



**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, September 15, 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 August 18, 2015 Meeting**-- 9:35am
3. REPORT: KC Downtown Streetcar – 9:40am
4. *VOTE: Draft 2016-2020 Transportation Improvement Program for Public Review and Comment** -- 9:50am
5. REPORT: Programming Evaluation Process Review –10:05am
6. REPORT: RideKC Transit Plan – 10:15 am
7. REPORT: MARC Active Transportation Program – 10:25am
8. REPORT: 2015 Urban Mobility Scorecard – 10:35am
9. REPORT: Discuss Draft State Legislative Agendas – 10:45am
10. Other Business – 10:55am

**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
August 18, 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
Rita Cassida, Miami County
Councilwoman Marcie Gragg, City of Independence
Richard Grenville, PortKC
Bill Heatherman, Unified Government of WyCo/KCK
Patty Hilderbrand, City of Kansas City
Tony Hofmann, City of Overland Park
Duane Jackson, Clay County
Dick Jarrold, KCATA
Kent Lage, Johnson County
Susan Maier, Johnson County
Mark McHenry, City of Kansas City
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Jack Messer, City of Overland Park
Mike Moriarty, KDOT
Commissioner Jerry Nolte, Clay County
Mark Randall, Cass County
Mayor Randy Rhoads, City of Lee's Summit
Commissioner Luann Ridgeway, Clay County
Eric Rogers, BikeWalk KC
Mayor Richard Scharfen, Cass County Municipalities
Mark Sherfy, Johnson County Municipalities
Mayor John Smedley, Platte County Municipalities
Commissioner Duane Soper, Platte County
Mike Spickelmier, Leavenworth County
Joe Tomlinson, Jackson County
Geoffrey Vohs, Johnson County
Scott Wagner, City of Kansas City

Nan Johnson, Parkville
Kristen Leathers, Affinis Corp.
Nathan McCommon, City of Tonganoxie
Jeff McKerrow, Olsson Associates
Ken Miller, City of Lansing, KS
Clarence Munsch, GBA
Agnes Otto, Parsons Brinckerhoff
Kim Pemberton, TREKK Design Group, LLC
Janet Rogers, Transit Action Network
Barry Rolle, HDR
Kurt Rotering, Iteris
Jeremiah Shuler, FTA
Allison Smith, KDOT
Kip Strauss, Iteris
Allan Zafft, CDM Smith

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
Amanda Graor, Air Quality Program Manager
Jim Hubbell, Principle Transportation Planner
Tom Jacobs, Environmental Program Director
Stephen Lachky, Transportation Planner II
Laura Machala, Transportation Planner II
Whitney Morgan, Transportation Planner I
Jermain Whitmore, Program Assistant

Others Present

Linda Clark, TranSystems
Tom Degenhardt, BHC Rhodes
Chuck Ferguson, KCATA
Jerry Gibbs, City of Harrisonville
Bob Goodwillie, HG Consult
Adam Hahs, Vance Brothers
Angie Hoecker, MoDOT
Gretchen Ivy, HNTB

1) **Welcome/ Introductions**

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

2) **Approval of June 16, 2015 Meeting Summary ***

There were no changes to the June 16, 2015 meeting summary. Mark McHenry moved to approve the meeting summary, Janet McRae seconded and the motion carried unanimously.

3) **Approval of July 21, 2015 Meeting Summary ***

There were no changes to the May 19, 2015 meeting summary. Scott Wagner moved to approve the meeting summary, Janet McRae seconded and the motion carried unanimously.

4) **PortKC Update**

Richard Grenville reported on progress to reopen the Port of Kansas City – Woodswether Terminal.

The port closed in 2007 for various reasons, such as restricted flows on the MO river, reducing drafts of barges (which reduces the amount of cargo one could carry), and reliability. In 2011, MoDOT & other partners completed a Missouri River freight study, which indicated there is a robust market for water-bourne freight on the river. It showed there is over 38 million tons available to go from terrestrial to water transportation. However, it is not all in Kansas City, but along the MO river.

