



**OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE**

Councilman Chuck Adams, Kansas Co-Chair
Mayor Carson Ross, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, August 18, 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 and Introductions – 9:30am
2. *VOTE: Minutes of June 16, 2015 Meeting** – 9:35am
3. *VOTE: Minutes of July 21, 2015 Meeting** – 9:40am
4. REPORT: PortKC Update – 9:45am
5. REPORT: Planning Sustainable Places Program – 9:55am
6. REPORT: Quarterly Safety Report – 10:05am
7. REPORT: RideShare Program Report – 10:15am
8. REPORT: Transportation Outlook 2040 Website Demo – 10:25am
9. REPORT: Emerging Transportation Technologies – 10:35am
10. REPORT: Federal Legislation – 10:45am
11. Other Business – 10:55am

Getting to MARC: Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, can be found [online](#). If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

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.

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
June 16, 2015
Meeting Summary - DRAFT

Members, Alternates Present-Representing

Councilman Chuck Adams, Wyandotte County
Municipalities, Kansas Co-Chair
Mayor Carson Ross, Jackson County Municipalities,
Missouri Co-Chair
Commissioner Jim Allen, Johnson County
Susan Barry, MoDOT
Mike Brungardt, Johnson County Municipalities
Rita Cassida, Miami County
Bill Heatherman, Unified Government of WyCo/KCK
Patty Hilderbrand, City of Kansas City
Tony Hofmann, City of Overland Park
Mary Jaeger, City of Olathe
Dick Jarrold, Kansas City Area Transportation
Authority
Brian Kidwell, MoDOT
Kent Lage, Johnson County
Gary Lathrop, Cass County
Michael McDonald, Leavenworth County
Municipalities
Mark McHenry, City of Kansas City
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Davonna Moore, KDOT
Commissioner Jerry Nolte, Clay County
Mark Randall, Cass County
Luann Ridgeway, Clay County
Eric Rogers, BikeWalk KC
Councilman John Sharp, City of Kansas City
Mark Sherfy, Johnson County Municipalities
David Slater, Johnson County Municipalities
Mike Spickelmier, Leavenworth County
Geoffrey Vohs, Johnson County

Others Present

Frank Blakemore, Garver
Linda Clark, TranSystems
Tom Degenhardt, BHC Rhodes
John DeBouche, KCMO
Chuck Ferguson, KCATA
Bob Gooduirlli, HG Consult
Angie Hoecker, MoDOT
Dustin Hoyt, MoDOT

Nan Johnson, Parkville
Randy Johnson, KC Scout
Mike Latuszek, FHWA
Susan Maier, Johnson County
Wes Marder, KCMO
Ron McLinden
Ken Miller, City of Lansing, KS
Luke Miller, MoDOT
Clarence Munsch, Federal
Agnes Otto, Parsons Brinckerhoff
Joe Reardon, KCATA
Joni Roeseler, MoDOT
Barry Rolle, HDR
Kurt Rotering, Iteris
Jennifer Schwaller, HDR
Joseph Tomlinson, Johnson County
David Valdiviezo, Mattie Rhodes
Jeffrey Williams, KCMO City Planning

MARC Staff Present

Ron Achelpohl, Director of Transportation and
Environment
Aaron Bartlett, Senior Transportation Planner
Karen Clawson, Transportation Planner
Beth Dawson, Sr. Land Use Planner
Chris Depusoir, Public Affairs
Darryl Fields, Senior Transportation Planner
Marc Hansen, Principal Planner
Jim Hubbell, Principle Transportation Planner
Laura Machala, Transportation Planner II
Tyler Means, Transportation Planner II
Whitney Morgan, Transportation Planner I
Jermain Whitmore, Program Assistant

1) Welcome/ Introductions

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

2) Approval of Meeting Summary *

There were no changes to the May 19, 2015 meeting summary. Jerry Nolte moved to approve the meeting summary, Gary Lathrop seconded and the motion carried unanimously.

3) MoDOT Road to Tomorrow Initiative

Brian Kidwell introduced James Pflum, who is the Kansas City District's member of MoDOT's Road to Tomorrow team. This is an initiative to seek innovative ideas to fund, finance, rebuild and operate I-70 across the state. It is technology related, but is not technology centered. It is a concentrated effort to look at transportation as a whole, and what it would look like in the future. They have opened up the 200-mile corridor of I-70 to private industry, innovators, etc. who have an idea of how to make transportation better. Though, there have been many innovators that have approached them in the past, they are now going out globally seeking those who could help further the initiative. The initiative will encompass many of the divisions/departments of MoDOT, using different ideas to see how transportation can work effectively & efficiently in the 21st Century.

