



**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, December 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 November 17, 2015 Meeting\**-- 9:35am
3. REPORT: FAST Act – 9:40 am
4. *VOTE: Release Quarterly TIP Amendment for Public Review and Comment\* -- 9:55am*
5. *VOTE: Complete Streets Policy Update\* -- 10:00am*
6. *VOTE: Authorize 2016 Call for Projects\* -- 10:15am*
7. REPORT: Climate Resilience Planning – 10:20am
8. REPORT: Aviation System Plan Update – 10:30am
9. Other Business – 10:55am

*\*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**  
**November 17, 2015**  
**Meeting Summary - DRAFT**

**Members, Alternates Present-Representing**

Mayor Carson Ross, Jackson County Municipalities,  
Missouri Co-Chair  
Susan Barry, MoDOT  
Mike Brungardt, Johnson County Municipalities  
Rita Cassida, Miami County  
Tim Gramling, City of Independence  
Bill Heatherman, Unified Gov. of WyCo/KCK  
Patty Hildebrand, City of Kansas City  
Tony Hofmann, City of Overland Park  
Dick Jarrold, KCATA  
Commissioner Steve Klika, Johnson County  
Teresa Loar, City of Kansas City  
Michael McDonald, Leavenworth County Mun.  
Mark McHenry, City of Kansas City  
Sherri McIntyre, City of Kansas City  
Janet McRae, Miami County  
Jack Messer, City of Overland Park  
Davonna Moore, KDOT  
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  
Kite Singleton, Regional Transit Alliance  
Mayor David Slater, Clay County Municipalities  
Mayor John Smedley, Platte County Municipalities  
Commissioner Duane Soper, Platte County Mun.  
Mike Spickelmier, Leavenworth County  
Joe Tomlinson, Jackson County  
Geoffrey Vohs, Johnson County  
Scott Wagner, City of Kansas City

Howard Lubliner, SKW  
Mike McKenna, Affinis  
Ron McLinden  
Mike Novak, Wilson & Co.  
Agnes Otto, WSP/Parsons Brinckerhoff  
Joni Roeseler, MoDOT  
Barry Rolle, HDR  
Kurt Rotering, Walter P Moore  
Jennifer Russell, WSP/Parsons Brinkerhoff  
Dave Schwartz, KDOT  
Jeremiah Shuler, FTA  
Allison Smith, KDOT

**MARC Staff Present**

Ron Achelpohl, Director of Transportation and Environment  
Aaron Bartlett, Senior Transportation Planner  
Shelly Bolling-Strickland, Rideshare Assistant  
Karen Clawson-Sifton, Transportation Planner  
Beth Dawson, Senior Land Use Planner  
Chris Depusoir, Public Affairs  
Charles Gorugantula, Transportation Modeling Manager  
Marc Hansen, Principal Planner  
Jim Hubbell, Principle Transportation Planner  
Stephen Lachky, Transportation Planner II  
Whitney Morgan, Transportation Planner I  
Jenny O'Brien, Air Quality Employer Outreach Specialist  
Martin Rivarola, Assistant Director of Transportation & Land Use Planning  
Jermain Whitmore, Program Assistant  
Eileen Yang, Transportation Modeler

**Others Present**

Mac Andrew, SKW  
Hugh Boyle, KDOT  
Linda Clark, TranSystems  
Tom Evans, TREKK  
Chuck Ferguson, KCATA  
Vernon Fields, City of Basehor  
Jon Gallion, City of Basehor  
Bob Goodwillie, HG Consult  
Gretchen Ivy, HNTB  
Nan Johnston, City of Parkville  
Lisa Koch, Groundswell Consulting  
Mike Landvik, MoDOT

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

Mayor Carson Ross, Missouri Co-Chair, called the meeting to order and self-introductions followed.

### 2) **Approval of October 20, 2015 Meeting Summary \***

There were no changes to the October 20, 2015 meeting summary. Scott Wagner moved to approve the meeting summary, Janet McRae seconded and the motion carried unanimously.