In 2014, the Port Authority secured an operating agreement with Kaw Valley Companies to operate the terminal. However, due to high demand for agricultural cargo, the price of barges was at a premium and they were unable to get any service last year. In the meantime, Kaw Valley invested over \$2 million in equipment & infrastructure in the facility and PortKC is negotiating reopening the railroad spur to the terminal with Union Pacific and a neighboring property owner.

Mr. Grenville reported that as a result of these efforts, the first barge since 2007 arrived in the port yesterday.

A question was asked if the railroad aspect of the project affects anyone other than UP. Mr. Grenville replied that even though they have access to all of the railroads in Kansas City, UP is the only railroad that serves the terminal directly.

5) **Planning Sustainable Places Program**

Beth Dawson gave a status report on the Planning Sustainable Places Program (PSP). This program continues the work of the Creating Sustainable Places initiative and the region's metropolitan transportation plan, *Transportation Outlook 2040*, to promote sustainable communities through the advancement of activities within the region's centers-and-corridors planning framework.

The 2015 Planning Sustainable Places program continues to serve as a single local government assistance program that facilitates integrated solutions for transportation, environment, and land use that engage the public intentionally. The current Missouri projects are:

- Platte City, Highway 92 corridor study. Stakeholders will meet in September and the 1st public meeting will follow. The project has a variety of settings; on the east side, its undeveloped and predominately rural. Traveling west the corridor becomes more developed area, with downtown Platte City at the west end serving as a gateway to the corridor and community.
- Kansas City, Missouri Waldo Streetscape project is in its second phase funded through PSP and is focused on implementation activities to address a variety of complex traffic movements for vehicles and

pedestrians at the intersection of 75th and Wornall Rd. Project is well underway and a recent 3-day workshop was well attended.

- Kansas City, Missouri Independence Ave. Zoning Overlay a historic streetcar corridor which currently is one of the more robust bus transit lines in the city. The city is looking to integrate its TOD guidelines and multi-modal solutions in this study. Currently, background work has begun, and the advisory committee will commence in September, with its 1st public meeting to follow shortly thereafter.
- Kansas City, Missouri Marlborough Village continues 2013 work and is focused on implementation activities. It works in tandem with the Independence Ave. project. This is to prevent background research duplication; each corridor though will arrive at its own solution based on community's goals. Steering committees will convene in September, 1st public meetings will follow. KCATA is the project partner.
- North Kansas City Burlington complete street design is a new project for the program. The stakeholder kick-off meeting will take place in the next month. and will include a tour of the region to look specifically at complete street examples so the committee has a better understanding of what that means, and how it could enhance and impact the corridor. Clay County is a partner on this project.
- Parkville, Missouri Route 9 corridor study. The continuation of this 2013 project focuses on integrating Route 9, as it goes from Highway 45 down to western Riverside. It is gathering background data and held its 1st public meeting. The response and attendance was impressive. There are several partners on this project, including: MoDOT, Park University, and Platte County.
- Independence, Missouri Turner and Winner roads commercial node builds on a 2013 project. This project focuses on the intersection of Truman Rd. & Winner Rd. Background information is being assembled and the first public meeting will be held mid-September. The study area encompasses Van Horn High School. High school classes will be engaged to teach about public involvement, as well as potential career paths.

Funding has been secured for a 2017 round for the Planning Sustainable Places. A call for projects will be held during the late 2nd quarter – early 3rd quarter of 2016. The budget will be larger than this year.

Janet Rogers inquired how the zoning code for Independence & Marlborough will fit in Kansas City's proposed TOD ordinance, and Ms. Dawson answered that the overlays are to be fully integrated within the TOD guidelines.

Ron Achelpohl requested an update on the status of the KS programs, and Ms. Dawson commented there was a small delay in releasing the request for proposals. Currently, 4 projects are in the process of contract negotiations and should go to the MARC Board this month to execute their consultant contracts. There are 6 projects on the KS side, MARC will hold contracts for 5. Olathe will work directly with KDOT.