They are open to receiving any and all ideas related to transportation, but don't want the same ideas as before; like tolling, as they are looking for new & innovative ways to improve transportation. The first week that they were able to receive responses, there were about 60 of them, with 1/3 of them regarding tolling. It is requested that innovators come with more than just an idea, and have some of it figured out; however, it is not expected for them to have all the answers. It is preferred that they have at least the scope, potential barriers, etc. gathered; and from there an open dialogue can be initiated to determine what is feasible, and what is needed to implement this. MoDOT will then look at all the ideas, see what is the key theme, and determine the next steps to get things started. So, overall, the Road to Tomorrow is much bigger than the technology aspect of it, but how can we do business and be open to new & innovate ideas, as long as they make sense and are feasible.

Next, Mr. Pflum gave a few examples of ideas they have received during their comment period. The first would be subscriptions, which is not the same as tolling, as tolling is imposed upon all the users of the roadway. Instead, subscriptions would supply a service that allows people the option to subscribe to it or not. MoDOT is thinking of opportunities where they could start offering subscriptions, or have private enterprises come in and offer subscriptions to users of the roadway. Second, would be to allow cell phone companies to put towers along different stretches of the roadway, and in turn sell that service back to cell phone users. It would take more research of this idea to determine its feasibility. Third, would be to allow companies to put WiFi service along the interstates, and they would charge users a fee for that.

Mayor Ross inquired if the 200-mile corridor of I-70 would be the area between Grain Valley to Wentzville, and Mr. Pflum replied that it is, but focuses on mostly the rural portion. This would be the starting point, but if the company needs more than 200 miles or need more of an urban area, MoDOT is willing to look into that.

Ron Achelpohl asked if there is a timeframe that they are looking at for people to submit ideas, as there is not one listed on the website. Mr. Pflum answered that he believes that was intentional because they don't want to constrain anyone, and want to be open to receiving all ideas.

Councilman Adams questioned how this will be reported and updated, and if it will be on the website. Mr. Pflum remarked that they currently have a big social media campaign going, and will also be updating the Commission as they go along, as well as the Legislature.

4) 2015-2018 Disadvantaged Business Enterprise (DBE) Goal

Darryl Fields gave a review of the approval process of the DBE goal. As a requirement to receive and expend federal funds for third party contracts, USDOT requires MARC to establish a DBE goal based on an established USDOT's goal calculation methodology. The goal was proposed to increase from 16% to 20% and public comments were solicited on the new goal. There were **no** comments related to the 2015 DBE Goal. The DBE program relates to efforts that support MARC's non-discrimination requirements under Title VI in which there were no complaints for 2012.

MARC's three year DBE Goal calculation:

- MARC's proposed 2015 - 2018 DBE Goal - 20%.
- MARC's current 2013 - 2015 DBE Goal - 16%
- MARC received **zero** (0) comments related to the 2015 DBE Goal

Related agencies' current DBE Goals

- KCMO (includes Streetcar) – 24%
- MoDOT – 15.38%
- KCATA – 8.5%
- KDOT – 9.49%

Councilman John Sharp commented that he is glad to see the goal increased, and that it was based on sound methodology on calculating the DBE capability in the areas most of the contracting work is done. Taking into consideration the contract work done in different fields, he believes the number can be rounded up to possibly 23%. He is surprised by how low the DBE goals are lower for those agencies who do a lot of work in the area.

Councilman Adams asked Mr. Fields if we are meeting our present goal, and Mr. Fields responded that we are currently achieving it.

MOTION: Mark McHenry moved and Eric Rogers seconded, to approve the 2015-2018 Disadvantaged Business Enterprise Goal; the motion carried unanimously.

5) Transportation Outlook 2040 Update

Jim Hubbell provided an overview of the update process, what's in the plan, and some statistics about the plan. The update process was over a 21-month period beginning in September 2013 and ending within the first 6 months of 2015. There were 10 goals, which serve as a foundation for all of the content and process that was used to update the plan. It also serves as the basis for defining needs and developing objectives, priorities, and strategies for the update to the document. Over the 5 year life of the plan, it is estimated that we will receive \$33.1 billion dollars; of that, nearly 2/3 of the available funding is going to be required to still operate, maintain, and preserve the transportation system. Of the remaining funding, about .75 cents of every dollar is going to come from local sources, as the plan highlights the importance of local funding in order to implement the goals and objectives.

There are 17 chapters and 9 appendices in the final plan document, which include everything from the Executive Summary, the Policy Framework & Performance Measures, all modes of transportation; and dive into specific pockets including: Air Quality, Equity, Land Use, and Environmental Integration. The appendices address technical areas such as: financial capacity & forecast, general documentation of the process, including the process used to solicit and prioritize projects, and engage the public throughout the plan update process.

