



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, November 17, 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 October 20, 2015 Meeting**-- 9:35am
3. *VOTE: Approval of Draft 2016 UPWP** – 9:40am
4. REPORT: Complete Streets Policy Update – 9:50am
5. REPORT: MARC Travel Model Update – 10:00am
6. REPORT: Planning Sustainable Places Program Update – 10:10am
7. REPORT: Quarterly Safety Report – 10:20am
8. REPORT: KC Scout I-35 Ramp Metering Project – 10:30am
9. REPORT: Transportation Legislative Issues – 10:40am
10. Other Business – 10:50am

**Action Items*

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
October 20, 2015
Meeting Summary - DRAFT

Members, Alternates Present-Representing

Councilman Chuck Adams, Kansas Co-Chair
Mayor Carson Ross, Jackson County Municipalities,
Missouri Co-Chair
Commissioner Jim Allen, Johnson County
Susan Barry, MoDOT
Rita Cassida, Miami County
Tim Gramling, City of Independence
Richard Grenville, PortKC
Tony Hofmann, City of Overland Park
Duane Jackson, Clay County
Commissioner Steve Klika, Johnson County
Michael McDonald, Leavenworth County Mun.
Sherri McIntyre, City of Kansas City
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
Eric Rogers, BikeWalk KC
Mayor Richard Scharfen, Cass County Municipalities
Kite Singleton, Regional Transit Alliance
Mayor David Slater, Clay County Municipalities
Mike Spickelmier, Leavenworth County
Joe Tomlinson, Jackson County
Tim Vandall, City of Lansing, KS
Commissioner Jim Walters, Unified Gov. of WyCo/KCK
Becky Yocham, Johnson County Municipalities

Agnes Otto, WSP/Parsons Brinckerhoff
Andrew Palmer, The Northland News
Janet Rogers, Transit Action Network
Barry Rolle, HDR
Jennifer Schwaller, HDR
Allison Smith, KDOT
Brenda Thomas, MCC
Jim Toberlsen, WSP/Parsons Brinckerhoff
Chip Touzinsky, Garver
Tom Worker-Braddock, Olsson Associates
Allan Zafft, CDM Smith

MARC Staff Present

Ron Achelpohl, Director of Transportation and
Environment
Aaron Bartlett, Senior Transportation Planner
Karen Clawson, Transportation Planner
Chris Depusoir, Public Affairs
Charles Gorugantula, Transportation Modeling Manager
Amanda Graor, Air Quality Program Manager
Marc Hansen, Principal Planner
Jim Hubbell, Principle Transportation Planner
Stephen Lachky, Transportation Planner II
Martin Rivarola, Assistant Director of Transportation &
Land Use Planning
Ray Webb, Manager of Traffic Operations
Jermain Whitmore, Program Assistant
Eileen Yang, Transportation Modeler II

Others Present

Cory Clark, GBA
Linda Clark, TranSystems
Mary Cyr, Mattie Rhodes
Thomas Dow, RDG Planning & Design
Tom Evans, TREKK
Chuck Ferguson, KCATA
Bob Goodwillie, HG Consult
Angie Hoecker, MoDOT
Gretchen Ivy, HNTB
Lisa Koch, Groundswell Consulting
Mike Latuszek, FHWA-MO
Kristen Leathers, Affinis Corp.
Jason Lemp, Cambridge Systematics
Jason Meyers, Burns & McDonnell
Ken Miller, City of Lansing, KS
David Nolte, BHC Rhodes

1) Welcome/ Introductions

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

2) Approval of August 18, 2015 Meeting Summary *

There were no changes to the September 15, 2015 meeting summary. Mayor David Slater moved to approve the meeting summary, Commissioner Steve Klika seconded and the motion carried unanimously.

3) Approval of Self-Certification Statement*

Marc Hansen informed the committee that federal transportation regulations require that MARC, as the region's metropolitan planning organization (MPO), certify that it is carrying out the continuing, cooperative and comprehensive transportation planning process outlined in federal law and regulation. The certification must occur at least every four years, concurrent with the submittal of the Transportation improvement Program (TIP) to USDOT.

A Self-Certification Checklist has been developed by staff to assess MARC's compliance with federal requirements. The Checklist demonstrates that the primary products of the metropolitan planning process have been completed and are current. The Kansas Department of Transportation, the Missouri Department of Transportation and the Mid-America Regional Council certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Commissioner Steve Klika moved to approve the *Self-Certification Statement*, Mayor David Slater seconded and the motion carried unanimously.

4) Approval of 2016-2020 TIP*

Mr. Hansen gave a brief review of the TIP development process, and directed everyone to the comments and responses MARC received on it. MARC has prepared the *2016-2020 Transportation Improvement Program (TIP)* for public review and comment. The 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 *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 *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 *2016-2020 Transportation Improvement Program* is available for review at:

www.marc.org/Transportation/Plans-Studies/pdfs/TIP_2016-2020_draft

MARC's Public Involvement Plan requires that the *2016-2020 TIP* be released for public review and comment prior to adoption. Two comments from the general public were received during the comment period. The comments and proposed responses from MARC are included. Based on recommendations from FHWA, FTA, KDOT and MoDOT received during the comment period, the financial plan has been reformatted to further clarify the relationship between *Transportation Outlook 2040* and the *2016-2020 TIP*.

The *2016-2020 Transportation Improvement Program* is financially constrained and accounts for inflation; and includes an Environmental Justice analysis that indicates that minority and low-income populations are not underserved by federally funded projects.

Janet Rogers reiterated the comments she made to the TIP regarding the Environmental Justice Analysis track, and it was duly noted. Ron Achelpohl clarified that in constructing the EJ analysis, MARC reviewed best practices of how EJ analysis' are conducted at the metropolitan level for plans and TIP's; and asserted that MARC's approach is well in line with current practices and with recommendations made by USDOT in MARC's most recent certification review.

Jack Messer asked if the EJ analysis has been prepared within the guidelines of all regulating agencies, and if we collaborated with them on it. Mr. Achelpohl informed him that the feedback that was received from them were mostly suggestions and recommendation, not anything that warranted corrective action or was mandatory. However, MARC has worked diligently to address their feedback and implement it in the TIP.