Councilman Adams queried what does Parkville attribute the success of their public event to? Ms. Dawson responded that the community has been actively engaged in the project since the beginning in 2013. Mayor Johnston of Parkville also commented that the safety issues along Highway 9 are a major community concern.

6) Quarterly Safety Report

Aaron Bartlett reported on regional traffic fatalities through June 30, 2015. The goal for the year is to have 180 or fewer fatalities by the end of 2015, and in order to do this we have to continue to maintain reductions throughout the year. With the last report, there were 93 fatalities reported by June 30, which was 12 over the targeted 79 or fewer by this date. That is also 4 above the 5-year average, which was a 5.1% increase.

The report is organized around three different categories: Driver Behavior, Infrastructure, and Special Users. I

- Driver Behavior: Impaired and distracted driving fatalities both increased this quarter. Regional efforts to reduce these fatalities include enforcement & education.
- Infrastructure: there have been reductions in most of the areas; however, Lane Departures, still represent a significant number of fatalities at 62, and that represent 68% of the fatalities to date. One of the ways the region can address these types of crashes is through project selection and programming criteria.
- Special Users: Most categories of special users have seen improvement except Young Motorists & Large Trucks. Pedestrian fatalities had been increasing but are down for the year.

It is significant that the Jackson County, Missouri number is at 43 to date, as typically it is around 30 at this point. That alone has put the regional fatalities above where they should normally be for the year, so they will be continued to be monitored closely. Jackson County has historically had the highest number of traffic fatalities in the state.

Janet McRae enquired if there are statistics for the large trucks numbers for MO & KS separately, and Mr. Bartlett replied that there wasn't a significant difference between the two states this quarter.

John Smedley asked if MARC tracks exposure rates for the different categories. Mr. Bartlett explained that county level data for factors such as population growth and vehicle miles travelled isn't available on a quarterly basis. However, some of this information is collected for the annual fatality report.

Concerning unbelted drivers, Scott Wagner suggested that Mr. Bartlett talk to Sheldon Motley, the new major for traffic in Kansas City concerning enforcement and education.

Mayor Carson Ross requested more information on the difference between lane departure and distracted driver areas, and Mr. Bartlett proceeded to explain the difference between the two.

Councilman Chuck Adams asked if there were significant differences in the standardized reporting between KS & MO, and Mr. Bartlett commented that there was not. At the federal level, there is model that each has to follow; although, there could be a difference in the way each classifies certain criteria.

Sherri McIntyre questioned what percentage of the fatalities occur on the major highways/interstates compared to the regular streets, and Mr. Bartlett answered that he would have to go back and check on those numbers. Next, she asked what could have caused the pedestrian accidents to decrease, and he acknowledged that there is no conclusive answer for the change but that the regional statistics were tracking with national trends.

Commissioner Jim Allen remarked that he also believe that the stretch of K-10 Highway in Johnson County is one of the most dangerous roadways in KS, as there were a couple of injuries and a fatality within the past week.

Mayor Randy Rhoads inquired how are fatalities are defined, and Mr. Bartlett explained that there may be a significant time lag between a crash and a person being counted as a traffic fatality if they die from their injuries later.

7) Rideshare Program Report

Amanda Graor provided an overview of the Rideshare Program, which helps commuters find carpool partners and alternative transportation resources; and helps businesses offer alternative transportation to their employees. Though carpooling is one of the major alternatives modes of transportation that Rideshare promotes, it is not the only method. Depending on the needs of its participants, it also offers information about a suite of options such as bus, bike, etc.

The Rideshare Program is funded through the Congestion Mitigation and Air Quality (CMAQ) program and its ultimate goal is to protect air quality and reduce congestion by encouraging alternatives to driving alone.

In the Kansas City region, carpooling serves as the second highest commuting mode after driving alone. A potential reason for its popularity is that it provides access to unserved or underserved areas. The 2008-2012 American Community Survey showed that roughly 83% of commuters in the Kansas City region drive alone, and 9% of commuters carpool. By comparison, working from home, which accounts for 4%; and public transit & walking each account for 1.3% of commuter trips.