As for public involvement, there were 3 main phases. Phase One involved reestablishing & reaffirming the policy framework. Phase Two was focused on developing priorities and an investment framework for the plan. Phase

Three consisted of getting public comment and reaction to the draft plan documents. These processes involved countless stakeholders, committee members, and MARC staff.

There are 2 formal steps left for the approval of the plan, which is approval by the TTPC committee, and final approval by the MARC board. Once that is complete, the plan will become final.

This update to *Transportation Outlook 2040*:

- Refreshes the 2010 policy framework.
- Forecasts eroding purchasing power in state and federal funds.
- Estimates higher costs to operate and maintain the regional transportation system.
- Anticipates greater reliance on local resources.
- Strengthens the strategic role of Complete Streets.
- Reinforces development and redevelopment along corridors and activity centers.
- Projects moderate growth in regional population and employment over the life of the plan.
- Incorporates recommendations from regional studies completed since 2010.

Transportation Outlook 2040 is a financially constrained plan to invest nearly \$5.7 billion in transportation over the next 25 years. It also identifies over \$7.5 in needs that cannot be afforded based on reasonable estimates of future revenue. The plan balances system preservation with strategic investments to achieve policy goals and move towards the vision of a vibrant, connected and green region.

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.

Eric Rogers enquired how long it would be until we start again, and Mr. Hubbell replied that it could be about a month, but it is an ongoing process. Mr. Achelpohl added that the next plan will be due in June of 2020.

MOTION: Mark McHenry moved and Commissioner Jim Allen seconded, to approve the Transportation Outlook 2040 Update; the motion carried unanimously.

6) 2015 3rd Quarter Amendment to the 2014-2018 Transportation Improvement Program (TIP)

Mr. Hansen stated that this amendment was originally listed in the packet as 42 projects, but has added one project in Missouri. So it brings the total to 43, 25 which are new, and 18 which were preexisting. The new Kansas City project modifies the project on Carondelet Drive between State Line & Wornall, which changes the scope from engineering only to replacing the traffic signal at Wornall & Carondelet Drive.

The 3rd Quarter Amendment is usually larger than the others because it incorporates changes made to MoDOT's statewide transportation improvement program update, so we have reconciled the two documents together to ensure they are as consistent as possible.

As for the new projects added, those by MoDOT in particular, a trend is apparent in terms of resurfacing, or restoration/rehabilitation projects. There are not a lot of new sizable projects, but most of them are pavement & bridge improvements, etc.

The proposed 2015 3rd Quarter Amendment to the 2014-18 TIP includes 43 projects:

- 26 new projects to be added, including, but not limited to:
 - 2 Bridge replacements in Cass County (#790050 & #790051)

- #490147 – I-29; Pavement improvements from Todd Creek to Vivion Road
- #690453 – I-435; Pavement improvements from Raytown Road to Route W
- #690458 – I-70; Pavement improvements from Sterling Ave. to M-291
- 17 modified projects
 - Scope
 - Schedule
 - Budget

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

All of the projects in the proposed 3rd quarter amendment are financially constrained.

This amendment incorporates modifications and new projects resulting from the adoption of the new 2016-2020 Missouri Statewide Transportation Improvement Program (STIP).

MOTION: Janet McRae moved and Alice Amrein seconded, to approve the 2015 3rd Quarter Amendment to the *2014-2018 Transportation Improvement Program*; the motion carried unanimously.

7) Programming Process Review

Mr. Hansen began by giving a recap of the Programming Process Review and Evaluation Criteria stages. This process involved using a broad approach to ensure that we are including as many stakeholders and committees as possible, namely the MO & KS STP Committees and the Active Transportation Programming Committee, to help review and evaluate the numerous amount of feedback we receive regarding the processes. The CMAQ funding is administered through a variety of committees, and most of those committees chose not to make any modifications to the criteria for CMAQ, as they believe it addresses the needs of the CMAQ Program. The Sustainable Place Planning Committee, which is new at MARC; also gave their feedback, along with other various Modal Committees as well.

One of the big drivers of this is the update of the Transportation Outlook 2040, which added a new equity goal. Therefore, the scoring criteria and evaluation processes need to be adjusted to incorporate the new equity goal, as the scoring criteria is built around the goals and objectives of the Long-Range Transportation Plan. We have to ensure that we are consistent across the board, and in line with all the regional goals, which also includes the new Bikeway Plan.

Complete Streets would be another area that we would need to look at and make sure its goals and objectives are being met as well. Right now, it’s a pass/fail process; however, an update to the Complete Streets Policy is coming up soon, so we want to make sure we incorporate everything from that review into the scoring processes. The committees stated that they want to take a look at some things from the scoring criteria, and the process as well, not just the metrics.