### 3) **Approval of the Draft 2016 UPWP\***

Marc Hansen reported on actions to develop the 2016 Unified Planning Work Program (UPWP). The 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* 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. The *2016 UPWP* is available at:

[http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/Draft\\_2016UPWP\\_Oct2015](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
- JCT Service Improvement Analysis – Task 6.4
- 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. 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, to which a proposed response was given.

Kite Singleton moved to approve the *2016 Unified Planning Work Program*, Mark McHenry seconded and the motion carried unanimously.

### 4) **Complete Streets Policy Update**

Stephen Lachky gave highlights and background of the Complete Streets Policy. 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.

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 22<sup>nd</sup>, October 6<sup>th</sup> and October 22<sup>nd</sup>) 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.

A few notable highlights from the policy:

- 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.

The expectation is that the policy will come back from approval in December so it will be ready for the 2016 Call for Projects in January.

Mayor David Slater suggested that, if financially feasible, maybe the policy should add more dressings at some of the stops to make it more complete for commuters. Ron Achelpohl responded that some of those things are eligible under some of the programming work, particularly transit stops. However, because individual jurisdictions have their own standards of how those are incorporated into their projects, the policy has to be flexible enough to allow for that.

Dick Jarrold inquired how this would be applied in funding application requests, and Mr. Achelpohl answered that the policy has been previously used through 2 programming cycles, which basically acts as a screening for project applications being submitted, and is then shared with the programming committees.

Eric Rogers asked if there is a sense of how these updates relate and compare to other MPO policy updates over the recent years, both local & national. Mr. Lachky remarked that we are at the forefront in the Midwest, and is comparable to East & West Coast policies.

## **5) MARC Travel Model Update**

Charles Gorugantula began with an overview & history of the model and update process. 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. There will be a model users group meeting coming up on December 3<sup>rd</sup> at 10:00am at the MARC offices.

Michael McDonald enquired if any complications arose when increasing the number of analysis zones, and Mr. Gorugantula commented that things went as expected, as many factors were taken into consideration when the zones were increased so there would be few issues as possible.

Ron McLinden enquired if the model is sensitive to volatility of gas prices and Mr. Gorugantula responded that the model incorporates gas prices into auto operating costs and value of time; however given the decennial time horizons (that the current model forecasts), the impacts of gas price fluctuation evens out, but they are considered and accounted for if it is a sustained long term phenomenon.

Mayor Carson Ross questioned how accessible is the data, and Mr. Gorugantula answered that we are able to give anyone what they need, but some post-processing may be needed depending on the request.

#### **6) Planning Sustainable Places Program Update**

Beth Dawson proceeded by giving a background on the program and updates on the KS side. 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 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 Kansas projects are:

- [Shawnee, Linking Historic Shawnee](#). Stakeholders will meet in December and the 1st public meeting will follow. The project will develop key linkages that prioritize multimodal options from Nieman Road to neighborhoods to the east and to Merriam.
- [Louisburg, Downtown Broadway Complete Street](#). The project is in its second phase funded through PSP and is focused on implementation activities to address accessibility and infrastructure issues. Additionally improvements to circulation and connectivity will be developed to make downtown a "pedestrian first" place along Broadway and expanding outward. The steering committee has begun meeting with public meetings to begin after the first of the year.
- [Kansas City, Edwardsville, and Bonner Springs, Tri-City Multimodal Redevelopment Plan](#). Project will produce a sustainable places plan that prepares the project for future implementation activities for the K-32 corridor. The study will address land use, bike/pedestrian connections, green space planning, complete street plan, green infrastructure, and a quiet zone study. The quiet zone study is well underway. The both steering committee has met and the first public event will happen after the first of the year.
- [Lenexa, A New Look at Old Town Lenexa](#). The project will produce a sustainable places plan that prepares the project for future implementation activities. The study will provide direction for future land use and improve choices for multimodal transportation. An analysis of existing transportation choices will be conducted to develop strategies to promote greater use of alternative transportation choices. Additionally

streetscape design guidelines will be developed. The steering committee kicks off its work in December with the first public meeting after the first of the year.