One of the key services Rideshare provides is ride-matching software online at RideshareKC.org. This free service allows the public to enter information about their origins and destinations, desired travel times and other characteristics to find matches with other people to form carpools. Analysis of statistics from 2007-2013 reveal that most people who use this service travel from the suburbs to employment centers concentrated in the Downtown-Plaza corridor, along I-35 in Kansas and along the 119th Street/College Boulevard corridors. The software not only tracks statistics for those who live in the KC region, but also those whose ride originates or terminate within the region as well.

This information can be used to tailor outreach efforts to specific neighborhoods and businesses and encourage more people in those areas to use the ride-matching site to find matches. This will be an important element of the RideKC/Workforce Connex transit plan recently funded through a federal TIGER Grant. Using this information, it will also be possible to target employers through Workforce Connex that may have employees who are already interested in alternative commuting.

The RideShare program also organizes the Green Commute Challenge which is a friendly competition among area employers to promote alternative transportation during the summer months. This is the 8th year for the competition and there are 34 employers participating, and over 500 participants total. There are many incentives that get donated by local partners such as Royal tickets, Chiefs memorabilia, tickets to the zoo, etc. So far, since the challenge started, vehicle miles traveled has been reduced by half a million miles, driving costs for participants has decreased by over \$91,000, and nearly 360,000 pounds of greenhouse gases & ozone precursor emissions have been prevented.

Scott Wagner asked how Uber and other transportation network services affect Rideshare. Ms. Graor replied that Uber is a ride-hailing service, not a ride-sharing service since they charge fees. They have benefitted the RideShare program by calling public attention to other modes than driving alone, but they also have caused some confusion with the public.

8) Transportation Outlook 2040 Website Demo

Jim Hubbell introduced himself, gave a summary of the TO 2040, and commenced with giving a demonstration of the site contents and navigation. With the adoption of *Transportation Outlook 2040*, MARC made several improvements and updates to the plan website (www.to2040.org), which can also be accessed from the MARC website. 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. It is designed to move from general to specific information.

9) Emerging Transportation Technologies

Ron Achelpohl reported on emerging technologies in the automotive and trucking industries. As different technologies begin to emerge, many ideas are converging around transportation. Over the last couple of years, there has been a lot of news about driverless vehicles, which is starting to evolve very quickly. Google and some automakers have started experimenting in these areas, and though they are not available commercially as of yet,

they could be soon. The promise of these vehicles is that they will do a lot to improve safety, but they also may have unforeseen impacts on how people use them and impact regional transportation systems.

Along with the driverless and assistive technologies, there is research and development on connected vehicles. This area could have even more direct impacts on the public sector as vehicle technologies start to rely on and build expectations for corresponding technology on the roadside and other public infrastructure. As these technologies roll out, public and industry expectations could cause potential planning issues to arise, such as connecting traffic signal technology to vehicles on the roadside, or other sensors on the right of way. There are also implications for transit & freight as these technologies enter those industries as well.

There are a number of different forecasts on how quickly these types of technologies will penetrate the industry; but in general, by the 2040/2050 planning horizon, many industry experts are predicting fairly significant market penetration of automated vehicles, upwards of 50% or more.

At a policy level, there is a patchwork of state laws that regulate driverless vehicles. At the moment, Kansas and Missouri have no legislation addressing these technologies, but MARC will continue to monitor this issue as our legislative platforms are developed in the future.

Janet Rogers recalled her trip to Tesla to take test drive of one of their autonomous vehicles recently, and said she was informed by them that they plan to roll it out to all their drivers within the next two months or so.

Mike Spicklemeier asked if there is some type of infrastructure component that is being looked at to incorporate technology that we would want to consider that would make it more cost effective. Mr. Achelpohl responded that there has been some research at the federal level in the field of intelligent transportation systems and part of the National & Regional ITS Architecture, there are some market packages and communication standards for vehicle-to-vehicle, and vehicle-to-infrastructure types of technologies. However, he is unaware of any specific applications in the metro area looking seriously at connections between vehicles, traffic signals, and other sensors. As the market evolves there may be some expectations about what the public sector does to facilitate these types of vehicles on the roadway.