On April 15th, there was a joint meeting of all the committees involved, talking about whats going on with the scoring criteria and what issues can we identify.

Some of the major topics that arose included:

- Addressing the new equity goal
- Incorporating the new Bikeway Plan
- Bridge project scoring
- Revising the STP Bicycle & Pedestrian scoring
- Ways to incorporate more of the transportation alternative scoring

- Strengthening the Environmental criteria around projects
- Adjusting preservation and increase the importance of preservation within project applications
- Revising the criteria of weighting, and making sure those weights match up with the goals & objectives of the Long-Range Transportation Plan
- Complete Streets considerations
- Reduce the amount of redundancy in the applications

In terms of the process, a few issues arose as well. These would include:

- A desire for some guidance for the committees themselves, particularly after the score is developed. As there is not a lot of guidance after the score developed and the recommendation comes out.
- Urban and rural considerations
- Submit a priority of applications when cities are submitting multiple applications
- Consideration of community engagement activities that cities have undertaken in developing their projects prior to applying for funds through MARC
- Making sure the regional distribution of projects and funds is equitable for the whole region
- Ways to improve and strengthen the role of planning committees providing input and streamline the process
- Formalizing the role of public comments on projects, and strengthen their role
- Limiting the amount of applications cities can apply for

Other related issues that were apparent, but not directly tied to the scoring & evaluation process included:

- Consideration of changing the voting membership thresholds of the committee, particularly in the STP committee.
- Project eligibility
- Funding strategies, in particular with OGL

Since the joint meeting of the committees has taken place, over the summer the individual committees and their subgroups will be meeting to address a lot of the issues that came up as a result from the joint committee meeting. There will be one more additional joint meeting once the individual committees and their subgroups have met. It is anticipated that this will be wrapped up in the Fall of 2015. At that point the plan is to incorporate those recommendations into our processes moving forward, and prepare for the next programming round; which includes education about the things we've changed with the committees, stakeholders, & applicants, making changes to the application itself, and the application website.

Dick Jarrold questioned if there were any transit funding issues that arose during the discussions, and Mr. Hansen answered that it really did not come up as an issue, possibly because it has been discussed in previous rounds.

8) City of Kansas City, Missouri Planning and Redevelopment

Beth Dawson introduced Kyle Elliott who gave an overview of current planning & redevelopment activities going on in Kansas City, Missouri. Twin Creeks is an area of about 15,000 acres bounded by I-29 on the west, I-435 on the north, MO 169 on the east and MO 152 on the south. It is projected that at complete build-out (20+ years) the population could grow by 75,000 with added housing stock estimate of over 20,000 units. The area lies directly east of Kansas City International Airport. There are two watersheds in Kansas City, MO located in the north central portion, and is approximately 22.5 square miles. A \$40 million sewer project has recently been completed for this area which will open it to future development.

The anticipated population growth in this area will impact schools, transportation and other infrastructure over the course of the next several years. The Platte County School District will be dramatically effected, as it will add approximately 14,000 new students. Before any new population can be added to the area, they must figure out what additional infrastructure needs to be built, in particular around the Twin Creeks area. Based on their system, about 128 lane miles of roads on the arterial network, and about 42 miles of road on their parkway system, which still needs to be developed. In terms of costs, the arterial improvements would total approximately \$1.9 million, and \$2.6 million for parkways. If you take the area south of KCI out, \$238 million of roadways still need funding to build it.

As for the trail networks, approximately 2.6 miles of trailways have been built; however, there are still 25 miles worth of trails that they would like to start building. The challenge with trying to build these trailways is that there are not a lot of non-residential areas, so they have to figure out a way to fund it. Also, there are some relief issues in connecting all the trailways and roadways, which may also drive up costs. They are working on prioritizing the projects, as the cost of most of them are high.

David Slater commented that this is not just a north of the river issue, but a regional issue, as many use the Broadway Bridge to go back and forth to the northland.

Mr. Achelpohl asked if there has been any work to do planning for transit facilities, and Mr. Elliott remarked that transit is a component of the City's major street plan.

9) Mobility Management Initiative

Tyler Means began by giving a background of the MMI and those involved. The purpose of the Mobility Management Initiative is to help users seamlessly connect to different transit options throughout the KS & MO region. The goal is to consolidate the eligibility process of the different transit options into one centralized application, and one branded vehicle. It is expected that this should be established within the next 2-3 years. This arose because of the numerous eligibility processes one had to go through when choosing an transit option, and much of that information for each was outdated; particularly for veterans and the elderly community. Also, many of the services throughout the region have overlapping areas.