Commissioner Jerry Nolte inquired if any of it has been run by legal counsel to ensure that no one will get sued or any other legal issues would arise, and Mr. Achelpohl responded that MARC does not normally run its planning products through legal counsel. They are developed by professional staff, and are reviewed by our committees, planning partners, DOT's, FHWA, etc.

Commissioner Steve Klika queried if the plan is fluid enough to be changed or amended, and Mr. Achelpohl answered that it is.

Jack Messer moved to approve the *2016-2020 TIP*, Commissioner Steve Klika seconded and the motion carried unanimously.

5) Release of Draft 2016 UPWP for Public Review and Comment*

Mr. Achelpohl highlighted some of the significant projects of the UPWP as well as an overview of the process. The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds

in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. A draft of the 2016 UPWP is available at:

http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/Draft_2016UPWP_Oct2015

Major Transportation Planning Initiatives proposed for 2016 include:

- Respond to MAP-21 – Tasks 1.1, 2.2, 2.6, 3.1, and 7.1
- Public Participation Plan Update – Task 1.2
- Creating/Planning Sustainable Places – Tasks 2.1, 2.7
- Performance Measures and Targets – Tasks 2.2, 2.6, 3.1
- Transportation Planning Data Self-Assessment – Task 2.5
- Transportation Programming – Task 3.1
- Air Quality Project Evaluation Tool Development – Task 4.3
- I-35 Integrated Corridor Management -- Task 5.5
- Prospect Bus Rapid Transit (BRT) Development – Task 6.3
- Regional Transit Fare Study – Task 6.3
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- RideKC Regional Transit Plan/Workforce Connex – Task 6.5
- RideKC Data Insight – Task 6.6
- Planning and Environmental Linkages (PEL) Study: Broadway Extension (US-169), including bridge over Missouri River, and I-70 North Loop – Task 8.2
- Centennial Bridge Study – Task 8.3

Projects conducted through the UPWP may influence or result in changes to established transportation policies, plans and programs. The Draft 2016 UPWP has been developed based on funding levels resulting from the passage of MAP-21 and the 2010 Census counts for urbanized area populations in Kansas and Missouri.

Kite Singleton commented that as the region begins discussing the condition and capacity of the Broadway Bridge, we also need to consider the condition & capacity of the railroads under the bridge as the area is being redeveloped.

Commissioner Jerry Nolte moved to approve the *Draft 2016 UPWP for Public Review and Comment*, Sherry McIntyre seconded and the motion carried unanimously.

6) Recommendations from Programming Process Review*

Mr. Hansen gave a background of the Programming Process Review, and the reasons of recommendations. 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.

In addition to project evaluation criteria updates, these reviews often lead to changes in the committee rules and procedures. As part of the most recent review of the programming process, the following recommendations have been approved:

Missouri STP Priorities Committee

- Addition of an attendance policy to the committee roles and responsibilities document
- Updates to the excluded uses of funds section of the committee roles and responsibilities document

Kansas and Missouri STP Priorities Committees

- Provide annual appropriations in two year increments off the top of the available amount of sub allocated Missouri and Kansas STP funding for 50% of the Missouri and Kansas share of the annual operations and management costs for Operation Green Light.
- Require annual reports to the Kansas and Missouri STP Priorities Committees following the approval of the annual budget by the OGL Steering Committee.

Evaluation criteria and committee 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.

Councilman Chuck Adams questioned to what year this would apply to, and Mr. Hansen remarked that it is preferred to have it ready for the next call for projects in January 2016, but possibly no later than March 2016.

Kite Singleton moved to approve the *Recommendations from Programming Process Review*, Mark Randall seconded and the motion carried unanimously.

OGL STP Funding Proposal*

Mr. Hansen presented the OGL STP Funding Proposal. In 2015, after an update of the program’s strategic plan, the Operation Green Light Steering Committee developed a recommendation for MARC to consider to improve the long-term funding stability of the program by allocating a dedicated share of federal Surface Transportation Program funds to subsidize its operations. The Missouri and Kansas STP committees have evaluated and both have recommended this proposal. Missouri approved the proposal on August 11, 2015 and the Kansas Committee on August 13, 2015.

These committees recommend that in future programming cycles, TTPC allocate annual appropriations in two year increments of suballocated Missouri and Kansas STP funding for 50% of the Missouri and Kansas share of the annual operating and maintenance cost for Operation Green Light. Annual reports would be provided to the committee following the approval of its annual budget by the Steering Committee.

STP funding has been secured to subsidize operation of the program through 2018 through previous programming cycles at MARC. While the program budgets have not been set for the years 2019 and beyond, past budgets have typically ranged from \$1M to \$1.2M. An example of annual funding request based on past budget of \$1Million per year:

- Missouri, 70%* of Regional Signals = \$700,000 x 50% STP Funding = \$350,000
- Kansas, 30%* of Regional Signals = \$300,000 x 50% STP Funding = \$150,000

*Current cost allocation based on 70/30 split of number of signals in Mo/KS

Other programs with similar non-competitive funding arrangements include the Regional Active Transportation, Air Quality Public Education and RideShare programs. Federal Congestion, Mitigation Air Quality (CMAQ) funds for each of these programs are reserved by TTPC and the Air Quality Forum prior to allocating remaining CMAQ funds to other projects. Ongoing oversight of these MARC programs is provided by the Air Quality Forum.

Finally, this proposal is only for funds to subsidize OGL program operations. Applications to expand or enhance OGL would be treated as all other projects through MARC competitive programming processes.

Davonna Moore asked how the budget works if there is money left over each year (i.e. accrued balances), and Mr. Achelpohl admitted that MARC expects that there will be no accrued balances by the time this starts. The older funding will be spent first, but funding will still be programmed to fund operations. Any requests for funding would be targeted for only what is needed to run OGL, so there shouldn't be any funding left over to compete for. The amounts are flexible for now, but we would need to come back before January to determine the amount we would like to target.

Sherry McIntyre moved to approve the *Recommendations for the Operation Green Light STP Funding Proposal*, Mayor David Slater seconded and the motion carried unanimously.

7) 2015 Urban Mobility Scorecard

Jim Hubbell started his report by giving a background on it, and how to read the report. 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.

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, and has continued to remain around the same average for the past 5-10 years.

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. A brief update will also be provided about efforts to review performance measures in *Transportation Outlook 2040*. 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.

Though the study does provide a good national view and a good comparison of city that are relatable in size, there are some criticisms. To note, it has a low bar for congestion, so it doesn't take much of a decrease in speed to effect the numbers. Also, this is not a peer review study, which most academic studies are. Lastly, as this is a highway mobility study, it won't capture any benefits of investments in densifying around corridors or land use nodes, or investments in transit.

8) Broadway/North Loop PEL Study

Martin Rivarola began the presentation by describing what PEL is, and what it consists of. Pending approval by the Mid-America Regional Council Board of Directors and Kansas City, Missouri, City Council, MARC will lead a study to identify reasonable strategies to improve safe travel and traffic flow on the bridge and improve connections to downtown on the adjacent stretch of I-70. Planning partners include the city of Kansas City, Missouri; the Unified Government of Wyandotte County/Kansas City, Kansas; the Missouri and Kansas Departments of Transportation; and the Federal Highway Administration.

The Planning and Environmental Linkages (PEL) study, scheduled to be completed in mid-2017, is the first step in a process that will likely take a number of years to complete. PEL studies use a collaborative approach for transportation decision-making that incorporates environmental, community and economic goals into the planning process. The Broadway Bridge/I-70 North Loop PEL study will consider a wide range of issues — not just traffic flow across the river, but also how transportation improvements might improve connections between the River Market and Downtown and how various options for improvement would impact the Charles B. Wheeler

Downtown Airport, the Port of Kansas City, Missouri River navigation, bicyclists and pedestrians, transit and railroads, as well as transportation linkages across the state line and economic development initiatives in surrounding areas.

The general scope of the proposed improvement is the replacement or reuse of the US- 169 bridge along with I-70 corridor improvements within the project limits for future access, mobility, safety, system preservation and redevelopment needs. The study will determine and document a “*Purpose and Need Statement*” and then identify, screen and document “*reasonable alternatives*” for future National Environmental Policy Act (NEPA) work on US-169 and I-70, generally from the US-169/MO Rt-9 interchange to 5th/6th Street in Clay/Jackson Counties in Missouri and from the I-670/I-70 interchange in Wyandotte County, Kansas to the US-71/I-670 interchange in Jackson County, Missouri. The study will also develop priorities for the different segments of independent utility within the study area.

This study will not produce a single preferred/recommended alternative. This study will produce a set of reasonable improvement alternatives which could be implemented over time according to a phasing strategy. It will set foundation for future NEPA work for segments of the study area.

MARC will lead the work and provide project management, which will include coordination of a Project Management Team, an ad hoc advisory group and yet-to-be procured consultant teams. Current plans call for separate procurement processes of one traffic modelling team and one planning study team. The modelling team will develop a Dynamic Traffic Assignment (DTA) model for the study area and surrounding areas of influence. The planning team will lead the process of development of a statement of purpose and reasonable alternatives, screening of alternatives, and public engagement. Proposals and qualifications will be due in November, with work expected to commence in early January.

Commissioner Klika asked why the study doesn't include where I-169 forks into I-435, and Mr. Rivarola said that a terminus/starting point was needed that we could build from, which represents routes where most drivers commute. Mayor Slater also commented that commuter rail needs to be considered for that area as well.

Commissioner Klika also enquired if the study will include estimated costs, and their potential sources. Mr. Rivarola responded that it will include planning-level cost estimates and a range of potential revenue sources for further consideration in future implementation planning.

9) Air Quality Update

Amanda Graor reported on the new ground-level ozone standard promulgated by the Environmental Protection Agency and on key outcomes of the 2015 regional ozone season.

On October 1, the U.S. Environmental Protection Agency announced a change to its health-based standard for ozone pollution, reducing the standard from 75 parts per billion to 70 ppb. Under the Clean Air Act, EPA is responsible for monitoring pollutants like ozone that can be harmful to public health.

Ground-level ozone, formed when volatile organic compounds and nitrogen oxides from auto emissions and other sources react with heat and sunlight, can make it more difficult for people to breathe — especially for older adults, children, and those with respiratory problems. The Mid-America Regional Council monitors ozone levels and issues daily SkyCasts from April 1 to Oct. 31 each year to alert residents of predicted ozone levels and encourage them to take actions to reduce emissions.

Cool, wet summer weather contributed to lower ozone readings in the Kansas City region in 2015, but EPA uses a rolling three-year average to determine whether a metro area is in attainment with the ozone standard or not.

Early indications are that for the three-year average ending with 2015, Kansas City's ozone readings would meet the new standard, while the three-year average ending in 2014 was higher than 70 ppb.

Although the new ozone standard is now in place, there will be no immediate impact on the region's attainment status. EPA's announcement launches a multi-year process in which EPA and the states of Missouri and Kansas will review and evaluate ozone data for Greater Kansas City. Next summer's ozone levels, as part of a three-year average ending with 2016, will likely be used to determine whether the region is in attainment with the new standard or not. If the Kansas City region is designated as non-attainment, MARC's Air Quality Forum will work with the Missouri Department of Natural Resources and the Kansas Department of Health and Environment on plans to meet the new standard.

The 2015 Ozone Season Summary report, updated weekly, can be found at <http://marc.org/Environment/Air-Quality/Reports/Ozone-Summaries>.

Additional information can be found at www.marc.org/airq.

Mike Spicklemeier questioned if we are discussing redefining the Air Quality boundaries, and Ms. Graor replied that she is not sure yet.

10) MARC Federal Legislative Agenda

Mr. Achelpohl gave an overview of MARC's Federal Legislative Agenda, highlighting a few aspects of it. Concerning MAP-21, its current extension will expire on October 29, 2014. MAP-21 created a streamlined and performance-based surface transportation program and built 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, MARC would recommend that Congress should incorporate the following principles in the reauthorization legislation and look for new resources to address this important national and regional need for transportation infrastructure investments.

- **Adequate Funding:** 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. 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.
- **Stability and Predictability:** Implement a multi-year bill to provide stability and predictability to states, local governments and public transit systems.
- **Local Decision-making:** Recognize the economic value of and allocate resources for the nation's metropolitan areas and emphasize the role of local governments in decisions on funding allocations.
- **Transportation Choices:** Maintain progress for all modes of surface transportation – ensuring a balanced, interconnected system of complete streets and highways, bus and rail transit, bicycle and pedestrian infrastructure to safely and effectively serve national, state and local movement of people and goods.
- **Performance-Based Decision-making:** Build on MAP-21's performance-based approach to address national goals for transportation safety, system condition and reliability while preserving state and local flexibility to set and meet targets for other important aspects of transportation system performance.

The proposed position would update MARC's current position on transportation reauthorization adopted on 12/20/2011. The MARC Board is expected to adopt its platform in late January.

The STRR Act, which was just released Friday, would continue federal funding at 2015 levels and cover 2016-2020; although, it only locks in funding for the first 3 years. It does include some additional program consolidation, which was also a part of MAP-21. MARC will continue to monitor the developments in Washington surrounding federal transportation.

Dick Jarrold commented that local provisions for large projects around the communities should be considered in being supported as well.

Commissioner Klika enquired what is MARC doing to enlist support from other counties, jurisdictions, municipalities, etc. to get more push in this area so we are more effective. Mr. Achelpohl explained that for both state and legislative platforms, we do not have a lobbyist. Instead, we share the positions with our members, which has some influence in the communities, and we do take them to chambers.

Richard Grenville reminded the committee that we also need to keep waterways in mind as we go about determining our position.

Eric Rogers proposed inviting Councilman Graves to the TTPC meetings to give updates, as well as his thoughts, opinions, and approach.

11) Review MARC Conflict of Interest and Whistleblower Policies

Mr. Achelpohl gave a summary of both policies and directed everyone to read and familiarize themselves with them to avoid any issues or complications with serving on any of MARC's committees or boards.

12) Other Business

- Mr. Singleton mentioned that the KCRTA Annual Meeting will take place on November 12th, and that it will be hosted at the new Singleton Yard Streetcar Facility, and they expect the streetcar to be in the streetcar barn. Also, the Transit Advocate of the Year will be selected at this meeting.
- Mayor Slater acknowledged that Mark McHenry will receive the Look North Award Thursday morning. Also, Missouri Municipal League met and Mayor Rhoades has been selected to lead the 608 city delegation. Additionally, Mayor Ross will receive their Lifetime Achievement Award.
- Janet Rogers remarked that she will interview Tom Gerend on Tuesday.

13) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held November 17, 2015.

ISSUE

*VOTE: 2016 Unified Planning Work Program**

BACKGROUND

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. The *2016 UPWP* is available at:

http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/Draft_2016UPWP_Oct2015

Major Transportation Planning Initiatives proposed for 2016 include:

- Respond to MAP-21 – Tasks 1.1, 2.2, 2.6, 3.1, and 7.1
- Public Participation Plan Update – Task 1.2
- Creating/Planning Sustainable Places – Tasks 2.1, 2.7
- Performance Measures and Targets – Tasks 2.2, 2.6, 3.1
- Transportation Planning Data Self-Assessment – Task 2.5
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- Planning and Environmental Linkages (PEL) Study: Broadway Extension (US-169), including bridge over Missouri River, and I-70 North Loop – Task 8.2
- Centennial Bridge Study – Task 8.3

POLICY CONSIDERATIONS

Projects conducted through the *UPWP* may influence or result in changes to established transportation policies, plans and programs.

MARC's Public Involvement Plan requires that the *2016 UPWP* be released for public review and comment prior to adoption. One comment from the City of Grandview, MO was received during the comment period. The comment and a proposed response from MARC are included.

BUDGET CONSIDERATIONS

The *2016 UPWP* has been developed based on funding levels resulting from the passage of MAP-21 and the 2010 Census counts for urbanized area populations in Kansas and Missouri.

COMMITTEE ACTION

MARC hosted a meeting on June 25, 2015 with its planning partners to coordinate development of the *2016 UPWP*. An initial version of the *2016 UPWP* was circulated among the planning partners for comment in September 2015.

RECOMMENDATION

Approve the *2016 Unified Planning Work Program*.

STAFF CONTACT

Marc Hansen



1200 Main Street
Grandview, Missouri 64030-2498
(816) 316-4856

November 6, 2015

Mr. Ron Achelpohl, P.E.
Director of Transportation and Environment
Mid-America Regional Council
600 Broadway, Ste 200
Kansas City, MO 64105

Re: Draft 2016 Unified Planning Work Program (UPWP)

Dear Mr. Achelpohl:

We appreciate the opportunity to comment on MARC's Draft 2016 Unified Planning Work Program (UPWP). In particular there are several initiatives that we would like to discuss and we have listed them below with our comments. We know that to accomplish your work plan tasks you need the active participation of elected officials and members' staffs and we want you to know that we have staff time that we are willing to provide for committee meetings on various tasks.

- Public Participation Plan Update – Task 1.2
USDOT, FHWA, and MoDOT all have policies regarding the need to provide focused solicitation of comments from members of environmental justice communities. MoDOT specifically mentions the following work areas that should incorporate these specific solicitation activities:
 - Policy Decisions
 - Systems Planning
 - Metropolitan and Statewide Planning
 - Project Development and Environmental Review under NEPA
 - Preliminary Design
 - Final Design Engineering
 - Right-of-Way
 - Construction
 - Operations and Maintenance

While we do not understand there to be any mandate that input received during such solicitation activities force a change in an activity or project, we do feel that two requirements should be met regarding such solicitations and the comments that result from them.

First, solicitations directed to an EJ community should be advertised as being specifically for the purpose of receiving comments in accordance with Presidential Order 12898. We do not feel that "rolling" such a solicitation through meetings held for other purposes (such as routine Planning or Zoning Commission meetings or hearings for property acquisition) automatically fulfill the intent of the written statements by agencies subscribing to EJ principals. Targeted groups

should be allowed, and know that they will have a specific, defined opportunity to address their concerns separate from the routine business of project work.

Second, comments received from the EJ solicitation process should be responded to in a meaningful and reasonable way. Even if the simple answer is no, or that nothing can be done, a simple, clear explanation must and should be provided to the community, so that they can understand the reason for the response. A response of “No” should not be acceptable or even given, as it is such answers that in part have driven the need for the EJ solicitation exercise in the first place.

It should be clear that in any of the activities requiring solicitation of input from EJ communities the objective of such solicitations and meeting opportunities is:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations
(from MoDOT EJ website)

Meaningful consideration should be given to comments received from community members and the public participation process should make this clear. Also, the participation plan should include an educational component that specifically targets planners and engineers working on such projects and increases their knowledge of environmental justice concerns and communities.

- Performance measures and targets – Tasks 2.2, 2.6, 3.1
Performance measures are, in our opinion, intended to provide feedback to planners, engineers, elected officials, and especially community members on the success or failure of projects. Projects, in our view, includes the same list as mentioned above in our EJ comments. As such we feel it is very important that performance measures be straightforward and understandable for all these groups. Measures such as rates (crash rates is an example) are often difficult concepts for individuals with little or no technical training to understand and so for all practical purposes are not useful to them. In reviewing performance measures and targets, a review should be made to make sure they are understandable to the general public. Further it is important that whichever measures and targets are incorporated into the Region’s processes, that they be used. Thus it would be useful to spend some time determining which of the measures and targets are used by the community and if the cost to produce the measure is appropriate for the use it receives.
- Air Quality Project Evaluation Tool Development – Task 4.3
We are concerned that in the development of any project evaluation tools that they may not include any consideration of background or ambient air quality. This is important especially in areas including, adjacent to, or downwind of existing emitters. At a minimum, guidance should be incorporated into any tool that directs evaluators or decision makers to ambient air quality information so that they can be considered.
For any tool that is developed we would also want to see the area of impact to be beyond and street or road right-of-way boundary, again to insure that a complete picture of air quality can be presented to the community. Graphic representations of the tool’s output should be a major feature of the tool.
- Planning and Environmental Linkages (PEL) Study: Broadway Extension (US-169), including bridge over Missouri River and I-70 North Loop – Task 8.2
This is a very large project that has the potential to consume a significant amount of the financial resources dedicated to the KC metro area. As such, it is important that any study include the widest range of alternatives possible so that the community may have a full picture of the costs

and impacts of such a project on the region. It is also appropriate that alternatives be “carried” as long as possible through the evaluation process and not be summarily dismissed prematurely, to insure that the fullest consideration be given to the totality of impacts that might accrue from them, both positive and negative. Finally, it is important that environmental and social impacts be considered for the life-cycle of any alternatives and not just during construction or short 5 to 10-year start-up period. It is only by looking over the 50 to 100-year life of a major bridge and roadway that we can truly see all the social and environmental impacts they may have.

Again, we appreciate the opportunity to comment, if you have any questions please feel free to contact me (816) 316-4855.

Sincerely,
THE CITY OF GRANDVIEW

A handwritten signature in cursive script that reads "Dennis A. Randolph".

Dennis A. Randolph, P.E., PTP, PTOE
Director of Public Works

Dear Mr. Randolph,

Thank you for reviewing MARC's draft *2016 Unified Planning Work Program (UPWP)* and submitting your very thoughtful and detailed comments.

MARC agrees that deliberate and intentional efforts to involve and address the interests of minority and low-income communities and other historically underserved groups must be undertaken to meet the intent of Executive Order 12898 on environmental justice. Ideally, these efforts will lead to better planning that reflects the needs of all people, ultimately providing transportation facilities and services that fit more harmoniously and equitably into communities throughout our region.

MARC continually monitors national best practices in public participation and looks for ways in which our public engagement processes can be strengthened. Your suggestion for an educational component for planners and engineers to increase their knowledge of environmental justice concerns and communities is a valuable idea that we will carefully consider when we update our Public Participation Plan. We will also review how the plan addresses solicitation of comments in EJ areas and meaningful response.

Performance measurement is another area in which MARC continuously looks for ways to make information more meaningful and understandable. The criteria used to evaluate and update performance measures for the *Metropolitan Transportation Plan (MTP)* took into account the need to speak to multiple audiences and stakeholders. Additional refinement of regional performance measures will be undertaken by MARC's modal planning committees, including the Highway committee and Regional Transit Coordinating Council among others, and we encourage your participation in these meetings. Furthermore, we absolutely intend to use the measures to track progress towards regional goals.

The Air Quality Project Evaluation Tool focuses solely on direct emissions and emission reductions from transportation projects. This is consistent with past methods to evaluate transportation projects in the MARC region — air quality impacts have always been evaluated on a project-by-project basis, as required by the federal CMAQ program. However, MARC's evaluation processes include a wide range of factors, and the results from this tool will be only one piece of information considered in the overall evaluation of projects.

As documented in the draft UPWP, MARC is leading a multi-jurisdictional effort to study US-169 and I-70 in order to evaluate options for future transportation improvements. Your comment will be incorporated into the record of comments for this study and shared with the team as we work to develop a purpose and need statement and assess the environmental impacts and overall feasibility of each option. We encourage your involvement in this process as the study progresses over the next year.

Thank you again for reviewing MARC's draft *2016 Unified Planning Work Program*. MARC appreciates your comments and encourages your continued involvement in the regional transportation planning process. If you have further questions regarding the UPWP feel free to contact Marc Hansen, Principal Planner, at mhansen@marc.org or 816-701-8317.

ISSUE

Update on the Complete Streets Policy Workgroup and their progress of evaluating and updating MARC's Complete Streets 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.

On June 23, 2015 the MARC Board of Directors adopted the *Transportation Outlook 2040* update which includes revised goals and strategies. MARC's current Complete Streets Policy calls for the re-evaluation once the metropolitan transportation plan is updated; furthermore, it's important the policy is updated prior to the next federal transportation programming round in early 2016.

Progress

The Complete Streets Policy Workgroup — an ad hoc group consisting of members from MARC's transportation modal committees, Air Quality Forum, Sustainable Places Policy Committee, Water Quality Public Education Committee, and multimodal advocacy groups — convened three times over the past two months (September 22nd, October 6th and October 22nd) to review the current policy, evaluate recommendations, and discuss proposed changes. At their final meeting, the Complete Streets Policy Workgroup motioned and approved proposed changes to the current policy.

Policy Highlights

- Updated to reflect the current goals and policy framework of the metropolitan transportation plan, *Transportation Outlook 2040*.
- Incorporates “green streets” concepts into policy recommendations to ensure environmental impacts to the community are emphasized in addition to mobility benefits.
- Recommends current best practices in multimodal mobility, stormwater management and environmental suitability, as well as design guidance standards.
- Includes language to cover expanded scope of projects in the Transportation Improvement Program (e.g., transit capital equipment, diesel engine retrofits, clean vehicle conversions, alternative fuel vehicle purchases/fleet replacements, compressed natural gas [CNG] fueling stations, other Congestion Mitigation and Air Quality [CMAQ]

Improvement Program eligible projects, off-street bicycle/pedestrian trails, Intelligent Transportation System [ITS] programs and initiatives)

- Review performance measures to monitor implementation of projects — from design through construction — to evaluate meaningful progress and ensure compliance with policy requirements and procedures.

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 and environmental suitability.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

Review updated MARC Complete Streets Policy, which was revised by the Complete Streets Policy Workgroup.

RECOMMENDATION

None.

STAFF CONTACT

Marc Hansen
Aaron Bartlett
Stephen Lachky

MARC Complete Streets Policy

Policy Highlights

- MARC seeks to achieve the Kansas City region’s 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. This can be achieved by implementing Complete Streets and context-sensitive solutions.
- Further, the MARC Board of Directors adopted a policy that supports the integration of “green streets”¹ concepts into projects in order to advance context-sensitive, multimodal uses and promote environmental solutions in the region’s transportation planning, project development and project selection processes.
- This Complete Streets Policy applies to the following:
 1. All MARC planning activities that involve public rights-of-way, including the metropolitan transportation plan.
 2. Any activities conducted by MARC to program federal funds for projects in the Transportation Improvement Program.
- Projects shall provide safe accommodations for all users who have legal access to and may reasonably be expected to use the facilities, while being sensitive to both current and future community context. Project sponsors retain the design decision authority over their projects and exceptions are specified. MARC committees will develop procedures to incorporate this Complete Streets Policy in their work.

Background

The Kansas City region’s metropolitan transportation plan, *Transportation Outlook 2040*, was adopted by the MARC Board in June 2010 and updated in June 2015. This plan includes policies and strategies that support implementation of Complete Streets. MARC’s Complete Streets Policy helps guide the agency’s planning and programming work and supports the implementation of *Transportation Outlook 2040*.

In 2010, the U.S. Department of Transportation (USDOT) issued an updated Policy Statement on Bicycle and Pedestrian Accommodation that calls for all transportation agencies “to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems.” The USDOT encourages transportation agencies “to go beyond minimum standards to provide safe and convenient facilities for these modes.” The Policy Statement considers walking and bicycling equal to other transportation modes.

Transportation Outlook 2040 further indicates that strategies for stormwater management, urban heat island abatement, streetscaping and urban forestry can be incorporated to maximize environmental benefits while simultaneously creating transportation facilities that are accessible to all users, and foster non-motorized travel through more inviting, attractive and complete transportation corridors. The plan calls for the development of a technical framework to analyze and identify opportunities for incremental Complete Streets and “green street” improvements within the region. Other plans adopted by the MARC Board that support the implementation of integrated Complete Streets and “green street”

concepts include the MetroGreen Plan (2001), the Best Management Practices Manual to Protect Water Quality (2003), the Clean Air Action Plan (2004 and 2011), the Eco-Logical Action Plan (2008), and the Greater Kansas City Regional Bikeway Plan (2015). Additionally, MARC's Regional Forestry Framework (2011) calls for increased canopy coverage through streetscaping, forest protection and other mechanisms.

Definition

Complete Streets are streets, highways, bridges and facilities that are planned, designed, operated and maintained for the needs and safety of all users along and across the entire public right of way. This includes people of all ages and abilities who are walking; using powered, street-legal vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit or mobility aids; and freight shippers. Complete Streets integrate contextually-appropriate green infrastructure techniques.¹

Regional Vision

In June 2010, the MARC Board of Directors adopted *Transportation Outlook 2040* as the Kansas City region's metropolitan transportation plan. It guides the development of supportive implementation strategies and investment priorities for transportation into the future. The plan envisions a sustainable region that increases the vitality of our society, economy and environment for current residents and future generations.

In 2014, the MARC Board of Directors updated the policy framework of *Transportation Outlook 2040* to emphasize the region's collective effort to become more "vibrant, connected and green." In addition, the content of the metropolitan transportation plan was updated in 2015 to emphasize the importance of Complete Streets concepts in the design and implementation of projects throughout the region.

Since the adoption of *Transportation Outlook 2040*, MARC's Complete Streets Policy has been used as a tool for reviewing transportation project applications seeking federal sources of funding through MARC's programming processes. Additionally, the states of Kansas and Missouri, along with a number of local cities and counties, have adopted Complete Streets policies. As of October 2015, there are 15 Complete Streets policies/resolutions in place in the MARC region.

Complete Streets aid communities and help the Kansas City region achieve progress toward its 10 transportation system goals in the following ways:

- **Climate Change and Energy Use** — Complete Streets help decrease the use of fossil fuels through reductions in miles traveled and travel delays in motorized vehicles. In addition, Complete Streets decrease energy use by reducing urban heat islands, making transportation systems more efficient and improving land use integration.
- **Economic Vitality** — Complete Streets create more vibrant, attractive places with increased access for all users, while accommodating the movement of freight, goods and services. Vibrant and accessible places increase property values and makes businesses more appealing.
- **Environment** — Complete Streets help improve air quality by providing transportation options that reduce miles traveled and shorten delays for motorized vehicles. In addition, Complete Streets help improve water quality by integrating contextually appropriate stormwater management practices, urban forestry and landscaping into transportation facility design.
- **Equity** — Complete Streets ensure that roadways accommodate all users, including those who choose or depend on transportation options other than a personal automobile. By supporting more transportation choices and services, Complete Streets help limit disparities. Complete Streets accommodate more than just vehicular travel, and help ensure that corridor users and

area residents are not overburdened by the noise, air and water pollution generated by motor vehicles.

- **Place Making** — Streets have historically functioned as public spaces. Complete Streets help encourage the creation of compelling quality places in our communities by coordinating transportation, environmental and land use planning and development.
- **Public Health** — By safely accommodating all users, Complete Streets facilitate healthy, active living by encouraging more people to walk, bicycle, or use transit and other mobility aids, and through design measures that improve air and water quality.
- **Safety and Security** — Complete Streets address the safety needs of all users in our region. Complete Streets help reduce the number of fatalities and serious injuries from traffic crashes.
- **System Condition** — Complete Streets concepts include the maintenance and operation of facilities, this helps ensure that the regional transportation network is maintained in good condition.
- **System Performance** — Complete Streets provide a continuous travel network for all transportation modes, which maximizes the value of existing investments.
- **Transportation Choices** — Complete Streets help maximize mobility opportunities for all people in the context of access to jobs, education, health care, shopping, entertainment, and other goods and services.

Policy Statement

MARC seeks to achieve the Kansas City region’s 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. This can be achieved by implementing Complete Streets and context-sensitive solutions.

MARC promotes the development of Complete Streets throughout the region and encourages all local jurisdictions to adopt and implement Complete Streets policies.

This Complete Streets Policy applies to the following:

1. All MARC planning activities that involve public rights-of-way, including the metropolitan transportation plan.
2. Any activities conducted by MARC to program federal funds for projects in the Transportation Improvement Program.

Requirements

1. This policy does not supersede any federal, state or local policy or law.
2. Planned and programmed projects shall provide safe accommodations for all users who have legal access and who may reasonably be expected to use the facilities, while being sensitive to both current and future community context.
3. This policy applies to all phases of a project, including planning, design, right-of-way acquisition, construction, construction engineering, operations and maintenance.
4. Planned and programmed projects shall make use of policies, guidelines and design standards that reflect best practices. Project sponsors retain design decision authority over their projects.

Recommendations

1. Integrated planning and design practices help achieve economic, community and environmental benefits. While this policy focuses on integrated planning and engineering approaches to

implementing Complete Streets, MARC also encourages project sponsors to provide other strategies for enforcement, education and encouragement when appropriate.

2. MARC encourages local governments to stay abreast of best practices by reviewing design guidelines, standards and resources — such as those referenced in MARC’s Complete Streets Handbook — to amend or adopt local design approaches to fit their communities’ needs. MARC also encourages project sponsors to use the MARC/APWA Manual of Best Management Practices to Protect Water Quality for an initial set of planning guidelines to incorporate “green street” strategies as part of transportation development. Additionally, MARC encourages project sponsors to use the MARC Regional Forestry Framework to incorporate canopy coverage and streetscaping into projects.
3. MARC encourages local governments to include performance measures in their adopted Complete Streets policies and procedures, and to follow-up with performance evaluations on a regular basis.
4. Networks of Complete Streets help build the framework for livable, sustainable communities by enabling people to connect to each other and to destinations, regardless of travel mode. MARC encourages local communities to coordinate and collaborate with one another, specifically in strategies for livable and sustainable communities, as well as in the integration of land use and environment with transportation.

Exceptions

Federal transportation funds programmed through MARC include a wide variety of project types and transportation programs. Many of these include non-roadway planning or construction projects, such as transit capital equipment, diesel engine retrofits, clean vehicle conversions, alternative fuel vehicle purchases/fleet replacements, compressed natural gas fueling stations, other Congestion Mitigation and Air Quality (CMAQ) Improvement Program eligible projects, off-street bicycle/pedestrian trails, Intelligent Transportation System (ITS) programs and initiatives and others. Projects or programs which are clearly not “streets” should be exempt from this policy, but require MARC approval. However, all project activities made possible by funds programmed through MARC should still attempt to incorporate elements of this policy, such as impacts to all modes and users and “green street” best management practices.

Further, not every street can be complete for each user, and exceptions may need to be made for some projects. However, exceptions should not be common. Federal funding programmed in MARC’s Transportation Improvement Program should enable complete and direct connections to be made throughout the transportation network for all users, even where specific streets cannot accommodate all users.

The Total Transportation Policy Committee may grant exceptions to this policy. Staff and the modal and programming committees will review requests for exceptions and make recommendations to the Total Transportation Policy Committee. Exceptions may be granted in the following cases:

1. Where using specific modes of travel are prohibited by law, such as bicyclists and pedestrians on some sections of interstate highways or trucks on boulevards. In such cases, efforts should be made to accommodate prohibited modes elsewhere, as appropriate for each mode, to ensure network connectivity. Where a proposed project for a limited-access facility would cross a major barrier (such as a river, railroad or highway), consideration should be given to including access across the barrier for otherwise limited modes.
2. Where the cost of providing facilities for all users, especially pedestrians and bicyclists, would be excessively disproportionate to the need or likely use. Federal guidance defines this as

exceeding 20 percent of the total project costs; however, this exception should also be context sensitive. (For example, downtown streetscapes may have a larger percentage of project costs for pedestrians and bicyclists.)

3. Where population scarcity or other factors indicate an absence of need for both current and future conditions of the anticipated project life (usually a minimum of 20 years for roadways and 50 or more years for bridges).

Performance Measures

To assist with evaluation of this policy, MARC will continue to encourage meaningful progress in the region using performance measures included in *Transportation Outlook 2040* for the plan's 10 policy goals.

Implementation

To implement this Complete Streets Policy into planning and programming processes at the metropolitan level, MARC will take the following steps:

1. Ensure this policy is reflected in ongoing planning and programming work and current policies. MARC's transportation modal committees will develop procedures to incorporate this policy into their work, including their processes for making recommendations to the Total Transportation Policy Committee (TTPC).
2. Review all project applications seeking federal transportation funding for compliance with the Complete Streets Policy.
3. Monitor all projects receiving federal transportation funding through MARC's programming process for compliance with the Complete Streets Policy.
4. Engage project sponsors in evaluating projects for the Transportation Improvement Program that receive federal funding outside of MARC's programming processes.
5. Re-evaluate this policy regularly — at a minimum, before adopting each new or updated metropolitan transportation plan. Because the Complete Streets Policy Task Force is not a permanent standing subcommittee of the Total Transportation Policy Committee (TTPC), the TTPC co-chairs may convene a group to re-evaluate the policy as needed.

To carry out this Complete Streets Policy and encourage all local communities to address context-sensitive solutions and the needs of all roadway users on all public rights-of-way, MARC will take the following steps:

1. Encourage all local communities to adopt Complete Streets policies/resolutions and incorporate their policies into facility designs. This includes working with local communities to develop and implement their policies.
2. Provide assistance to local jurisdictions seeking to develop a Complete Streets policy, along with resources such as MARC's Complete Streets Handbook and the MARC/APWA Manual of Best Management Practices to Protect Water Quality.
3. Disseminate best practices for Complete Streets implementation through webinars, special workshops, training courses and the Government Training Institute (GTI).
4. Help coordinate inter-jurisdictional discussion and efforts.

¹ The term "green street" is used to describe roadway planning that enhances environmental suitability by using natural systems to manage stormwater by reducing flows, improving water quality, and enhancing watershed health. The use of trees and vegetation reduce greenhouse gases and urban heat island effect. Green streets principles also promote the use of renewable energy to operate street lights, and uses energy-efficient

technologies to reduce carbon footprints. Applying these principles conserves natural systems for future generations.

“Green streets” support Complete Streets. “Green streets” achieve multiple benefits in addition to enhancing environmental suitability, such as creating more attractive streetscapes in corridors that connect neighborhoods and activity centers. This creates more livable communities.

ISSUE

REPORT: MARC Regional Travel Model Calibration and Validation

BACKGROUND

MARC maintains a regional travel model to analyze the impacts of transportation policies and investments that might be undertaken in support of regional goals and objectives adopted by the MARC Board and stated in the Metropolitan Transportation Plan.

MARC plans to update this model by expanding its coverage area from existing 981 traffic analysis zones (TAZ) to approximately 2600 traffic analysis zones; this entails applying the existing model framework to the new zone system and recalibrating and validating the model to base year conditions.

On September 30, 2015, MARC entered into a contract with Cambridge Systematics to assist with the model calibration and validation and the project is currently underway.

POLICY CONSIDERATIONS

None, this is an informational report to TTPC on the project status.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Charles Gorugantula
Jim Hubbell

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 Specifics

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 Specifics

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 Specifics

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 November meeting will provide an update on the Kansas 2015 projects. Details about the 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: QUARTERLY SAFETY REPORT.

2nd QUARTER, KANSAS CITY REGION FATALITY REPORT

The Kansas City Region Fatality Report ending September 30, 2015 will be provided at the meeting. 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 meeting our reductions goal. This year **159** fatalities have been reported through September 30th, which is **32** above the targeted **127** or fewer.

Comparisons of will be provided of earlier reports which showed Jackson County to be elevated through the 1st and 2nd quarters. Additional comparisons will be provided for focus areas related to diver behavior, infrastructure and special roadway user groups

We will continue to monitor traffic fatalities and will report again in February.

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 CONTACTS

Aaron Bartlett

ISSUE

REPORT: KDOT I-35 Ramp Metering Project Update

BACKGROUND

I-35 is the most heavily traveled freeway in the Kansas City Metro Area. According to the I-35 Moving Forward study, about a third of the traffic on I-35 is described as “congested” and the congestion is anticipated to double in the future, travel speeds will drop below 30 miles per hour (mph) during rush hours, and truck traffic is projected to increase three-fold by 2040.

KDOT is currently leading a project to design and install ramp-meters on the I-35 on-ramps between the Kansas/Missouri state line and I-435. As demonstrated in prior installations on the I-435 corridor from Metcalf to Holmes, ramp meters can be effective at reducing the conflicting merging movements that lead to crashes, which are also one of the largest contributors to non-recurring congestion in the I-35 corridor.

The project is funded with approximately \$1 million via a federal Congestion Mitigation and Air Quality (CMAQ) grant from MARC and Intelligent Transportation Systems (ITS) Set Aside funds from KDOT.

KDOT has recently completed an initial round of public engagement activities for the project and will provide an update at the meeting.

POLICY CONSIDERATIONS

Ramp metering is supported in MARC’s *Congestion Management Process Toolbox* and in the *Regional Intelligent Transportation Systems Architecture*. The project is included in the *2016-2020 Transportation Improvement Program*.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

Funding for this project was recommended by the Kansas STP Committee and approved by TTPC and the MARC Board of Directors in 2014.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl

ISSUE

REPORT: Federal Transportation Funding Legislation

BACKGROUND

Congress continues to work on legislation to reauthorize federal transportation programs.

On November 5, 2015, Congress extended MAP-21 for the 35th time, through November 22, 2015.

The House also passed the “Surface Transportation Reauthorization and Reform Act” (STRR Act). If enacted, this legislation would reauthorize federal transportation programs for six years with modest changes to many of the provisions of MAP-21. According to the National Association of Regional Councils, key provisions of the bill of particular interest to MPOs and local governments include:

- *“Contains six years of policy reform, but only three years of funding.*
- *Provides a modest increase in the Surface Transportation Program’s funding level and increases the portion of the program suballocated by population from the current 50% to 55% by FY2020. This will provide nearly \$5.0 billion in additional funding for local priorities compared to existing funding levels.*
- *Preserves the Transportation Alternatives Program, though it makes it a set-aside under STP. The new TAP would be funded at a flat \$819 million annually in each of the bill’s six years. This funding level is slightly below the Senate’s \$825 million annual level. The Senate bill also suballocates 100% of the program, but the House leaves it at 50% suballocated.*
- *Increases funding for metropolitan planning by more than \$120 million over the life of the STRR Act.*
- *Makes on-system bridges that are not on the National Highway System (half of which are owned by counties and cities) eligible for funding under the National Highway Performance Program. This is a vast improvement from the Senate’s DRIVE Act reauthorization bill, which funds these bridges (along with off-system bridges) by taking 15% off the top of STP.*
- *Increases funding for urban and rural public transportation, including a new competitive grant program under the Bus and Bus Facilities Program.”*

The Senate’s DRIVE Act, which was passed in July, and the STRR Act must be now reconciled in conference. The House conferees include Representative Sam Graves from Missouri.

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

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