Kip Strauss mentioned that another action may be understanding how to manage all the data that is generated, how the region should utilize that to improve performance monitoring, and making real time changes.

Janet McRae reminded everyone that while it is great that this type of technology is getting focused on, we also must be aware of the possibility of it getting hacked, as was recently demonstrated with Jeep vehicles.

10) Federal Legislation

Mr. Achelpohl reported that in July, Congress passed another short term extension of MAP-21 through the end October 29, 2015. The Senate also passed a multi-year bill called the DRIVE Act. There is no clear indication of how the House will address the need for a long-term transportation bill.

Some highlights of the Senate's DRIVE Act:

- Provides \$274 billion of obligation authority through 2021, only the first 3 year of the bill are funded.
- Changes the allocation of Surface Transportation Program funds by increasing the share of funds distributed based on population to metropoliann areas after taking 15% off the top of the program for off-system bridges. The net impact of that would be that it would reduce the amount of metro STP funding than what was historically allocated through MAP-21. MARC staff had been in contact with the Senate delegation to provide information about an amemndment that would have increased STP funding for metro areas, but the amendment was not included in the final version passed by the Senate.

- Changes the allocation of The Transportation Alternatives Program by making it 100% allocated by population. Previously only half of the programs funds were distributed to metropolitan areas.
- Establishes new freight & ITS programs that would be eligible for metropolitan planning organizations like MARC to compete for funds.

11) Other Business

Janet Rogers reminded the committee of her community radio show on KKFI.

12) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held September 15, 2015.

ISSUE

REPORT: KC Downtown Streetcar

BACKGROUND

The City of Kansas City, Missouri is currently constructing a 2.2 mile streetcar system from the River Market to Union Station. The Kansas City Streetcar Authority (KCSA) is a not-for-profit organization formed for the purpose of managing, operating, and maintaining the streetcar once it is operational. In addition to overseeing streetcar operations, the KCSA supports system branding, marketing, safety oversight, public communication, and community engagement.

Tom Gerend, Executive Director of the KCSA, will report on recent developments and highlights of the project. Additional information is available at: <http://www.kcstreetcar.org/>

POLICY CONSIDERATIONS

MARC has supported development of the KC Downtown Streetcar through technical assistance in project planning and funding through the federal Congestion Mitigation Air Quality program and Surface Transportation Program. KCSA is a member of the Regional Transit Coordinating Council.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl

ISSUE

*VOTE: Draft 2016-2020 Transportation Improvement Program for Public Review and Comment**

BACKGROUND

MARC has prepared the Draft 2016-2020 Transportation Improvement Program (TIP) for public review and comment. The Draft TIP includes all federally funded surface transportation projects, and all regionally significant surface transportation projects regardless of funding source, planned for the Kansas City metropolitan area in Federal Fiscal Years 2016-2020.

The Draft 2016-2020 TIP has been developed by MARC to be in compliance with regulations contained in MAP-21, the most recent legislation governing the federal transportation program. In accordance with these regulations the Draft 2016-2020 TIP includes:

- A financial plan that accounts for inflation and includes system-level estimates of operation & maintenance costs and revenues
- An environmental justice analysis that examines transportation investments and transportation safety
- Visualization techniques to help convey information
- An updated interactive, internet based mapping application

The complete Draft 2016-2020 Transportation Improvement Program is available for review at:

www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/2016-2020-TIP

POLICY CONSIDERATIONS

MARC's Public Involvement Plan requires that the Draft 2016-2020 TIP be released for public review and comment prior to adoption.

The Draft 2016-2020 Transportation Improvement Program is financially constrained and accounts for inflation.

The Draft 2016-2020 Transportation Improvement Program includes an Environmental Justice analysis that indicates that minority and low-income populations are not underserved by federally funded projects.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Release the Draft 2016-2020 Transportation Improvement Program (TIP) for public review and comment.