Currently, half of the initial objectives have been completed, with 3 more in the process of being completed by the end of the 2015, and one starting at the beginning of 2016. The RideKC Coordination of ParaTransit and OtherDemand Response Service Plan sums up how things will move forward, and design the system to be more user centric. This report helped catalog and summarize all existing services, opportunities and challenges in coordinating the existing services, the prioritization of coordination activities, and coordinating the changes with other demand response services in the region. The 3 priorities that arose from all this are: Coordination of ADA ParaTransit Services, Regional Eligibility, and Expansion of Information & Referral services.

We are moving towards a more simplified function, by coordinating all phones to one centralized call center, who then works with one dispatcher/scheduler to send the best trip provider to the user. With regional eligibility, we can make sure that all services are all listed on one application, a version of which should be ready by July. Three of the main transit agencies have already began coordinating eligibility criteria and we are currently working with Johnson County on the differences in criteria to get them on board as well, hopefully by the beginning of 2016. This opens the door for the ability to use new & existing technologies, such as a RideKC fare card.

A few take aways from the presentation would include:

- Coordination of ADA paratransit services will result in a more efficient use of vehicles and resources and increased capacity.
- Regional eligibility allows for eligibility and cost reciprocity between other services in the region.

- Expansion of information and referral services demonstrates consumer-friendly delivery of service by enhancing public information and places all information in one central location.
- Achieving these priorities will illustrate the successes that can be achieved under the Ride KC brand.
- The riders experience is enhanced by streamlining trip request, consolidating the eligibility for local and regional services into one application, providing a tool for rider empowerment, and integrating community resources effectively into one easy to access location.

10) Other Business

There was no new business.

11) Adjournment

There was no further business and the meeting was adjourned. The next meeting of TTPC will be held July 21, 2015.

Total Transportation Policy Committee
July 21, 2015
Meeting Summary - DRAFT

Members, Alternates Present-Representing

Councilman Chuck Adams, Wyandotte County Municipalities, Kansas Co-Chair
Mayor Carson Ross, Jackson County Municipalities, Missouri Co-Chair
Susan Barry, MoDOT
Mike Brungardt, Johnson County Municipalities
Bill Heatherman, Unified Government of WyCo/KCK
Duane Jackson, Clay County
Dick Jarrold, Kansas City Area Transportation Authority
Kent Lage, Johnson County
Michael McDonald, Leavenworth County Municipalities
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Jack Messer, City of Overland Park
Davonna Moore, KDOT
Commissioner Jerry Nolte, Clay County
Mark Randall, Cass County
Mayor Randy Rhoads, City of Lee's Summit
Commissioner Luann Ridgeway, Clay County
Mick Schwartzkopf, Leavenworth County
Councilman John Sharp, City of Kansas City
Fred Sherman, Johnson County Municipalities
Brian Shields, City of Overland Park
Kite Singleton, RTA
Mike Spickelmier, Leavenworth County
Commissioner Jim Walters, Unified Government of WyCo/KCK

Others Present

Angie Hoecker, MoDOT
Mike Latuszek, FHWA
Joni Roeseler, MoDOT
Allison Smith, KDOT

MARC Staff Present

Ron Achelpohl, Director of Transportation and Environment
Marc Hansen, Principal Planner
Martin Rivarola, Assistant Director of Transportation & Land Use Planning
Jermain Whitmore, Program Assistant

1) Welcome/ Introductions

The July meeting was conducted via teleconference. Mayor Carson Ross Chuck Adams, Kansas Co-Chair, called the meeting to order and Jermain Whitmore called the roll.

2) 2015 3rd Quarter Amendment to the 2014-18 Transportation Improvement Program*

Marc Hansen recapped the process to develop and seek public comment on the the regularly scheduled 3rd Quarter TIP amendment, as well as the next steps, should the TTPC committee members approve it. He noted that when it was released for public comment, we only received one comment, which focused on discussing different funding options and was not related to any specific project.

The proposed 2015 3rd Quarter Amendment to the *2014-18 TIP* included 43 projects:

- 25 new projects to be added, including, but not limited to:
 - 2 Bridge replacements in Cass County (#790050 & #790051)
 - #490147 – I-29; Pavement improvements from Todd Creek to Vivion Road
 - #690453 – I-435; Pavement improvements from Raytown Road to Route W
 - #690458 – I-70; Pavement improvements from Sterling Ave. to M-291
- 18 modified projects with changes to their scope, schedule and/or 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/15Q3amend.aspx>

All of the projects in the proposed 3rd quarter amendment were financially constrained.

This amendment incorporated modifications and new projects resulting from the adoption of the new 2016-2020 Missouri Statewide Transportation Improvement Program (STIP).