- Leawood, 135<sup>th</sup> Street Community Implementation Plan. The project is in its second phase funded through PSP and will develop multimodal connections through the corridor, craft sustainable land use strategies, and will assemble an environmental preservation plan. The steering committee will have its first meeting in December with a series of public meetings to begin in January.
- Olathe, Connect Downtown Olathe. The continuation of this 2013 project focuses on developing preliminary design for four of the pedestrian and bicycle opportunities identified in the South Cedar Creek Connectivity Plan. KDOT is providing oversight for this project.

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.

### **7) Quarterly Safety Report**

Aaron Bartlett informed everyone that the final Kansas City Region Fatality Report ending September 30, 2015 would be provided once corrections were made. 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. **Note:** Since the TTPC meeting in November, the final Quarterly Fatality Report Ending Sept. 30, 2015 was reissued, and a copy of the updated report is included in the meeting minutes. The year-to-date fatality total of 143 did not change; however it is 16 above the targeted 127 or fewer. Comparisons will be provided of earlier reports which showed Jackson County to be elevated through the 1<sup>st</sup> and 2<sup>nd</sup> quarters. Additional comparisons will be provided for focus areas related to driver behavior, infrastructure and special roadway user groups.

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

Kite Singleton asked if there is any relationship to the reduction of red light cameras, and Mr. Bartlett replied that we have not looked at any correlation between the two, but that we can check with our partners to see. Mr. Wagner interjected that there are still issues relating to the ordinances surrounding the cameras.

### **8) KC Scout I-35 Ramp Metering Project**

Mr. Achelpohl began by giving a brief history of the project, and then introduced Hugh Bogle, KDOT's new Metro Engineer for greater Kansas City. 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.

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*.

Mr. McLinden questioned if there are any actions to incentivize HOV's, that is reduce the number of vehicles on the freeway, other than trading in. Mr. Bogle remarked that it was not done on this study, as it specifically focused on ramp metering.

Mayor Slater enquired if this is also being done on the Missouri side, and Mr. Achelpohl mentioned that he is not aware of anything, other than the ones currently on the south side of I-435 on both the Missouri & Kansas side.

#### **9) Transportation Legislative Issues**

Mr. Achelpohl notified the committee of Congress's work since we last met. They continue to work on legislation to reauthorize federal transportation programs, and on November 5, 2015, Congress extended MAP-21 for the 35<sup>th</sup> 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.

MARC plans to issue a Call for Projects at the beginning of 2016, which is reflected in the current update of the TIP.

#### **10) Other Business**

- Mr. Singleton informed everyone that Commissioner Steve Klika was selected as the Transit Advocate of the Year at the KCRTA Annual meeting last week.
- Rita Cassida announced that this will be her last meeting, as she will be retiring.

#### **11) Adjournment**

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

# 2015 Quarterly Fatality Report

## Ending Sept. 30, 2015



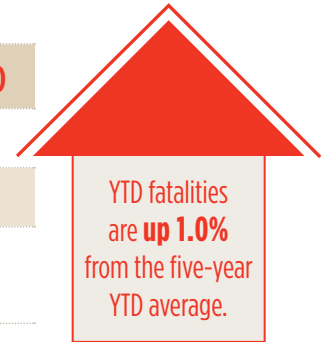
The 2015 goal is **180 or fewer** fatalities.

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### Q. What is the five-year YTD average?

A. The five-year average for each quarterly report is an average of total fatalities for the same year-to-date (YTD) period over the previous five years (2010–2014). This report compares YTD 2015 with the same period five-year YTD average.