STAFF CONTACT

Marc Hansen

ISSUE

REPORT: Programming Evaluation Process Review

BACKGROUND

One of the primary uses of the region's Metropolitan Transportation Plan is to provide policy guidance for the programming of federal transportation funds in the Transportation Improvement Program. In anticipation of the adoption of the update to Transportation Outlook 2040 and consideration of feedback following the most recent programming round in 2014, MARC programming committees and staff have begun reviewing current allocation processes to identify issues and opportunities and to better align MARC's programming processes with the policy framework of the new plan.

These programming process reviews typically include updates to project evaluation criteria as well as updates to project solicitation and evaluation ground rules. While many of the policy goals and objectives of the update to Transportation Outlook 2040 continue past policies, the updated plan also includes a new policy consideration, Equity, to be addressed in MARC's programming activities.

Staff will report on the status of this review at the meeting.

POLICY CONSIDERATIONS

Evaluation criteria for MARC programming processes are to be reviewed and updated by each programming committee after major updates to the Long-Range Transportation Plan, after enactment of new Federal or State authorizing legislation or regulations and after completion of each programming cycle.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The working groups established by the Active Transportation Programming Committee and the Kansas and Missouri STP Priorities Committees have been meeting regularly to discuss potential revisions to various components of the evaluation criteria.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Marc Hansen

ISSUE

Update on RideKC Regional Transit Plan

BACKGROUND

The RideKC Regional Transit Plan, which kicked off earlier this summer, has two central goals:

1. Update the Smart Moves Regional Transit Plan, and
2. Develop a transit strategy that, when implemented, will double the number of jobs accessible by transit in the Kansas City region (formerly known as Workforce Connex).

This plan will be developed in partnership with the Kansas City Area Transportation Authority and Johnson County, Ks. as well as the Unified Government, City of Independence, and KC Streetcar.

Staff will provide an update on the planning process, the community and stakeholder engagement strategy, and share some of the transit analysis available to date.

POLICY CONSIDERATIONS

The results of the planning process will guide future transit expansion in the region and will require an update to transit elements in Transportation Outlook 2040.

BUDGET CONSIDERATIONS

None. This project is funded by a 2014 TIGER grant, FTA Section 5307 funds, and local match.

COMMITTEE ACTION

None.

RECOMMENDATION

None.

STAFF CONTACT

Karen Clawson

Ron Achelpohl

ISSUE

REPORT: MARC Active Transportation Program

“Active transportation” is walking and bicycling. MARC and its planning partners have a long history of supporting regional bicycle and pedestrian planning activities stretching back over two decades. Walking and bicycling are not only healthy and cost effective, but, in most cases safe, convenient ways to travel without the use of an automobile. The Kansas City region is served by a diverse active transportation system that includes trails, paths, sidewalks, bike lanes and neighborhood streets that connect residents to work and other destinations. Demographic, economic, health and environmental factors are creating demand for more active transportation opportunities for bicyclists and pedestrians and helping the region become more vibrant, connected and green.

The update of the metropolitan transportation plan, *Transportation Outlook 2040*, reaffirmed a regional vision of, “A safe, balanced, regional, multimodal transportation system that is coordinated with land-use planning, supports equitable access to opportunities and protects the environment.” A number of important accomplishments within the Active Transportation Program have already occurred in 2015 that are helping make progress towards this vision and the ten goals of the Policy Framework.

Staff will report on notable achievements and current work activities for this year.

General topics to be addressed include:

- Greater Kansas City Regional Bikeway Plan
- Step Up - Walk Friendly Communities Initiative
- National Park Service Historic Retracement Trail
- Regional Counting Program
- Explore KC – October 7th Walk to School Day

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Informational only.

STAFF CONTACTS

Aaron Bartlett
Martin Rivarola

ISSUE

REPORT: 2015 Urban Mobility Scorecard

BACKGROUND

On August 26, 2015, the Texas Transportation Institute released the *2015 Urban Mobility Scorecard*, which provides a comprehensive analysis of traffic conditions in 471 urban areas across the United States. Findings in the 2015 edition are drawn from traffic speed data collected by INRIX on 1.3 million miles of urban streets and highways, along with highway performance data from the Federal Highway Administration.

The full report is available at: <http://mobility.tamu.edu/ums/>

According to the report, as our nation emerges from the economic downturn, traffic levels and congestion are returning to pre-recession levels. For the Kansas City urban area, however, congestion levels have generally stayed consistent over the past several years. Moreover, Kansas City continues to rank low in several traffic congestion measures compared to peer regions.

MARC staff will present a summary of statistics for the Kansas City area from the *2015 Urban Mobility Scorecard*, also sharing an assessment of the report's strengths and limitations.

POLICY CONSIDERATIONS

System performance is one of ten policy goals established in the Metropolitan Transportation Plan, *Transportation Outlook 2040*. Through the regional Congestion Management Process (CMP), MARC coordinates with planning partners to: monitor congestion, plan and implement strategies, and evaluate the effectiveness of investments.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Jim Hubbell

ISSUE

REPORT: Discuss Draft State Legislative Agendas

BACKGROUND

Each year, the MARC Board adopts a state legislative platform, after receiving input from committees and organizations. The platform is communicated to area local governments and organizations to coordinate positions of importance to the region, and as appropriate positions are communicated to the area state legislators. The following are the draft policy platforms for Missouri and Kansas for 2015:

MISSOURI

Transportation Revenues

Insufficient revenues at both the federal and state level will require continued attention on transportation funding by the Missouri General Assembly. State legislators are urged to protect the integrity of current state funding and to work toward identifying new resources to address highway, major roadway and bridge infrastructure, public transit, bicycle and pedestrian needs in the state and the Kansas City metro area. The Missouri Department of Transportation has been working with regional agencies, local communities, transit providers and other partners through the "On the Move" planning process to identify long-range transportation needs in Missouri. ***MARC supports the need for increased funding for statewide, multi-modal transportation priorities in Missouri. MARC recommends that transportation funding options considered include user based fees and taxes and not be limited to retail sales taxes.***

Amtrak

State legislators are urged to support funding to maintain and expand passenger rail services (Amtrak) in Missouri. The State of Missouri currently supports the Missouri River Runner Amtrak service between Kansas City and St. Louis. The service continues to experience increases in ridership and on-time performance. Additional track improvements, new sidings and modernized train cars are necessary to support continued increased usage of this important connection. The Missouri River Runner line from St. Louis to Kansas City had 196,991 riders in FY13 and a slight decline in FY14 to 189,145. The decline was attributed to two major events, a wash out of track affecting a week of service and a major track maintenance project by Union Pacific that required three weeks of bus bridges for passengers. Ticket revenues for Amtrak increased in that last fiscal year by 9.3 percent to \$5.6 million. Of the total ridership in Missouri in FY14, 154,002 were on/off in Kansas City, 8,976 in Independence, and 28,548 in Lee's Summit.

Transportation Safety (input is being requested from the Destination Safe Coalition)

Texting Ban for All Ages

Broaden state restrictions on texting while driving to apply to drivers of all ages. Distracted driving is a serious threat to personal and public safety on our public highways. According to National Highway Traffic Safety Administration (NHTSA) research, 3,328 people were killed and an estimated 421,000 were injured in distraction-related crashes in 2012. Thirty-nine states now have bans on text messaging for all drivers. In 2009, the Missouri General Assembly enacted a law banning texting while driving for drivers 21 years old and younger. Texting while driving is a serious distraction regardless of the age of the driver. Between one-fourth and one-fifth of all traffic fatalities involved distracted drivers in the greater Kansas City area.

Primary Seatbelt Law

Support passage of a primary seat belt law. Seven out of 10 Missourians killed in a traffic crash are unbuckled. Seat belts reduce the risk of fatal injury by 45 percent. Missouri's current seat belt law (307.178 RSMo) is a secondary law, which means that law enforcement officers cannot pull over vehicles solely for a seat belt violation. Missouri's 2012 overall seat belt usage rate is 79 percent, compared to 86 percent nationwide. National data demonstrates that seat belt use continues to be higher in the states with primary laws. The current law restricts law enforcement's ability to protect the traveling public and sends the wrong message to the public.

Cell Phone Ban for Young Drivers

Enact provisions that restrict cell phone use for young drivers who lack driving experience under the graduated drivers licenses (GDL). The current GDL does restrict text messaging but not cell phone use. Thirty-two states have GDL laws that ban cell phone use.

Motorcycle Helmet Law

Maintain current state law requiring motorcycle helmet use. The universal motorcycle helmet law that was enacted by the General Assembly in 1967 has saved hundreds of Missouri lives. Based on studies of the effects of other states' enactment, repeal, or weakening of universal helmet laws, use approached 100 percent when all motorcyclists were required to wear helmets, compared with about 50 percent when there was no helmet law or a law applying only to some riders. In states that either reinstated or enacted universal motorcycle helmet laws, helmet use increased dramatically, and motorcyclist deaths and injuries decreased. In states that repealed or weakened their universal helmet laws, helmet use declined sharply, and motorcyclist deaths and injuries rose.

KANSAS

Transportation Funding

The Kansas Legislature passed T-WORKS in May 2010 to support continued investment in the state's transportation system. The Kansas Department of Transportation has outlined a spending plan to provide \$4.6 billion on projects to ensure the preservation of the state's highways and bridges. The Kansas Legislature is encouraged to ensure that any additional funds committed to T-WORKS from the State Highway Fund are not redirected for other state budget needs. MARC supports the implementation of an effective multi-modal transportation program aligned with the region's priorities; supports measures to encourage regional approaches to public transit and transportation planning, and supports the practice of long-term multi-year comprehensive transportation programs developed through a combination of KDOT technical analysis together with local government and other stakeholder involvement. **The Kansas Legislature should continue to look for ways to raise new revenues to address the state's remaining transportation needs and protect existing T-WORKS funds for transportation purposes.**

Amtrak

State legislators are urged to support funding to maintain and expand passenger rail services (Amtrak) in Kansas. Amtrak has indicated that it cannot continue to operate the Southwest Chief service through western Kansas, Colorado and Northern New Mexico without upgrades to existing railroad tracks. Without these track upgrades, the Southwest Chief could be rerouted through Wichita, Oklahoma and Texas, or eliminated. Separate efforts have been underway to extend the Heartland Flyer service between Ft. Worth and Oklahoma City north to Wichita and a connection with either the Southwest Chief or a direct connection on to Kansas City. Ridership in Kansas in FY13 was 50,146.

Transportation Safety (Input is being requested from the Destination Safe Coalition)

K-10 Corridor: KDOT has conducted a special study of safety needs that contribute to median crossover crashes in the K-10 corridor. MARC supports a comprehensive safety strategy involving engineering, traffic enforcement and public awareness for this corridor. Safety measures should be evaluated using cost/benefit analysis to determine the best use of public resources. ***MARC supports the consideration of legislative action to establish a Highway Safety Corridor on K-10 with increased fines for traffic violations as well as proven engineering countermeasures such as placement of median guard cables and rumble strips consistent with KDOT policy.***

Primary Seatbelt Law

Kansas passed a primary seatbelt law in 2010. Kansas seatbelt usage rates went from 80 percent in 2012 to 81 percent in 2013. The national average seatbelt usage rate was 86 percent for 2013. The current law has a \$60 fine - not including court costs - for those 17 and under and a \$10 fine court cost included for those 18 and over. States with higher fines have shown to increase seatbelt usage rates. ***MARC supports the consideration of legislative action to amend the current law to make the fine \$60 for everyone.***

Maximum Speed Limit

In 2011 Kansas increased the maximum speed limit on state highways from 70 mph to 75 in 2011. Since then traffic fatalities have increased on routes with 75 mph speed limits while decreasing significantly on the remainder of the state highway system. ***MARC encourages the state legislature to retain the current maximum speed limit of 75 mph and the secretary of transportation to review existing 75 mph routes to determine if some speed limits should be reduced to improve public safety.***

TTPC will be asked to discuss and provide input to these agendas at the meeting.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

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