Commissioner Ridgeway indicated that she did not have access to the link to view the amendment, and Mr. Hansen replied that he would get the information to her once the meeting has adjourned.

MOTION: Jack Messer moved and John Sharp seconded, to approve the 2015 3rd Quarter Amendment to the *2014-2018 Transportation Improvement Program*; the motion carried unanimously.

3) Other Business

Mayor Ross acknowledged three outgoing members from Kansas City, Missouri (Councilmen John Sharp, Dick Davis, and Russ Johnson), and thanked them for their service to the committee.

4) Adjournment

There was no further business and the meeting was adjourned. The next meeting of TTPC will be held August 18, 2015.

TTPC AGENDA REPORT

August 18, 2015

Agenda Item No. 4

ISSUE

REPORT: Port KC Update

BACKGROUND

Port KC is the Port Authority of Kansas City, Missouri. In recent years, they have worked to re-open the Port of Kansas City Woodswether Terminal as a public facility for freight shipped on the Missouri River. In 2015, Port KC reopened the facility with Kaw Valley Companies as the new operator. More information is available at: <http://www.portkc.com>

Port KC staff will provide an update at the meeting.

POLICY CONSIDERATIONS

Transportation Outlook 2040 supports use of the Missouri River as a key regional freight corridor.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Darryl Fields

Ron Achelpohl

ISSUE

REPORT: Planning Sustainable Places

BACKGROUND

Planning Sustainable Places Overview

The Planning Sustainable Places program continues the work of the Creating Sustainable Places initiative and the region’s long-range plan, [Transportation Outlook 2040](#), promoting concepts consistent with sustainable communities and the advancement of site-specific and project-specific activities within the centers-and-corridors planning framework.

The Creating Sustainable Places Initiative and *Transportation Outlook 2040* outline a need to focus efforts on promoting concepts consistent with sustainable communities and place a focus on advancing site specific and project specific activities in support of these objectives. The program strives to assist communities, both large and small, that wish to further a sustainable community.

Program Objectives:

- Support the development and implementation of local activity center plans consistent with Creating Sustainable Places principles, identified regional activity centers, and the land use policy direction outlined in *Transportation Outlook 2040*.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of land use strategies, transportation projects, and related sustainable development initiatives that help to realize and advance the objectives identified in the Creating Sustainable Places initiative, *Transportation Outlook 2040*, and the MARC Board’s adopted policy statement on regional land use direction.
- Support the conceptualization, development, and implementation of Creating Sustainable Places projects.

2013 Program

The 2013 Planning Sustainable Places Program (PSP) combined funds dedicated to the demonstration projects component of Creating Sustainable Places and the Livable Communities Surface Transportation/Bridge Program awards to provide local governments with financial support to advance detailed local planning and project development activities. These projects were consistent with the goals of Creating Sustainable Places and the region’s long-range transportation plan, [Transportation Outlook 2040](#). A summary of the 2013 pertinent details follow.

The total funding for the 2013 projects was:

\$ 750,000	Housing and Urban Development (HUD)
\$ 425,000	MO Surface Transportation Program
<u>\$ 400,000</u>	KS Surface Transportation Program
\$1,575,000	Grants Funding Total
<u>\$ 542,336</u>	Local Match (25.6%)
\$2,117,336	Total Funding Invested

	Total	KS	MO
Applications	37	8	29
Funded	18	6	12

2015 Program

The 2015 Planning Sustainable Places program continues to serve as a single local government assistance program intended to specifically respond to these goals and facilitate the objectives of the program.

The total funding for the 2015 projects was:

\$ 500,000	MO Surface Transportation Program
<u>\$ 500,000</u>	KS Surface Transportation Program
\$1,000,000	Grants Funding Total
<u>\$ 533,338</u>	Local Match (34.8%)
\$1,533,338	Total Funding Invested

	Total	KS	MO
Applications	27	9	11
Funded	13	6	7

2017 Program

Funding has been secured for a 2017 funding round for the Planning Sustainable Places program.

The total funding for the 2017 projects will be:

\$ 600,000	MO Surface Transportation Program
<u>\$1,200,000</u>	KS Surface Transportation Program
\$1,800,000	Grants Funding Total
<u>\$ 450,000</u>	Minimum Local Match Requirement
\$2,250,000	Projected Total Funding Investment

A call for projects will be held during the late 2nd quarter – early 3rd quarter of 2016.

The presentation at the August meeting will provide an update on the Missouri 2015 projects. Highlights of various projects and their backgrounds will be presented.

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None.

STAFF CONTACTS

Martin Rivarola
Beth Dawson

ISSUE

REPORT: 2nd Quarterly Safety Report.

