgets. The State Highway Fund will transfer an additional \$7.8 million in FY 2015, \$13.3 million in FY 2016, and \$13.8 million in FY 2017 that is available from operations reductions to occur at KDOT.

KDOT indicates that preservation projects already announced for FY 2015 and FY 2016 as well as expansion and modernization projects announced for the course of T-WORKS will be let as scheduled. Yet to be programmed State Highway Fund dollars will be applied to additional preservation projects at a level that allows KDOT to maintain a positive yearly ending balance in the State Highway Fund. The agency notes that estimated State Highway Fund yearly ending balances are very fluid and are shaped by a number of ever changing variables and assumptions. Based on KDOT’s most current information and assumptions, the program can maintain a commitment to construct all of the announced expansion projects and program preservation projects at a level that achieves the performance targets for road and bridge conditions.”

- See more at: https://lintvksnw.files.wordpress.com/2015/01/fy2016_qbr_vol1-01-16-2015.pdf

Staff will provide more current information on these funding issues 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

TTPC AGENDA REPORT

February 17, 2015

Agenda Item No. 6**ISSUE**

REPORT: Public Participation Plan Review

BACKGROUND

The *Public Participation Plan (PPP)* describes strategies and policies to engage the public in activities that MARC and other agencies undertake for the metropolitan transportation planning process, including development and maintenance of the Long-Range Transportation Plan, Transportation Improvement Program and Unified Planning Work Program. The current PPP was approved on October 20, 2007 and last updated on September 17, 2013. The current PPP is available online at: <http://www.marc.org/transportation/participation.htm>.

MARC staff will provide an overview of this plan and present an evaluation of public participation activities undertaken in 2014.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Karen Clawson

ISSUE

REPORT: Transportation Outlook 2040 Update

BACKGROUND

MARC, as the Kansas City Region's federally designated Metropolitan Planning Organization (MPO), is required to develop and maintain the region's long-range, Metropolitan Transportation Plan (MTP). The MTP identifies and guides the region's federal transportation investments over a 20 to 30 year period and is required to be updated every five years.

The MARC Board initiated the process to update *Transportation Outlook 2040* in September 2013. Since then, MARC has coordinated with regional stakeholders, planning partners and the public to update the Policy Framework, demographic and traffic forecasts, financial assumptions, project priorities, and content of the MTP document. Currently MARC staff is focused on compiling various chapters into a draft document.

MARC staff will provide a brief report on progress and schedule regarding the *Transportation Outlook 2040* Update.

POLICY CONSIDERATIONS

The updated plan will serve as the region's federally required Metropolitan Transportation Plan (MTP). The MTP articulates goals, objectives, strategies and performance measures that will guide transportation planning and programming activities in the greater Kansas City region over a 25-year planning horizon.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

MARC planning committees reviewed and approved content for each of the chapters in *Transportation Outlook 2040*. Additionally, the *TO 2040* Subcommittee provided feedback and guidance on policy matters throughout the plan update process.

RECOMMENDATION

None (Information Only)

STAFF CONTACT

Jim Hubbell

ISSUE

REPORT: Quarterly Safety Report.

BACKGROUND

Attached is the Kansas City Region Fatality Report for the quarter ending December 31, 2014 . The report tracks 15 Focus Areas identified in the [Kansas City Regional Transportation Safety Blueprint | Toward Zero Deaths 2013–2017](#). Each quarterly report represents the total recorded year to date roadway fatalities for the 13 county area. The [Safety Blueprint](#) has set a regional goal of 190 or fewer fatalities by 2014. The preliminary total for 2014 is at 166 fatalities. This is a significant reduction below the set goal.

Every effort is made to make the quarterly reports accurate, timely and complete. However, these numbers are subject to revision as reports continue to come in. Adjustment average 4 fatalities each month. We do not expect the final total to exceed the set goal.

All of the priority issues recorded fewer fatalities compared to the cumulative fourth quarter 5-year average, with two exceptions. “Intersection” fatalities rose by (8) eight and “Head-on” fatalities rose by (2) two.

This quarter reports that 58% (97 of the annual total of 166) of all fatalities were “unrestrained occupants”. According to the National Highway Transportation Safety Administration (NHTSA), lap-shoulder belt systems reduce the risk of fatality and serious injury by 50 percent when used by drivers and front-seat passengers. (NHTSA website)

The national average seatbelt usage rate was 86% for 2013. Kansas seatbelt usage rates went from 80% in 2012 to 81% in 2013. Kansas passed a primary seatbelt law which went into force on June 30, 2010. Kansas seat belt surveys are conducted in June and July. Missouri's seatbelt rates went from 79% in 2012 to 80 % in 2013. Missouri does not have a primary seat belt law. However, on April 18, 2013 the City of Kansas City, Missouri City Council passed a primary seatbelt ordinance. The City of Weston and the City of Kansas City are the first municipalities within the Destination Safe services area to join several other cities across the State to enact primary seat belt ordinances.

Both states have been below the national average seat belt usage rate. Increasing seatbelt use rates remains a priority for the region.

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Aaron Bartlett

2014 Quarterly Fatality Report

Ending Dec. 31, 2014



Produced in partnership with **safekan** **ARRIVE ALIVE**

Q. What is the five-year YTD average?

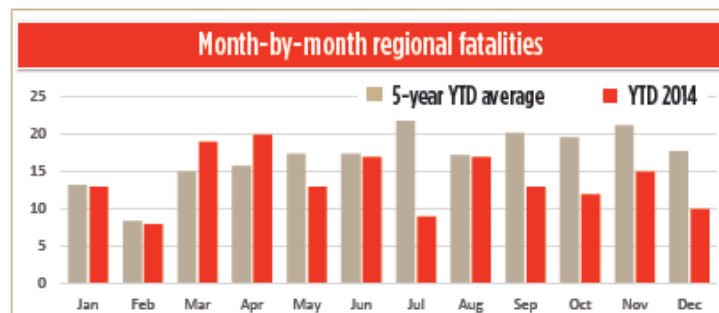
A. The five-year average for each quarterly report is an average of total fatalities for the same year-to-date (YTD) period over the previous five years (2009–2013). This report compares YTD 2014 with the same period five-year YTD average.

Roadway fatalities	Destination Safe YTD	YTD fatalities are down 19% from the five-year YTD average.
Year-to-date target	190 or fewer	<div style="font-size: 4em; margin: 0;">↓</div>
YTD, ending Dec. 31, 2014	166	
Five-year YTD average, ending Dec. 31	205	

Roadway fatality locations by county	YTD 2014	Five-year YTD average
Johnson, Kansas	20	23
Leavenworth	7	10
Miami	3	7
Wyandotte	17	19
Cass	7	10
Clay	18	20
Jackson	52	75
Johnson, Missouri	8	7
Lafayette	3	6
Pettis	11	10
Platte	9	12
Ray	5	3
Saline	6	3

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

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



Priority Issues

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



Behavioral priorities			Infrastructure-related issues			Special user priorities																				
<p>Unrestrained occupants A fatality in which the person killed was not using safety belt or restraint device.</p> <table border="1"> <thead> <tr> <th>2014 YTD fatalities</th> <th>Percent of 2014 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>97</td> <td>58%</td> <td>126</td> </tr> </tbody> </table>			2014 YTD fatalities	Percent of 2014 YTD fatalities	Five-year YTD avg.	97	58%	126	<p>Lane departure A fatality that involves a vehicle crossing into an adjacent lane of traffic or leaving the roadway.</p> <table border="1"> <thead> <tr> <th>2014 YTD fatalities</th> <th>Percent of 2014 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>70</td> <td>42%</td> <td>134</td> </tr> </tbody> </table>			2014 YTD fatalities	Percent of 2014 YTD fatalities	Five-year YTD avg.	70	42%	134	<p>Motorists 15–24 years old A fatality of a person of any age that involved a driver between the ages of 15 and 24.</p> <table border="1"> <thead> <tr> <th>2014 YTD fatalities</th> <th>Percent of 2014 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>29</td> <td>17%</td> <td>65</td> </tr> </tbody> </table>			2014 YTD fatalities	Percent of 2014 YTD fatalities	Five-year YTD avg.	29	17%	65
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<p>Aggressive driving A fatality involving a combination of moving traffic offenses (primarily speeding) that endanger other persons or property.</p> <table border="1"> <thead> <tr> <th>2014 YTD fatalities</th> <th>Percent of 2014 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>38</td> <td>23%</td> <td>82</td> </tr> </tbody> </table>			2014 YTD fatalities	Percent of 2014 YTD fatalities	Five-year YTD avg.	38	23%	82	<p>Fixed object A fatality that involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier.</p> <table border="1"> <thead> <tr> <th>2014 YTD fatalities</th> <th>Percent of 2014 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>95</td> <td>57%</td> <td>103</td> </tr> </tbody> </table>			2014 YTD fatalities	Percent of 2014 YTD fatalities	Five-year YTD avg.	95	57%	103	<p>Motorcycle/moped A fatality of a person operating a motorcycle or moped.</p> <table border="1"> <thead> <tr> <th>2014 YTD fatalities</th> <th>Percent of 2014 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>28</td> <td>17%</td> <td>31</td> </tr> </tbody> </table>			2014 YTD fatalities	Percent of 2014 YTD fatalities	Five-year YTD avg.	28	17%	31
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ISSUE

REPORT: Envision Tomorrow + Ecosystem Service App

BACKGROUND

As part of the Creating Sustainable Places initiative, MARC developed a modeling capability to assess the economic and environmental impacts of alternative land use and development scenarios. The model is known as Envision Tomorrow Plus (ET+). Subsequently, MARC secured grant funds from the US Environmental Protection Agency to develop an “ecosystem service app” to supplement the ET+ model. The ecosystem service app combines a return on investment model with regional natural resources inventory data.

The ecosystem service app:

- Identifies areas suitable for conservation and restoration.
- Calculates the costs and benefits of implementing storm water best management practices.
- Assesses the benefits of planting street trees.

This presentation will highlight case studies in which the ET+ ecosystem service app was applied to area projects to demonstrate how local governments could apply this planning tool.

POLICY CONSIDERATIONS

The development of new tools and case studies is intended to support policy development efforts to integrate environment, land use and transportation.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

No action required.

STAFF CONTACTS

Tom Jacobs

ISSUE

REPORT: Complete Streets – Proposal to Review and Update Policy

BACKGROUND

Complete Streets — sometimes referred to as livable streets — are roadways designed for safe and convenient travel by users of all ages and abilities. This includes pedestrians, bicyclists, motorists, freight shippers, and users of transit or mobility aids. In March 2010, the U.S. Department of Transportation (USDOT) issued an updated Policy Statement on Bicycle and Pedestrian Accommodation that calls for every transportation agency to, “improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation system,” and encourages transportation agencies to, “go beyond minimum standards to provide safe and convenient facilities for these modes.”

In June 2010, the MARC Board of Directors adopted its long-range transportation plan, *Transportation Outlook 2040*, which calls for the implementation of Complete Streets throughout the region in order to achieve a safe, balanced and multimodal transportation system. Shortly afterward, MARC formed a Complete Streets Task Force to develop a regional policy, which was adopted by the Board of Directors on March 27, 2012.

More information about the current policy is available at <http://www.marc.org/Transportation/Special-Projects/Regional-Initiatives/Complete-Streets>.

Why Update?

- It's important the current goals of the metropolitan transportation plan are reflected in the Complete Streets Policy. The policy framework of *Transportation Outlook 2040* was revised by the MARC Board of Directors back in January 2014.
- Review and update design guidance standards (e.g., AASHTO, National Association of City Transportation Officials [NACTO], Smart Growth America) to ensure the policy reflects current best practices in multimodal mobility.
- Consider incorporating “Green Streets” concepts into policy recommendations to ensure environmental impacts to the community are emphasized in addition to mobility benefits. This includes roadway drainage/storm water management, landscaping components and other-cost effective green infrastructure elements.
- Modify language in the policy to cover expanded scope of projects in the Transportation Improvement Program (e.g., diesel engine retrofits, clean vehicle conversions, alternative fuel vehicle purchases/fleet replacements, compressed natural gas [CNG] fueling stations, other Congestion Mitigation and Air Quality Improvement [CMAQ] Program eligible projects).
- Establish performance measures to monitor implementation of projects — from design through construction — to evaluate meaningful progress and ensure compliance with policy requirements and procedures.

Process for Updating

MARC staff recommends the creation of an ad hoc workgroup to evaluate and update the Complete Streets Policy. Each modal planning committee (e.g., Bicycle-Pedestrian Advisory Committee, Highway Committee,

Mobility Advisory Committee), the Air Quality Forum and Creating Sustainable Places Committee would appoint a member to serve on the workgroup.

Anticipated Schedule

MARC’s Complete Streets Policy should be re-evaluated and updated once the update to the metropolitan transportation plan, *Transportation Outlook 2040*, is approved by the MARC Board of Directors; this is expected to occur in June 2015. Additionally, it’s important for the Complete Streets Policy to be updated prior to MARC’s next federal transportation programming round, which is anticipated to begin in early 2016.

POLICY CONSIDERATIONS

MARC’s Complete Streets Policy guides the planning and programming work of *Transportation Outlook 2040* and applies to all MARC planning activities that involve public rights-of-way. The Policy also applies to MARC’s programming activities of federal transportation funds, specifically being used as a tool for reviewing project applications. It’s important to ensure the policy is up-to-date, reflecting the current goals and policy framework of *Transportation Outlook 2040*, as well as reflecting current design standards and best practices in multimodal mobility.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

MARC staff will coordinate and convene an ad hoc workgroup to evaluate and update its Complete Streets Policy. Any recommendations will proceed to TTPC for consideration. Other committees may also be engaged in this review.

RECOMMENDATION

None.

STAFF CONTACT

Stephen Lachky