Roadway fatalities	Destination Safe YTD
Year-to-date target	127 or fewer
YTD, ending Sept. 30, 2015	143
Five-year YTD average, ending June 30	141.6

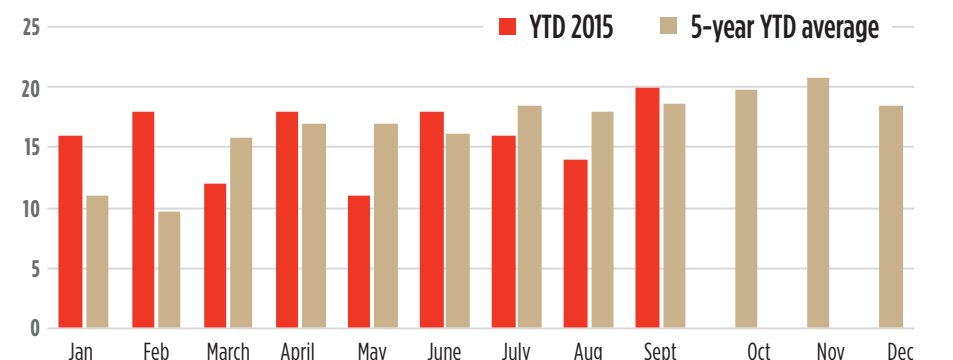


Roadway fatality locations by county	YTD 2015	Five-year YTD average
Johnson (KS)	15	15.8
Leavenworth	8	7.0
Miami	6	5.2
Wyandotte	13	14.2
Cass	5	7.2
Clay	13	12.6
Jackson	58	50.8
Johnson (MO)	3	5.2
Lafayette	5	2.8
Pettis	7	6.8
Platte	4	9.2
Ray	3	2.0
Saline	3	2.8

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

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

### Month-by-month regional fatalities





# Priority Issues

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

Behavioral priorities			Infrastructure-related issues			Special user priorities																				
<p><b>Unrestrained occupants</b> A fatality in which the person killed was not using safety belt or restraint device.</p> <table border="1"> <thead> <tr> <th>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>47</td> <td>33%</td> <td>62.8</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	47	33%	62.8	<p><b>Lane departure</b> A fatality that involves a vehicle crossing into an adjacent lane of traffic or leaving the roadway.</p> <table border="1"> <thead> <tr> <th>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>100</td> <td>70%</td> <td>110.6</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	100	70%	110.6	<p><b>Motorists 15–24 years old</b> A fatality of a person of any age that involved a driver between the ages of 15 and 24.</p> <table border="1"> <thead> <tr> <th>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>45</td> <td>31%</td> <td>48.6</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	45	31%	48.6
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<p><b>Aggressive driving</b> A fatality involving a combination of moving traffic offenses (primarily speeding) that endanger other persons or property.</p> <table border="1"> <thead> <tr> <th>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>55</td> <td>38%</td> <td>63.4</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	55	38%	63.4	<p><b>Fixed object</b> A fatality that involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier.</p> <table border="1"> <thead> <tr> <th>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>66</td> <td>44%</td> <td>70.6</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	66	44%	70.6	<p><b>Motorcycle/moped</b> A fatality of a person operating a motorcycle or moped.</p> <table border="1"> <thead> <tr> <th>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>27</td> <td>19%</td> <td>28</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	27	19%	28
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<p><b>Unlicensed driver</b> A fatality caused by a driver who is not licensed or whose license is revoked or suspended.</p> <table border="1"> <thead> <tr> <th>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>36</td> <td>25%</td> <td>36.2</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	36	25%	36.2	<p><b>Intersections</b> A fatality that occurs at a road junction, where two or more roads either meet or cross.</p> <table border="1"> <thead> <tr> <th>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>42</td> <td>29%</td> <td>54.8</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	42	29%	54.8	<p><b>Pedestrians</b> A fatality of a person not in or on a vehicle.</p> <table border="1"> <thead> <tr> <th>2015 YTD fatalities</th> <th>Percent of 2015 YTD fatalities</th> <th>Five-year YTD avg.</th> </tr> </thead> <tbody> <tr> <td>18</td> <td>13%</td> <td>22</td> </tr> </tbody> </table>			2015 YTD fatalities	Percent of 2015 YTD fatalities	Five-year YTD avg.	18	13%	22
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**ISSUE**

*REPORT:* FAST Act

**BACKGROUND**

On December 4, 2015 Congress passed and the President signed the “Fixing America’s Surface Transportation Act” (FAST), a five-year, \$305 billion reauthorization of federal surface transportation programs. This law replaces the “Moving Ahead for Progress in the 21<sup>st</sup> Century Act” (MAP-21).

This appears to be a sound bill that addresses many of the principles identified in MARC’s reauthorization position and that will modestly improve local and metro resources. The National Association of Regional Councils has prepared a summary and comparison of key provisions impacting local governments and metropolitan planning in MAP-21 and FAST, available here: <http://narc.org/wp-content/uploads/FAST-Act-MAP-21-Comparison-2015-12-3-FINAL.pdf>

Of immediate interest to MARC’s work, the FAST Act makes changes to the Surface Transportation Program and Transportation Alternatives Program by merging them into a new “Surface Transportation Block Grant Program” (STBGP) with TAP-eligible projects as part of a new “STP set-aside” within STBGP. The FAST Act also adds a number of new eligible activities to the Congestion Mitigation Air Quality Program (CMAQ) and to STBGP. Staff will study these changes in detail as they may require some minor adjustments to MARC’s upcoming call for projects.

Also of note, the FAST Act establishes a new competitive grant program for freight and highway projects that demonstrate support of national and regional freight significance.

Staff will report on these and other aspects of the FAST Act at the meeting.

**POLICY CONSIDERATIONS**

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

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACTS**

Ron Achelpohl

**ISSUE**

*VOTE: 2016 1<sup>st</sup> Quarter Amendment to the 2016-20 Transportation Improvement Program*

**BACKGROUND**

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

The proposed 2016 1<sup>st</sup> Quarter Amendment to the *2016-20 TIP* includes 15 projects:

- 11 new projects to be added, including, but not limited to:
  - #259201 – Unified Government Transit Operating Assistance
  - #519006 – Clear Creek Crossing Trail
  - #590219 – Scoping for Pavement Improvements on M-152 from M-1 to I-35
  - #790089 – Scoping for Pavement Improvements on M-291 from M-58 to Waters Road
- 4 modified projects
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review on the Internet at:

<http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/16Q1amend.aspx>

**POLICY CONSIDERATIONS**

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

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

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

Approve the release of the 2016 1<sup>st</sup> Quarter Amendment to the *FFY 2016-2020 TIP* for public review and comment.

**STAFF CONTACT**

Marc Hansen

**ISSUE**

VOTE: Complete Streets Policy Update - Approval of the updated MARC Complete Streets Policy as recommended by the Complete Streets Policy Workgroup.

**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 22<sup>nd</sup>, October 6<sup>th</sup> and October 22<sup>nd</sup>) 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**

None.

#### **RECOMMENDATION**

Approve update of the MARC Complete Streets Policy as recommended by the Complete Streets Policy Workgroup

#### **STAFF CONTACT**

Ron Achelpohl  
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”<sup>1</sup> 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.<sup>1</sup>

### **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.

<sup>1</sup> 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**

*VOTE:* Authorize 2016 Call for Projects

**BACKGROUND**

One of MARC's fundamental roles as Metropolitan Planning Organization is to provide a forum and facilitate processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area.

In anticipation of a call for projects for the Congestion Mitigation Air Quality (CMAQ) program, Surface Transportation Program (STP), Transportation Alternatives Program (TAP) program in early 2016, staff has worked with the programming committees and other interested parties to review and update project evaluation criteria and processes. This work included changes to project evaluation criteria based on the updated policy framework of *Transportation Outlook 2040*, incorporated tools developed through the *Creating Sustainable Places* initiative such as the *Natural Resources Inventory*, refined the way the relationships between projects and activity centers are evaluated and made other adjustments to clarify and streamline the review of projects.

Given the completion of these activities, staff requests authorization to proceed with a call for projects for CMAQ, STP and TAP funds in 2016. Staff recommends that this call for projects fully fund FFY 2019 and partially fund FFY 2020 for CMAQ, fully fund FFY2019 & 2020 for STP and fully fund FFY 2019-2020 for TAP. By only partially funding FFY 2020 for CMAQ, we will provide flexibility to add projects in new counties that may be added to the region's air quality boundary in the future. The next scheduled programming cycle would be conducted in 2018 for FFY 2021 & 2022.

**POLICY CONSIDERATIONS**

Recent congressional efforts to finalize new transportation authorization legislation may require modifications to MARC's programming processes.

**BUDGET CONSIDERATIONS**

MARC will collect fees in 2017 from applicants awarded funds in this programming cycle in amounts equaling 0.5% of all federal funds awarded per the *Transportation Program Local Match Policy and Strategy*, adopted by the MARC Board of Directors in April of 2012.

**COMMITTEE ACTION**

The Kansas & Missouri STP Priorities Committees and the Active Transportation Programming Committee have recently completed activities begun in April 2015 to review and update their project evaluation criteria and programming processes.

**RECOMMENDATION**

Authorize a call for projects for FFY 2019-2020 (part) CMAQ, FFY 2019-2020 STP and FFY 2019-2020 TAP funds

**STAFF CONTACT**

Marc Hansen

**ISSUE**

*REPORT: Climate Resilience Planning*

**BACKGROUND**

In late 2014, the Department of Energy and the White House designated a MARC-lead consortium as a Climate Action Champion. The partnership includes Johnson County, Kansas, Kansas City, Missouri, and Bridging the Gap.

As part of its application to DOE, MARC indicated its intent to advance regional planning efforts related to climate resilience. On November 12, MARC hosted the first workshop in a series of community discussions to frame the development of a regional climate resilience strategy. A presentation by Dr. Christopher Anderson, a climate scientist from Iowa State University, was followed by a local response panel and small group conversations.

Key take-aways from the workshop will be shared, with a focus on issues associated with transportation, land use and the environment.

**POLICY CONSIDERATIONS**

Climate protection, adaptation and resilience are linked to and supportive of adopted transportation goals related to climate, energy, environment and sustainability.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACTS**

Tom Jacobs

**ISSUE**

*REPORT:* Kansas City Region Aviation System Plan

**BACKGROUND**

Since late 2014, MARC staff have worked with a consultant team led by Jviation to develop a Regional Aviation System Plan (RASP). Consistent with the regional transportation vision in *Transportation Outlook 2040*, the plan defines goals, objectives and performance measures related to social, economic and environmental sustainability. The plan addresses substantive aviation issues from a systems perspective such as facilities, operations, basing demand, aircraft mix, airport roles, land use compatibility and economic impact. It maintains consistency and compatibility with Kansas and Missouri State Aviation Plans, while focusing airport roles within the 8-county MARC region.

A presentation to TTPC will highlight key components, findings and recommendations contained in the Greater Kansas City Regional Aviation System Plan. Draft reports and additional study information are available on the MARC website.

[www.marc.org\RASP](http://www.marc.org\RASP)

*Please note that a final Public Open House for the RASP will be held in the afternoon of Tuesday, December 15<sup>th</sup> from 3:30-6 pm in the MARC Board Room.*

**POLICY CONSIDERATIONS**

Upon its completion, TTPC will be asked to adopt the Regional Airports System Plan. The policies and strategies recommended in the RASP will be integrated with *Transportation Outlook 2040*, as well as other plans in the MARC region.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

The MARC Aviation Advisory Committee and RASP Steering Committee have reviewed and provided feedback on reports and other deliverables associated with the RASP.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACTS**

Jim Hubbell