BACKGROUND

Attached is the Kansas City Region Fatality Report ending June 30, 2015. The report tracks 15 Focus Areas identified in the **Safety Blueprint**. Each quarterly report represents the total recorded year to date roadway fatalities for the 13 county area. The **Safety Blueprint** has a set goal of 180 or fewer fatalities through 2015.

At this time we are not on track to meet our reductions goal. **91** fatalities have been reported through June 30th, which is **12** above the targeted **79** or fewer fatalities and **4** above the five-year average -- a **5.1%** increase. Focus area highlights of this report include:

- *Driver behavior* fatalities other than impaired driving are up. This year the Destination Safe Coalition is focusing a public radio, print and online education campaign for these focus areas.
- *Infrastructure* related fatalities are under the 5 year average remain significant crash types for all fatalities. Work is underway to review MARC programming project criteria to strengthen transportation safety investments.
- *Special user* fatalities increased involving large truck and decreased in pedestrian fatalities. We are currently working with federal and state partners to better understand the rise in fatalities involving large trucks.

Forty seven percent of fatalities this year have been in Jackson County. We are sharing this information with the Jackson County Traffic Task Force, a multi-jurisdictional collaborative effort among county and city agencies.

Every effort is made to make these quarterly reports accurate, timely and complete, however, they are still subject to revision as adjustments are made for crash reports that are delayed.

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Aaron Bartlett

2015 Quarterly Fatality Report

Ending June 30, 2015



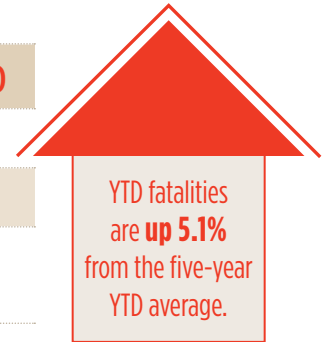
The 2015 goal is **180 or fewer** fatalities.

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 (2010–2014). This report compares YTD 2015 with the same period five-year YTD average.

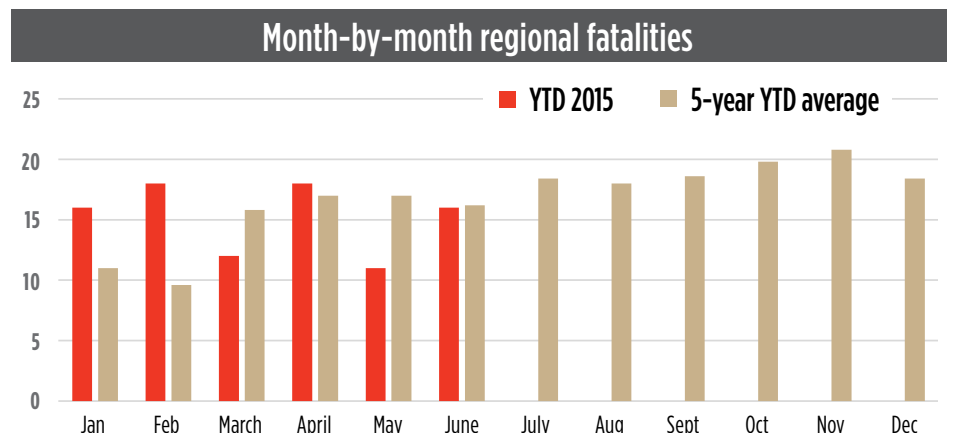
Roadway fatalities	Destination Safe YTD
Year-to-date target	79 or fewer
YTD, ending June 30, 2015	91
Five-year YTD average, ending June 30	86.6



Roadway fatality locations by county	YTD 2015	Five-year YTD average
Johnson (KS)	7	9.8
Leavenworth	4	4.4
Miami	5	3.8
Wyandotte	11	8.4
Cass	1	3.4
Clay	8	8.4
Jackson	43	30.4
Johnson (MO)	2	3.6
Lafayette	2	2.0
Pettis	5	4.4
Platte	0	5.2
Ray	3	1.4
Saline	0	1.4

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

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



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>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>27</td> <td>30%</td> <td>22.6</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	27	30%	22.6	<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>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>62</td> <td>68%</td> <td>69.4</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	62	68%	69.4	<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>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>33</td> <td>36%</td> <td>29.6</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	33	36%	29.6
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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>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>41</td> <td>45%</td> <td>39.2</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	41	45%	39.2	<p>Fixed object A fatality that involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier.</p> <table border="1"> <thead> <tr> <th>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>42</td> <td>46%</td> <td>45.4</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	42	46%	45.4	<p>Motorcycle/moped A fatality of a person operating a motorcycle or moped.</p> <table border="1"> <thead> <tr> <th>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>16</td> <td>18%</td> <td>16</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	16	18%	16
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ISSUE

REPORT: Regional Ridesharing Program and 2015 Green Commute Challenge

BACKGROUND

The Regional Ridesharing Program has undertaken a planning effort to analyze the commuting patterns of existing users of the regional ridematching website. This information will help better target outreach and engagement efforts, maximizing the efforts of program staff as well as the Workforce Connex planning and other commuter efforts in the region. MARC staff will provide an overview of the process thus far and the strategic direction of the targeted outreach effort.

MARC staff will provide an update on the 2015 Green Commute Challenge up to this point.

POLICY CONSIDERATIONS

None at this time.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Amanda Graor

ISSUE

REPORT: Updated *Transportation Outlook 2040* web page (www.to2040.org)

BACKGROUND

In June 2015, the MARC Board of Directors approved an update to *Transportation Outlook 2040 (TO 2040)*, the Metropolitan Transportation Plan for the greater Kansas City region. *TO 2040* is a financially constrained plan to invest nearly \$5.7 billion in transportation over the next 25 years. It also identifies over \$7.5 in needs that cannot be afforded based on reasonable estimates of future revenue. The plan balances system preservation with strategic investments to achieve policy goals and move towards the vision of a vibrant, connected and green region.

With the adoption of *Transportation Outlook 2040*, MARC made several improvements and updates to the plan website (www.to2040.org). The new design is simple yet intuitive, and the site provides quick and convenient access to all the plan content—overview and objectives, forecasts and finances, projects and performance measures. MARC staff will provide a brief overview and demonstration of the site contents and navigation.

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

None

RECOMMENDATION

None – Information Only

STAFF CONTACT

Jim Hubbell

ISSUE

REPORT: Emerging Transportation Technologies, Trends and Future Impacts

BACKGROUND

The internal combustion engine made aviation and the mass-market automobile possible. These technologies transformed our economy, environment and lifestyles. In 20th Century popular culture, expectations were high that transportation technologies would continue to transform our society. Jet packs, flying cars and even teleportation were some of the more fanciful ideas about transportation in the 21st Century and beyond.

As it turned out, in the early 21st Century, transportation has arguably lagged the computer and telecommunications industries in innovation. However, all of these industries have now begun to converge in ways that may have far-reaching impacts, particularly as new vehicles become more automated, connected and shared.

All major auto manufacturers now have available assistive technologies such as adaptive cruise control, lane departure warning systems, and automated parallel parking and collision avoidance systems. Most are piloting fully automated “driverless” vehicles, with many industry analysts predicting that these may begin to be available by 2020 or sooner. Alternative fuel and hybrid vehicles have entered the mainstream and mass-market plug-in electric vehicles are now available. New innovators such as Apple, Google and Uber are beginning to explore these markets. Similar innovations are also anticipated or already underway in the trucking industry.

Now that MARC has completed the current update to Transportation Outlook 2040 and reflects on its next iteration through 2050, it is clear that we will need begin to consider how these new technologies may impact our transportation system, future land use and regional economy in spite of the fact that the pace of adoption and resulting impacts of these emerging technologies will be difficult or impossible to predict with any certainty.

Staff will report on and facilitate a discussion of recent developments, trends and issues for further research and decision-making to address, including efforts to engage the community in developing an agenda to explore implications for technology, public policy and economic development.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information and discussion only.

STAFF CONTACTS

Ron Achelpohl

ISSUE

REPORT: Current Federal Transportation Funding Legislation

BACKGROUND

Staff are monitoring federal legislation currently in various stages of development. In particular:

- On July 30, 2015, Congress extended MAP-21 through September 30, 2015.
- The Senate also passed the “Developing a Reliable and Innovative Vision for the Economy Act” (DRIVE Act) on July 30, 2015, for consideration by the House after the August recess. If enacted, this legislation would reauthorize federal transportation programs for six years with modest changes to many of the provisions of MAP-21. A summary and analysis of the DRIVE Act as introduced is available here: <http://narc.org/senate-epw-drive-act-analysis/>
- In the lead-up to the Senate vote, MARC communicated with our Senate delegation to support an amendment sponsored by Senators Wicker and Booker to increase the allocation of Surface Transportation Program funds to metropolitan areas. While this amendment was consistent with MARC’s federal legislative agenda for 2015, it was not added to the final list of amendments considered by the Senate. However, the issue may be revived in the House as they develop their multi-year reauthorization.

Staff will provide additional information at the meeting.

POLICY CONSIDERATIONS

Funding for transportation needs is an element of MARC’s Federal, Kansas and Missouri legislative platforms.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl