



**OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE**

Chuck Adams, Kansas Co-Chair

Carson Ross, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, August 16, 2016 at 9:30 a.m. in the Board Room on the second floor** of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

A G E N D A

1. Welcome/Introductions -9:30 a.m.
2. *VOTE: Minutes* *- 9:35 a.m.
3. *VOTE: 2016 Unified Planning Work Program – Amendment #1** - 9:40 a.m.
4. *VOTE: 2016 Special Amendment #3 to the 2016-2020 TIP** - 9:45 a.m.
5. REPORT: Kansas City Streetcar - 9:50 a.m.
6. REPORT: Zipcar Expansion - 10:10 a.m.
7. REPORT: 2016 Transportation Programming Update - 10:25 a.m.
8. *VOTE: Approve draft comments on MAP-21/FAST Act Proposed Rulemaking** - 10:40 a.m.
9. Other Business - 10:55 a.m.
10. Adjournment - 11:00 a.m.

***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
July 19, 2016
Meeting Summary

Members, Alternates Present-Representing

Councilman Chuck Adams, Wyandotte County Municipalities, Kansas Co-Chair
Mayor Carson Ross, Jackson County Municipalities, Missouri Co-Chair
Susan Barry, MoDOT
Mike Brungardt, Johnson County Municipalities
Tim Gramling, City of Independence
Richard Grenville, PortKC
Bill Heatherman, Unified Government of WyCo/KCK
Darren Hennen, Northland Chamber of Commerce
Patty Hilderbrand, City of Kansas City
Dick Jarrold, Kansas City Area Transportation Authority
Kent Lage, Johnson County
Teresa Loar, City of Kansas City
Michael McDonald, Leavenworth County Municipalities
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
Brian Shields, City of Overland Park
Kite Singleton, RTA
Sheila Tracy, Northland Chamber of Commerce
Justus Welker, Unified Government of WyCo/KCK
Doug Whitacre, Johnson County Municipalities
Calvin Williford, Jackson County
Beccy Yocham, Johnson County Municipalities

Others Present

Angie Hoecker, MoDOT
Mike Latuszek, FHWA
Mark Sherfy, BHC Rhodes

MARC Staff Present

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

1) Welcome/ Introductions

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

2) Approval of June 21, 2016 Meeting Summary *

There were no changes to the June 21, 2016 meeting summary. Kite Singleton moved to approve the meeting summary, Mark Randall seconded and the motion carried unanimously.

3) 2016 3rd Quarter Amendment to the 2016-20 Transportation Improvement Program*

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 3rd Quarter Amendment to the *2016-20 TIP* includes 50 projects:

- 43 new projects to be added, including, but not limited to:
 - #257010 – Section 5311 Assistance for Bonner Springs
 - #990257 – ADA Transition Plan Projects
 - #990276 – Motorist Assist Operations and Staff
 - #990279 – KC Scout Intelligent Transportation System
- 7 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/16Q3amend.aspx>

MARC's Public Involvement Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption. One comment from the Missouri Department of Transportation requesting minor financial modifications and the removal of one project due to duplication was received. Since the requested changes are within the thresholds established for administrative modification, the changes have been incorporated.

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

MOTION: Mike Brungardt moved and Richard Grenville seconded a motion to approve the *2016 3rd Quarter Amendment to the FFY 2016-2020 TIP*; the motion carried unanimously.

4) 2016 Special Amendment #3 to the 2016-2020 Transportation Improvement Program*

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 Special Amendment #3 to the *2016-2020 TIP* includes 1 project:

- 1 new project to be added:
 - #667002 – Oak Grove – Salem Street Improvements

Details of this 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/16SpecAmend3.aspx>

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 2016 Special Amendment #3 are financially constrained.

MOTION: Sherri McIntyre moved and Teresa Loar seconded a motion to approve the *Release of the 2016 Special Amendment #3 to the FFY 2016-2020 TIP for public review and comment*; the motion carried unanimously.

5) 2016 Unified Planning Work Program – Amendment #1*

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 proposed 2016 UPWP Amendment #1 will make the following modifications:

- Revise task 2.6, Transportation Performance Measurement and Target Setting, to remove the Transportation Planning Data Self-Assessment consultant activity. This activity is being performed under a pilot study through FHWA at no cost to MARC (decrease funding by \$70,000);
- Revise task 2.6, Transportation Performance Measurement and Target Setting, to increase funding for staff expenses (increase funding by \$10,000);
- Revise task 2.2, Metropolitan Transportation Plan, to add consultant services for stakeholder engagement and draft plan development for an Integrated Ecosystem Framework (increase funding by \$60,000);
- Revise task 2.3, Modeling/Forecasting Activities, to remove a proposed Surveys and Modeling Symposium (decrease funding by \$5,000);
- Revise task 5.2, Intelligent Transportation Systems Planning and Integration, to add a Transportation Technologies forum (increase funding by \$5,000);
- Revise task 6.1, Transit/Paratransit Planning and Coordination, to add consultant services for a Transit Oriented Development Economic Benefit Study. Funding for this study was already included in the UPWP as an undefined resource (no financial change);
- Adjust the MARC consultant budget in Appendix C, Schedule 3 to reflect the consultant contract budget changes in tasks 2.2, 2.6, and 6.1 described above;

The revisions are detailed at: http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2016_UPWP_Amend_1.aspx

Although the revisions are revenue neutral for MARC's planning funds, they result in changes to MARC's proposed work activities for 2016, and should be released for public review and comment.

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

The amendment results in no change to the overall UPWP CPG budget.

MOTION: Davonna Moore moved and Mayor Randy Rhoads seconded a motion to approve the *Release of Amendment #1 to the 2016 UPWP for public review and comment*; the motion carried unanimously.

6) Other Business

No other business was discussed.

7) Adjournment

There was no further business and the meeting was adjourned. The next meeting of TTPC will be held August 16, 2016.

ISSUE

VOTE: 2016 Unified Planning Work Program – Amendment #1

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 proposed 2016 UPWP Amendment #1 will make the following modifications:

- Revise task 2.6, Transportation Performance Measurement and Target Setting, to remove the Transportation Planning Data Self-Assessment consultant activity. This activity is being performed under a pilot study through FHWA at no cost to MARC (decrease funding by \$70,000);
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The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2016_UPWP_Amend1.aspx . Although the revisions are revenue neutral for MARC's planning funds, they result in changes to MARC's proposed work activities for 2016, and should be released for public review and comment.

POLICY CONSIDERATIONS

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

MARC's Public Participation Plan requires that proposed amendments to the *UPWP* be released for public review and comment prior to adoption. One comment in support of the amendment was received from the general public.

BUDGET CONSIDERATIONS

The amendment results in no change to the overall UPWP CPG budget.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve Amendment #1 to the *2016 UPWP*.

STAFF CONTACT

Marc Hansen

From: Andrea Clark <alaskanstate@gmail.com>
Sent: Thursday, July 21, 2016 1:21 PM
To: Transportation
Subject: Public Input

I want to voice my support of this UPWP project in particular:
Transit Oriented Development Study: In partnership with the KCATA, procure consultant services to conduct an economic benefit study of bus rapid transit routes.

There is academic research showing a connection between BRT and economic development, but very little evidence for economic development from streetcars. Please study and support BRT in KC.

Andrea

Dear Ms. Clark:

Thank you for your recent comment regarding the proposed Amendment #1 to the 2016 Unified Planning Work Program. We shared your comment with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration on the proposed amendment.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Citizen's Guide to Transportation Planning](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP, ENV SP
Principal Planner
Mid-America Regional Council

ISSUE

VOTE: 2016 Special Amendment #3 to the 2016-2020 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 Special Amendment #3 to the *2016-2020 TIP* includes 1 project:

- 1 new project to be added:
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Details of this 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/16SpecAmend3.aspx>

POLICY CONSIDERATIONS

MARC's Public Participation Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption. One comment in support of the amendment was received from the general public. The comment and a proposed response from MARC are attached.

All of the projects in the proposed 2016 Special Amendment #3 are financially constrained.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the 2016 Special Amendment #3 to the *FFY 2016-2020 TIP*.

STAFF CONTACT

Marc Hansen

From: Sue Lee <slee7723@earthlink.net>
Sent: Tuesday, July 26, 2016 8:22 AM
To: Transportation
Subject: [SPAM] Salem St Oak Grove

Dear Mid-America Regional Council,

Please proceed with the plan to improve Salem Street in Oak Grove. This street serves the area surrounding the R-VI schools campus and throughout the school year is the most heavily used street in the Oak Grove area.

Improvements would make Salem Street safer for children, parents, teachers and visiting schools.

Thank you for your consideration.

Sue Lee
7723 S. Outer Belt Rd.
Oak Grove, MO 64075

Dear Ms. Lee:

Thank you for your recent comment regarding the proposed 2016 Special Amendment #3 to the 2016-2020 Transportation Improvement Program. We shared your comment with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration on the proposed amendment.

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Citizen's Guide to Transportation Planning](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP, ENV SP
Principal Planner
Mid-America Regional Council

TTPC AGENDA REPORT

August 16, 2016

Agenda Item No. 5

ISSUE

REPORT: Kansas City Streetcar

BACKGROUND

The Kansas City Streetcar has been in operation since May of 2016. The 2.2 mile starter line runs from the River Market to Union Station in Kansas City, Missouri. It is the first fixed guide-way transit service operating in the region since 1957.

Tom Gerend, executive director of the Kansas City Streetcar Authority, will report on highlights of the first months of the system's operation.

More information is available at www.kcstreetcar.org.

POLICY CONSIDERATIONS

MARC awarded Surface Transportation Program funds to implement the project in 2012.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl

TTPC AGENDA REPORT

August 16, 2016

Agenda Item No. 6

ISSUE

REPORT: Zipcar Expansion

BACKGROUND

The City of Kansas City, Missouri has recently entered into an agreement with Zipcar to provide carsharing services to the urban environment of Kansas City. Carsharing is a method of car rental that allows members of the service to reserve vehicles placed in designated parking spots for short periods of time, usually being charged by the hour. From the Carsharing Association, "Carsharing is primarily designed for shorter time and shorter distance trips as an extension of the transportation network, providing a public service designed to enhance mobility options." Zipcar has provided carsharing services on the campus of the University of Missouri-Kansas City since 2012 and at KCI Airport since 2015.

Zipcar staff and City staff will provide details on the agreement, including general considerations for number of vehicles to be placed in Kansas City and desires for placement and outcomes. More information on Zipcar can be found at www.Zipcar.com.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Amanda Graor

ISSUE

REPORT: 2016 Transportation Programming Update

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. Consistent with this role, MARC issued two project solicitations earlier in the year.

On January 22, 2016, MARC issued a call projects for federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STP) and Surface Transportation Block Grant Program – Set Aside (TAP) funding programs estimated to total \$77 million through FFY 2020. MARC received 124 applications for projects by the March 25, 2016 application deadline. The applications received are available for review at http://www.marc2.org/tr_cfp/browseprojects.aspx.

On April 1, 2016, in partnership with the KCATA, MARC issued a call for projects for the Federal Transit Administration Section 5310 funding program estimated to total \$2.2 million through FFY 2017. MARC received 22 applications for projects by the May 17, 2016 application deadline. The applications received are available for review at http://marc2.org/tr_5310/browseprojects.aspx.

Throughout the spring and summer of 2016, meetings of the Active Transportation Programming Committee, Air Quality Forum, Kansas and Missouri STP Priorities Committees, Mobility Advisory Committee and the Regional Transit Coordinating Council have been held to develop funding recommendations for these programs. These recommendations are presented for review in tables 1-5.

Staff will report on additional details about the programming process and the recommendations at the meeting.

POLICY CONSIDERATIONS

TTPC adopted a programming policy statement for this funding cycle on June 23, 2015.

BUDGET CONSIDERATIONS

MARC will collect a 0.5% project fee for all federal funds awarded through this call for projects.

COMMITTEE ACTION

Funding recommendations were developed by the Active Transportation Programming Committee, Air Quality Forum, Kansas and Missouri STP Priorities Committees, Mobility Advisory Committee and the Regional Transit Coordinating Council.

Additional input for the programming process was provided by the Bicycle/Pedestrian Advisory Committee, Destination SAFE Leadership Team, Goods Movement Committee, Highway Committee, Regional Transit Coordinating Council, and the Sustainable Places Policy Committee.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Marc Hansen

Table 1 – CMAQ Programming Recommendations

ID	State	Organization	Project Type	Project Title	CMAQ Requested	Total Reduction (kg VOC+Nox)	Cost Effectiveness (\$/kg VOC + NOx)	Total Score	Funding Proposed		
									Kansas	Missouri	
Alternative Fuel, Diesel Retrofit, Outreach/Other - Air Quality Forum											
705	MO	Kansas City, MO	Alternative Fuel Vehicles	CNG Heavy Duty Alt. Fuel Trucks	\$ 720,000	9864.00	\$ 72.99	78		\$ 244,000	
724	MO	Blue Springs SD	Alternative Fuel Vehicles	BSSD Fleet Renewal: Turning Yellow Buses "Green"	\$ 807,338	7534.70	\$ 107.15	78		\$ 244,000	
833	KS	Olathe	Alternative Fuel Vehicles	2019-2020 Fleet Emission Reduction: CNG Replacement	\$ 302,500	120.24	\$ 2,515.91	15	\$ 302,500		
692	R	KCATA	Transit Capital	Regional Clean Transit Vehicle Program	\$ 7,040,000	13130.99	\$ 536.14	61	\$ 323,500		
									Total Programmed by Air Quality Forum	\$ 626,000	\$ 488,000
Bicycle/Pedestrian - Active Transportation Programming Committee											
747	KS	Olathe	Non-Motorized	Sidewalk Missing Link Project	\$ 320,000	1682.7727	\$ 190.16	70	\$ 320,000		
814	R	BikeWalkKC	Non-Motorized	Bike Share KC Phase 5	\$ 1,000,000	160.82333	\$ 6,218.00	29	\$ 250,000	\$ 223,000	
805	R	BikeWalkKC	Non-Motorized	Local Spokes - Regional Safe Routes to School Education					\$ 250,000		
703	KS	Unified	Non-Motorized	Metropolitan Avenue Area Bikeway Improvements					\$ 134,000		
822	MO	City of Parkville	Non-Motorized	Route 9 Corridor Complete Streets Improvements	\$ 297,600	8471.498	\$ 35	93		\$ 297,000	
823	MO	Kansas City, MO	Other CMAQ	11th/12th Street Bikeways	\$ 306,425	2879.248	\$ 106	79		\$ 300,000	
821	MO	Kansas City, MO	Other CMAQ	Admiral Blvd 2 way conversion	\$ 1,000,000	880.089	\$ 1,136	35			
									Total Programmed by Active Transportation Programming Committee	\$ 954,000	\$ 820,000
Traffic Flow - Kansas and Missouri STP Priorities Committees											
767	KS	Lenexa	Traffic Flow	95th and Santa Fe Trail Drive Intersection Improvements	\$ 600,000	1331.920	\$ 450	43	\$ 600,000		
746	KS	Olathe	Traffic Flow	159th & Black Bob Road Improvements	\$ 1,000,000	754.166	\$ 1,326	16	\$ 1,000,000		
700	KS	Unified	Traffic Flow	Leavenworth Road Improvements, 78th Street to 63rd Street	\$ 2,400,000	74.541	\$ 32,197	11	\$ 750,000		
701	KS	Unified	Traffic Flow	7th Street and Central Avenue, Intersection Improvements and Signal	\$ 1,100,000	4.498	\$ 244,553	11			
750	KS	Olathe	Traffic Flow	119th & Pflumm Geometric Improvements	\$ 600,000	24.499	\$ 24,491	11			
749	KS	Olathe	Traffic Flow	138th & Black Bob Geometric Improvements	\$ 500,000	113.287	\$ 4,414	5			
734	KS	Shawnee	Traffic Flow	I-435 and Johnson Drive Interchange Improvements	\$ 1,600,000	0.000	\$ 1,600,000	4			
844	KS	KC Scout	ITS Capital Improvements	Scout K-7 ITS Project - Withdrawn	\$ 680,000	0.000	\$ 680,000	0			
739	MO	Kansas City, MO	Traffic Flow	Independence Ave Interconnect From Chestnut Trfwy to Ewing Ave	\$ 800,000	30998.286	\$ 26	81		\$ 800,000	
742	MO	Kansas City, MO	Traffic Flow	Front St Interconnect and Signal Upgrade	\$ 280,000	12464.413	\$ 22	79		\$ 280,000	
771	MO	Independence	Traffic Flow	Independence OGL Traffic Controllers	\$ 95,100	33009.874	\$ 3	76		\$ 95,100	
753	MO	MoDOT	Traffic Flow	Priority Signal Communication Infrastructure	\$ 850,000	5497.278	\$ 155	62		\$ 615,000	
827	MO	Blue Springs	Traffic Flow	Route 7 and South Avenue Signal	\$ 724,000	1817.322	\$ 398	53		\$ 410,000	
698	MO	Parkville	Traffic Flow	Route 9 Corridor Complete Streets Improvements	\$ 966,400	89.469	\$ 10,802	15			
810	MO	Kansas City, MO	Traffic Flow	Charlotte St 2-Way Conversion 11th St to Truman Rd Design/Construction	\$ 1,600,000	0.000	\$ 1,600,000	15			
799	MO	Kansas City, MO	ITS Capital Improvements	Downtown Traffic Signal Fiber Network Improvements	\$ 600,000	0.000	\$ 600,000	10			
798	MO	Kansas City, MO	ITS Capital Improvements	Parvin Rd Traffic Management Center Interconnect	\$ 500,000	0.000	\$ 500,000	0			
									Total Programmed by Kansas and Missouri STP Priorities Committees	\$ 2,350,000	\$ 2,200,100
Transit - Regional Transit Coordinating Council											
695	R	KCATA	Transit Capital	RideKC Vanpool Program	\$ 100,000	418.01	\$ 239.23	43			
692	R	KCATA	Transit Capital	Regional Clean Transit Vehicle Program	\$ 7,040,000	13130.99	\$ 536.14	61	\$ 2,054,897	\$ 1,285,988	
676	MO	Grandview	Transit Operations	Route 28X Grandview Extension	\$ 200,000	430.45	\$ 464.63	36		\$ 200,000	
694	R	KCATA	Transit Operations	RideKC Ozone Alert Program	\$ 100,000	4503.31	\$ 22.21	71			
708	R	KCATA	Transit Operations	New and Expanded Transit Services	\$ 720,000	6699.02	\$ 107.48	89	\$ 310,000	\$ 410,000	
710	R	KCATA	Transit Operations	Regional Transit Technology Integration for Real Time Passenger Information	\$ 720,000	5271.41	\$ 136.59	82	\$ 288,000	\$ 288,000	
									Total Programmed by Regional Transit Coordinating Council	\$ 2,652,897	\$ 2,183,988
									MARC Regional Programs	\$ 787,500	\$ 787,500
									Total CMAQ Programmed*	\$ 7,370,397	\$ 6,479,588

* Total amount includes a portion of 2018 funding that was not previously programmed
 Projects shown in **bold italics** were prioritized by one or more planning committees

Table 2 – Kansas STP Programming Recommendations

ID	Organization	County	Project Title	Project Type	Total Score	Total Project Cost	STP Requested	Funding Recommended
NA	MARC	Regional	Operation Greenlight Operating Assistance	Roadway Operations	NA	\$ 840,000	\$ 420,000	\$ 420,000
760	MARC	Regional	Planning Sustainable Places 2019	Livable Communities/Other	106	\$ 3,750,000	\$ 600,000	\$ 355,000
704	Unified Government	Wyandotte	Transit Accessibility Improvements	Transit Capital	98	\$ 625,000	\$ 500,000	
692	KCATA	Regional	Regional Clean Transit Vehicle Program	Transit Capital	86	\$ 10,400,000	\$ 600,000	
820	Roeland Park	Johnson	Roe Blvd. Livability Improvements	Livable Communities/Other	85	\$ 7,300,000	\$ 5,840,000	\$ 4,662,500
814	BikeWalkKC	Regional	Bike Share KC Phase 5	Non-Motorized	82	\$ 5,000,000	\$ 500,000	
700	Unified Government	Wyandotte	Leavenworth Road Improvements, 78th Street to 63rd Street	Roadway Operations	82	\$ 16,300,000	\$ 13,000,000	\$ 6,560,000
691	KCATA	Regional	Regional Fare Collection and Monitoring Program	Transit Capital	78	\$ 6,000,000	\$ 1,450,000	\$ 735,000
709	KCATA	Regional	Regional Transit Passenger Amenity Improvements	Transit Capital	78	\$ 500,000	\$ 124,000	
745	Olathe	Johnson	Lone Elm Road, Old 56 Highway to 151st Street	Roadway Capacity	76	\$ 15,000,000	\$ 7,500,000	\$ 3,785,000
786	Overland Park	Johnson	91st Street Mixed Use Pedestrian / Bicycle Trail Improvements	Non-Motorized	71	\$ 1,607,079	\$ 1,197,566	
679	Leawood	Johnson	143rd Street Improvements - Windsor to Overbrook	Roadway Capacity	68	\$ 13,100,000	\$ 5,000,000	\$ 2,525,000
677	Overland Park	Johnson	Quivira Road, 159th Street to 179th Street	Roadway Capacity	66	\$ 15,800,000	\$ 12,640,000	\$ 4,662,500
721	Overland Park	Johnson	159th Street, Plumm Road to Quivira Road	Safety Infrastructure	65	\$ 2,550,000	\$ 2,040,000	
740	Overland Park	Johnson	179th Street, Metcalf Avenue to US-69	Safety Infrastructure	61	\$ 1,350,000	\$ 1,080,000	
682	Gardner	Johnson	I-35 and Gardner Rd Interchange	Roadway Capacity	60	\$ 3,500,000	\$ 2,800,000	\$ 1,415,000
757	Louisburg	Miami	K68 & Broadway Usability Enhancement	Roadway Operations	60	\$ 1,250,000	\$ 1,000,000	
743	Olathe	Johnson	159th & Black Bob Road Improvements	Roadway Capacity	59	\$ 6,000,000	\$ 4,800,000	
731	Shawnee	Johnson	Monticello Road Improvements - Midland Drive to 7900 Block	Roadway Capacity	59	\$ 13,700,000	\$ 10,960,000	
701	Unified Government	Wyandotte	7th Street and Central Avenue, Intersection and Signal	Roadway Operations	58	\$ 1,320,000	\$ 1,100,000	
744	Olathe	Johnson	151st & Ridgeview Road Improvements	Roadway Capacity	56	\$ 8,000,000	\$ 5,000,000	
767	Lenexa	Johnson	95th and Santa Fe Trail Drive Intersection Improvements	Roadway Operations	54	\$ 750,000	\$ 600,000	
707	Leavenworth County	Leavenworth	Eisenhower Road Improvements	Roadway Capacity	53	\$ 11,000,000	\$ 8,000,000	\$ 975,000
789	Edgerton	Johnson	207th Grade Separation	Safety Infrastructure	52	\$ 15,000,000	\$ 1,000,000	\$ 505,000
843	KC Scout	Regional	KDOT Scout Next Generation Telecommunications Study	Other STP	50	\$ 110,000	\$ 90,000	
834	Edwardsville	Wyandotte	Edwardsville Dr. Phase 2	Roadway Capacity	46	\$ 3,923,000	\$ 3,138,000	
795	Lenexa	Johnson	Renner Boulevard from 84th to 79th Street	Roadway Capacity	43	\$ 3,200,000	\$ 2,560,000	
733	DeSoto	Johnson	91st Street Extension	Roadway Capacity	34	\$ 2,037,000	\$ 1,630,000	
779	Overland Park	Johnson	167th Street Bridges over Coffee Creek	Roadway Capacity	34	\$ 3,000,000	\$ 2,400,000	
775	Basehor	Leavenworth	Leavenworth Road Sidewalk Project	Non-Motorized	33	\$ 407,986	\$ 339,988	
832	Edwardsville	Wyandotte	102nd Street Improvements (Kansas Ave to Riverview)	Roadway Capacity	31	\$ 3,570,000	\$ 2,780,000	
Total Programmed								\$ 26,600,000

Projects in **bold italics** were prioritized by one or more planning committees

Table 3 – Missouri STP Programming Recommendations

ID	Sponsor	County	Project Title	Project Type	Total Score	Total Project Cost	STP Requested	STP Year	All Projects Score	Category Score	Funding Recommended
NA	MARC	Regional	Operation Greenlight Operating Assistance	Roadway Operations	NA	\$ 1,960,000	\$ 980,000	2019			\$ 980,000
674	KCATA	Jackson	Prospect Max	Transit Capital	109	\$ 5,625,000	\$ 4,500,000	2019	28	81	\$ 4,500,000
760	MARC	Regional	Planning Sustainable Places 2019	Livable Comm/Other	106	\$ 3,750,000	\$ 800,000	2019	24	82	\$ 600,000
758	Kansas City, MO	Jackson	Paseo Gateway Intersection*	Roadway Operations	106	\$ 8,300,000	\$ 5,500,000	2019	28	78	\$ 5,000,000
738	Waldo CID/KCMO	Jackson	Waldo Area Improvements -75th and Wornall *	Livable Comm/Other	104	\$ 3,275,000	\$ 2,450,000	2019	25	79	\$ 2,000,000
792	Kansas City, MO	Clay	Woodland Complete Streets Upgrade and Reconstruction	Livable Comm/Other	102	\$ 19,000,000	\$ 11,000,000	2019	19	83	\$ 6,000,000
717	Independence	Jackson	US 24 Highway Complete Streets	Non-Motorized	100	\$ 3,788,000	\$ 2,000,000	2020	20	80	\$ 2,000,000
755	Independence	Jackson	US 40 Highway Complete Streets *	Non-Motorized	99	\$ 4,016,000	\$ 2,500,000	2020	16	83	\$ 2,500,000
787	North Kansas City	Clay	Burlington Corridor Complete Streets *	Non-Motorized	98	\$ 8,400,000	\$ 3,800,000	2019	17	81	\$ 3,800,000
793	Kansas City, MO	Jackson	Red Bridge Road Complete Street Upgrade and Reconstruction	Livable Comm/Other	96	\$ 2,500,000	\$ 1,800,000	2019	28	68	
689	Independence	Jackson	Truman + Winner Road Project *	Safety Infrastructure	93	\$ 1,900,000	\$ 800,000	2020	18	75	
698	Parkville	Platte	Route 9 Corridor Complete Streets Improvements*	Roadway Operations	92	\$ 1,208,000	\$ 900,000	2020	21	71	\$ 668,800
830	Gladstone	Clay	NE 76 Street Complete Streets Project - N. Oak to N. Brooklyn *	Livable Comm/Other	90	\$ 2,200,000	\$ 1,200,000	2020	24	66	\$ 1,200,000
801	Liberty	Clay	M-152 /I-35 Interchange and Kansas St Corridor Improvements	Roadway Capacity	90	\$ 9,500,000	\$ 3,000,000	2019	15	75	\$ 3,000,000
788	Platte County	Platte	Green Hills Road Complete Streets Upgrade/Reconstruction	Livable Comm/Other	90	\$ 19,000,000	\$ 4,000,000	2019	22	68	\$ 2,000,000
839	Blue Springs	Jackson	7 Highway Sidewalk - I-70 to Pink Hill Road	Non-Motorized	87	\$ 727,000	\$ 582,000	2020	18	69	\$ 582,000
692	KCATA	Regional	Regional Clean Transit Vehicle Program	Transit Capital	86	\$ 10,400,000	\$ 680,000	2019	19	67	
800	Kansas City, MO	Jackson	Transit Corridor Accessibility Program	Non-Motorized	86	\$ 980,000	\$ 784,000	2019	19	67	
772	Blue Springs	Jackson	7 Highway Sidewalk - Liggett to 40 Highway	Non-Motorized	85	\$ 813,000	\$ 650,000	2020	17	68	
835	Blue Springs	Jackson	7 Highway Sidewalk - 40 Highway to I-70	Non-Motorized	83	\$ 813,000	\$ 650,000	2020	17	66	
814	BikeWalkKC	Regional	Bike Share KC Phase 5	Non-Motorized	82	\$ 5,000,000	\$ 1,500,000	2019	27	55	
726	Raytown	Jackson	Raytown Downtown Streetscape - Phase II*	Livable Comm/Other	80	\$ 594,578	\$ 416,205	2020	19	61	
718	Independence	Jackson	35th Street - Ph 2, Crysler to Sterling	Safety Infrastructure	80	\$ 3,165,000	\$ 2,532,000	2019	21	59	
723	Lee's Summit	Jackson	Colbern Road Improvements	Roadway Capacity	79	\$ 10,000,000	\$ 5,000,000	2020	20	59	
675	Grandview	Jackson	Convert I-49 Frontage Roads to Two-way Operation	Roadway Operations	79	\$ 12,000,000	\$ 1,500,000	2020	18	61	
709	KCATA	Regional	Regional Transit Passenger Amenity Improvements	Transit Capital	78	\$ 500,000	\$ 276,000	2019	18	60	
691	KCATA	Regional	Regional Fare Collection and Monitoring Program	Transit Capital	78	\$ 6,000,000	\$ 3,350,000	2019	20	58	
699	Blue Springs	Jackson	Woods Chapel Road Connection - Phase 2	Roadway Operations	75	\$ 6,728,000	\$ 4,917,000	2019	14	61	
754	Kansas City, MO	Jackson	Lee's Summit Road = Anderson to Lakewood	Roadway Operations	71	\$ 8,500,000	\$ 4,500,000	2019	20	51	
776	Riverside	Platte	Route 9 & Mattox Intersection Improvements *	Roadway Operations	70	\$ 889,451	\$ 711,561	2019	15	55	\$ 711,561
777	Peculiar	Cass	Peculiar Improvements to Route C	Roadway Capacity	70	\$ 1,327,400	\$ 850,000	2019	13	57	
840	Gladstone	Clay	N. Antioch Road Complete Streets Project	Livable Communities	68	\$ 1,600,000	\$ 1,200,000	2020	18	50	
844	Peculiar	Cass	School Road Phase 3 from 203rd Street to Peculiar Way	Roadway Capacity	68	\$ 2,250,000	\$ 1,500,000	2019	15	53	\$ 850,000
818	Kansas City, MO	Jackson	Swope Park Industrial Area-Railroad Flyover Bridge	Livable Comm/Other	68	\$ 5,000,000	\$ 4,000,000	2019	19	49	
784	Kansas City, MO	Clay	N Oak Improvements - NE 42nd St to NE 46th St	Roadway Operations	67	\$ 3,125,000	\$ 2,500,000	2019	18	49	
768	North Kansas City	Clay	Armour Road / Route 1 (Vernon) Improvements	Roadway Operations	62	\$ 3,154,000	\$ 2,154,000	2019	17	45	
846	Raytown	Jackson	83rd Street Bridge Improvements	Bridge	60	\$ 2,100,000	\$ 600,000	2019	15	45	\$ 600,000
845	Peculiar	Cass	West/East Broadway Sidewalk Project; W. 4th St to E. 3rd St	Non-Motorized	58	\$ 251,000	\$ 176,000	2019	15	43	
825	Belton	Cass	Routes 58 and Y Signal	Roadway Operations	58	\$ 801,000	\$ 441,000	2019	12	46	\$ 441,000
812	Kearney	Clay	East 92 Highway Sidewalk to Porter Ridge/South Marimack Drive	Non-Motorized	57	\$ 571,000	\$ 456,800	2019	11	46	\$ 366,639
811	North Kansas City	Clay	Armour / 16th Street Connection	Roadway Capacity	56	\$ 2,500,000	\$ 1,250,000	2019	18	38	
769	Pleasant Hill	Cass	7 Hwy Signal & 163rd St. Improvements	Roadway Operations	54	\$ 350,000	\$ 200,000	2019	15	39	\$ 200,000
685	Kansas City, MO	Clay	Buckeye Greenway Pedestrian Bridge	Non-Motorized	50	\$ 400,000	\$ 300,000	2019	16	34	
753	MoDOT	Regional	Priority Signal Communication Infrastructure	Roadway Operations	47	\$ 1,070,000	\$ 300,000	2019	8	39	
756	Independence	Jackson	Jackson Drive Extension	Roadway Capacity	47	\$ 4,800,000	\$ 3,840,000	2020	12	35	
826	Belton	Cass	Mullen Road Livability Corridor - Phase 2	Roadway Capacity	43	\$ 4,591,000	\$ 3,673,000	2020	12	31	
828	Kearney	Clay	19th Street Interchange/Roadway Improvements	Roadway Operations	41	\$ 16,000,000	\$ 9,000,000	2019	10	31	
842	Weston	Platte	Summerset Drive Extension	Roadway Capacity	16	\$ 216,388	\$ 173,110	2019	4	12	
Total Programmed											\$ 38,000,000

* Project implements elements from previous Creating Sustainable Places/Planning Sustainable Places efforts
Projects in **bold italics** were prioritized by one or more planning committees

Table 4 – Transportation Alternatives Programming Recommendations

ID	State	Organization	County	Project Title	Project Type	Total Score	Total Project Cost	TAP Requested	Funding Recommended
805	R	<i>BikeWalkKC</i>	<i>Regional</i>	<i>Local Spokes - Regional Safe Routes to School Education</i>	<i>SRTS Non-Infrastructure</i>	95.0	\$ 625,000	\$ 250,000	CMAQ
808	KS	<i>Mission</i>	<i>Johnson</i>	<i>Mission Safe Routes to School Phase II Facilities</i>	<i>Facilities and SRTS Infrastructure</i>	94.3	\$ 85,849	\$ 68,000	\$ 68,000
703	KS	<i>Unified Government</i>	<i>Wyandotte</i>	<i>Metropolitan Avenue Area Bikeway Improvements¹</i>	<i>Facilities and SRTS Infrastructure</i>	82.7	\$ 625,000	\$ 500,000	\$ 56,000
770	KS	<i>Overland Park</i>	<i>Johnson</i>	<i>OP Bicycle Master Plan Implementation</i>	<i>Facilities and SRTS Infrastructure</i>	80.8	\$ 500,000	\$ 400,000	\$ 400,000
697	KS	Leavenworth	Leavenworth	RFCC Stone Restoration	Historic Preservation/Archaeological	74.5	\$ 1,405,000	\$ 1,125,000	\$ 500,000
814	R	<i>BikeWalkKC</i>	<i>Regional</i>	<i>Bike Share KC Phase 5</i>	<i>Facilities and SRTS Infrastructure</i>	74.4	\$ 1,250,000	\$ 250,000	CMAQ
702	KS	<i>Unified Government</i>	<i>Wyandotte</i>	<i>Safe Routes to School Phase F: William Allen White/West Middle &</i>	<i>Facilities and SRTS Infrastructure</i>	68.5	\$ 625,000	\$ 500,000	\$ 500,000
782	KS	<i>City of Olathe</i>	<i>Johnson</i>	<i>Cedar Creek Trail*</i>	<i>Recreational Trails</i>	67.5	\$ 2,210,000	\$ 500,000	\$ 500,000
786	KS	<i>Overland Park</i>	<i>Johnson</i>	<i>91st Street Mixed Use Pedestrian / Bicycle Trail Improvements</i>	<i>Recreational Trails</i>	64.2	\$ 1,607,079	\$ 1,197,566	
748	KS	<i>Olathe</i>	<i>Johnson</i>	<i>Sidewalk Missing Link Project</i>	<i>Facilities and SRTS Infrastructure</i>	59.2	\$ 400,000	\$ 320,000	CMAQ
678	KS	Gardner	Johnson	Moonlight Road Safe Routes To Schools	Facilities and SRTS Infrastructure	58.8	\$ 350,000	\$ 280,000	\$ 252,000
736	KS	Shawnee	Johnson	Connect Shawnee: Martindale Road to Gary Haller Trail	Recreational Trails	53.0	\$ 1,475,000	\$ 500,000	
836	KS	Edwardsville	Wyandotte	Blake St. Sidewalk	Recreational Trails	46.6	\$ 331,000	\$ 265,000	
796	KS	Lenexa	Johnson	Little Mill Creek Trail Crossing 87th Street	Facilities and SRTS Infrastructure	39.8	\$ 1,000,000	\$ 800,000	
794	KS	Lenexa	Johnson	Black Hoof to Freedom Fields Trail	Recreational Trails	36.2	\$ 850,000	\$ 680,000	
775	KS	Basehor	Leavenworth	Leavenworth Road Sidewalk Project	Facilities and SRTS Infrastructure	35.2	\$ 424,985	\$ 339,988	
797	KS	Lenexa	Johnson	Little Mill Creek Trail Crossing 79th Street	Facilities and SRTS Infrastructure	32.5	\$ 590,000	\$ 472,000	
Kansas Total									\$ 2,276,000
816	MO	<i>Kansas City, MO</i>	<i>Jackson</i>	<i>Missouri River Trail Segment 1</i>	<i>Facilities and SRTS Infrastructure</i>	97.8	\$ 1,526,000	\$ 500,000	\$ 500,000
805	R	<i>BikeWalkKC</i>	<i>Regional</i>	<i>Local Spokes - Regional Safe Routes to School Education</i>	<i>SRTS Non-Infrastructure</i>	94.6	\$ 625,000	\$ 250,000	\$ 250,000
759	MO	<i>Kansas City, MO</i>	<i>Clay</i>	<i>Big Shoal Creek Trail Segment 3</i>	<i>Facilities and SRTS Infrastructure</i>	88.2	\$ 1,123,000	\$ 500,000	\$ 500,000
766	MO	<i>Kansas City, MO</i>	<i>Jackson</i>	<i>Trolley Connector Trail Segment 2</i>	<i>Recreation Trails</i>	83.6	\$ 668,000	\$ 500,000	\$ 500,000
822	MO	<i>City of Parkville</i>	<i>Platte</i>	<i>Route 9 Corridor Complete Streets Improvements*</i>	<i>Facilities and SRTS Infrastructure</i>	80.9	\$ 372,000	\$ 297,600	CMAQ
717	MO	<i>Independence</i>	<i>Jackson</i>	<i>US 24 Highway Complete Streets</i>	<i>Facilities and SRTS Infrastructure</i>	79.8	\$ 271,000	\$ 203,000	\$ 203,000
752	MO	<i>Kansas City, MO</i>	<i>Platte</i>	<i>KCI Corridor Trail Segment 3</i>	<i>Facilities and SRTS Infrastructure</i>	78.6	\$ 871,000	\$ 500,000	\$ 400,000
764	MO	<i>Kansas City, MO</i>	<i>Jackson</i>	<i>Martha Truman Connector Trail</i>	<i>Recreation Trails</i>	75.9	\$ 680,000	\$ 500,000	\$ 250,000
714	MO	Crossroads Community A	Jackson	20th Street Streetscape - Grand to McGee	Facilities and SRTS Infrastructure	75.7	\$ 550,000	\$ 425,000	
785	MO	Independence	Jackson	Truman Depot Renovations and Pacific Avenue Trail	Historic Preservation/Archaeological	75.1	\$ 519,000	\$ 415,000	\$ 350,000
814	R	<i>BikeWalkKC</i>	<i>Regional</i>	<i>Bike Share KC Phase 5</i>	<i>Facilities and SRTS Infrastructure</i>	73.7	\$ 1,250,000	\$ 750,000	CMAQ
831	MO	Gladstone	Clay	Rock Creek Greenway Trail - Phase 2	Recreation Trails	73.6	\$ 550,000	\$ 400,000	\$ 400,000
813	MO	North Kansas City	Clay	Armour Road Complete Street Improvements	Facilities and SRTS Infrastructure	69.5	\$ 480,000	\$ 360,000	
706	MO	Grain Valley	Jackson	Blue Branch Creek - Pedestrian Bridge	Recreation Trails	66.4	\$ 149,110	\$ 119,210	\$ 119,210
819	MO	Jackson County	Jackson	Little Blue Trace Trail - Segment 6 - North Bridge Connector	Recreation Trails	63.8	\$ 750,000	\$ 500,000	
839	MO	Blue Springs	Jackson	7 Highway Sidewalk - I-70 to Pink Hill Road	Facilities and SRTS Infrastructure	62.3	\$ 625,000	\$ 500,000	
835	MO	Blue Springs	Jackson	7 Highway Sidewalk - 40 Highway to I-70	Facilities and SRTS Infrastructure	58.6	\$ 625,000	\$ 500,000	
772	MO	Blue Springs	Jackson	7 Highway Sidewalk - Liggett to 40 Highway	Facilities and SRTS Infrastructure	58.4	\$ 625,000	\$ 500,000	
804	MO	Kearney	Clay	Clark Street Trail	Facilities and SRTS Infrastructure	56.8	\$ 420,000	\$ 336,000	
763	MO	Independence	Jackson	Three Trails Sidewalks to School	Facilities and SRTS Infrastructure	46.4	\$ 469,000	\$ 375,000	
696	MO	Kearney	Clay	Dogwood Elementary Sidewalk	Facilities and SRTS Infrastructure	39.8	\$ 225,000	\$ 180,000	\$ 180,000
Missouri Total									\$ 3,652,210

* Project implements elements from previous Creating Sustainable Places/Planning Sustainable Places efforts

¹ Funding for this project also includes \$134,000 of Kansas CMAQ funding

Projects in **bold italics** were prioritized by one or more planning committees

Table 5 – Section 5310 Funding Recommendations

Project Name	MAC Prioritization Score	Funding Recommendation		
		Recommended Federal Funding Amount	Estimated Local Match	Total Project Funding
City of Shawnee: CityRide	268	\$ 15,000.00	\$ 15,000.00	\$ 30,000.00
Jewish Family Services: JET Express	265	\$ 75,000.00	\$ 75,000.00	\$ 150,000.00
KCATA: Regional Taxi Voucher Program	264	\$ 718,710.85	\$ 718,710.82	\$ 1,437,421.67
EITAS: Vehicle Replacement	261	\$ 416,201.15	\$ 138,800.00	\$ 555,001.15
Alphapointe: Transportation Services	261	\$ 37,233.00	\$ 9,308.00	\$ 46,541.00
Alphapointe: Transportation Services	261	\$ 66,017.00	\$ 66,017.00	\$ 132,034.00
Concerned Care Inc.: Vehicle 1	253	\$ 22,400.00	\$ 5,600.00	\$ 28,000.00
City of Olathe: Taxi Coupon/Voucher Program -- Senior and Disabled Group Trips	240	\$ 10,608.00	\$ 10,608.00	\$ 21,216.00
Developing Potential Inc.: Community Opportunity Connector	220	\$ 32,300.00	\$ 5,700.00	\$ 38,000.00
Truman Medical Center Inc.: New Frontiers - Enhanced Mobility	215	\$ 22,400.00	\$ 5,600.00	\$ 28,000.00
City of Independence: Inde Access Plus	215	\$ 92,000.00	\$ 92,000.00	\$ 184,000.00
KCATA: Regional Travel Training and Eligibility	210	\$ 400,000.00	\$ 400,000.00	\$ 800,000.00
Johnson County Mental Health Center: JCMHC 5310 Mobility Project	203	\$ 65,520.00	\$ 16,379.00	\$ 81,899.00
Harry S. Truman Childrens Neurological Center dba TNC Community: Community Integration for Adults with Developmental Disabilities	186	\$ 35,730.00	\$ 8,930.00	\$ 44,660.00
Tri-County Mental Health Services, Inc.: "Transportation: Key to helping those with a mental illness."	182	\$ 25,000.00	\$ 6,250.00	\$ 31,250.00
Palestine Senior Citizen Activity Center (PSCAC): Enhancing Mobility of Seniors & Individuals with Disabilities	175	\$ 70,000.00	\$ 17,500.00	\$ 87,500.00
City of Pleasant Hill: Community Bus Program	171	\$ 16,000.00	\$ 16,000.00	\$ 32,000.00
The Salvation Army: Dial-A-Ride	133	\$ 44,893.00	\$ 7,922.00	\$ 52,815.00
The Farmers House: Roots Community Integration Program	98	\$ 42,400.00	\$ 10,600.00	\$ 53,000.00
		\$ 2,207,413	\$ 1,625,925	\$ 3,833,338

ISSUE

VOTE: MAP-21/FAST Act Proposed Rulemaking – Consider comments on proposed rule for National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program

BACKGROUND

On April 22, 2016, the U.S. Department of Transportation (USDOT) published a Notice of Proposed Rulemaking (NPRM) for National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (<https://www.gpo.gov/fdsys/pkg/FR-2016-04-22/pdf/2016-08014.pdf>). The NPRM proposes definitions, calculation methodologies, reporting requirements and a process to establish targets for the following performance measures.

Performance of National Highway System (NHS)

1. Percent of the Interstate system providing for reliable travel
2. Percent of the non-Interstate NHS providing for reliable travel
3. Percent of the Interstate system where peak hour travel times meet expectations
4. Percent of the non-Interstate NHS where peak hour travel times meet expectations

Freight Movement on Interstate System

5. Percent of the Interstate system providing reliable truck travel time
6. Percent of the Interstate system mileage uncongested (for trucks)

CMAQ Program

7. Annual hours of excessive delay per capita
8. Total tons of emissions reduced from CMAQ projects for applicable criteria pollutants and precursors

Section 1203 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) declared that performance management will transform the Federal-aid highway program and refocus it on national transportation goals, increase accountability and transparency of the Federal-aid highway program and improve project decision making through performance-based planning and programming. The Federal Highway Administration (FHWA) is issuing three separate NPRMs to meet this requirement, and this is the second NPRM.

The comment period closes on August 20, 2016. USDOT is encouraging the State DOTs and MPOs to review and provide comments on the proposed rule. MARC staff has reviewed the NPRM and organized the attached comments on behalf of the MPO and our stakeholders. MARC will accept additional comments from TTPC for submission to USDOT.

POLICY CONSIDERATIONS

The proposed rules and requirements have a direct impact on MARC planning activities related to system performance on the National Highway System (NHS) and of the Congestion Mitigation Air Quality (CMAQ) program. It's important to ensure these rules are consistent with the interests of MARC and its partners, and that MARC and the State DOTs have the capability and resources to follow through on any required rulemakings.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The proposed comments have been reviewed by the MARC Highway and Goods Movement Committees.

RECOMMENDATION

Approve MARC's draft comments for authorize submittal to USDOT.

STAFF CONTACTS

Ron Achelpohl

Jim Hubbell

**Federal Highway Administration
23 CFR Part 490**

[Docket No. FHWA-2013-0054]

National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program

Action: Notice of Proposed Rulemaking (NPRM)

The following comments are submitted by the Mid-America Regional Council (MARC), metropolitan planning organization for the greater Kansas City region.

General Comments

- State and regional performance measures and targets should not be subordinate to national measures.
MARC supports efforts by Congress and USDOT to incorporate performance based planning and programming (PBPP) into the federal transportation program. As PBPP has become more common, many agencies, including MARC, have developed and incorporated unique performance measures and targets into statewide and metropolitan transportation planning documents. Going forward, the National Performance Management Measures will be incorporated into the MARC planning process and will exist alongside other, regionally defined measures and desired trends/targets. MARC urges USDOT to recognize that state/regional performance measures and targets are of equal importance to the National Performance Management Measures (and associated targets). In the administration of federal transportation programs, we request that USDOT does not take any action that would directly or indirectly require state DOTs and MPOs to prioritize national performance measures over state or regional performance measures and targets.
- Calculation methods are overly complex and require advance data manipulation techniques not readily available to many agencies.
MARC feels that the calculation methods proposed by FHWA are overly complex and will require skills, data management systems and data fusion techniques that aren't available to a majority of State DOTs or MPOs. Several of the proposed measures require agencies to "conflate" NPMRDS data with HPMS in order to calculate the performance metrics. This is a complicated and time consuming task, and requires advanced GIS and data manipulation skills. The proposed measures also propose methods for "cleaning" the data that require additional processing. MARC proposes the following.
 - Provide technical support to State DOTs and MPOs to assist with the task of conflating the NPMRDS (TMC) and HPMS networks.
 - Provide State DOTs and MPOs with a web-based tool that will calculate the final performance measures.
- The NPMRDS is a good resource, but significant challenges remain if it is to be used for national-level reporting.
MARC appreciates that FHWA is funding the purchase of the NPMRDS and making it available to State DOTs and MPOs for their use in calculating the proposed performance measures identified in this NPRM. As provided, however, the NPMRDS by itself does not contain all the attributes needed to calculate the proposed measures. MARC recommends the following.
 - Require the data provider to include the following attributes for each TMC segment.
 - Posted speed limit
 - HPMS-defined functional classification
 - Urban area identifier
 - MPO identifier

- The rule should not apply except with respect to years for which FHWA has provided the NPRMDS in a usable format with “no assembly required”.
- Ensure consistency in addressing the performance of the NHS, freight movement, and CMAQ congestion measures.
 - Geographic boundaries: The NPRM calls for calculating some performance measures based on the FHWA urbanized area boundaries, and others based on the metropolitan planning area boundaries. MARC recommends calculating all performance measures for the metropolitan planning boundary, because they have more relevance for planning.
 - Reliability percentiles: The percentiles used to calculate level of travel time reliability are different for system performance and freight (80th and 95th percentiles, respectively). This is confusing, and holds freight to a higher standard for travel time reliability, even though the measure is being calculated for travel on the same (Interstate highway) system. MARC recommends using the 80th percentile for calculating all travel time reliability measures.
- FHWA should reconsider establishing a GHG performance measure.
TBD based on MARC Air Quality Forum discussion
- Geographic Considerations – Additional guidance and support for target setting in multi-state areas
MPOs and States are required to conduct extensive collaboration to make the performance program as outlined in this NPRM and other rules work effectively and efficiently. Taking that as a given, it is essential that FHWA work to reduce the overall complexity of the rules themselves, and make the required collaboration as efficient and straightforward as possible. This is particularly true for large, multistate urbanized areas, where establishing agreement on joint targets and roadway segmentation decisions will require the signoff of as many as four governors and as many as 11 MPOs. This is asking these organizations to conduct what is certain to be a lengthy and likely politically challenging endeavor that could be a drain on staff resources and come at a significant monetary cost. MARC suggests that FHWA give this particular issue additional consideration to determine how to best facilitate agreement between parties where such agreement is required and integrate this thinking into the final rule; and be prepared to provide additional support, such as peer exchanges, for MPOs and State DOTs in regions where multistate MPOs exist.
- Seasonal and regional elements – Allow regional discretion in excluding documented weather events from performance measure calculation
There is little MPOs or states can do about non-recurring weather events and the temporary impact these events can have on the reliability of a system. And the measures in the NPRM are intended to encourage MPOs and states to address the types of recurring congestion that they can actually do something about. Therefore, MARC suggests that the final rule provide the flexibility to MPOs and states to exclude periods of documented weather events. The decision to exclude data should be voluntary, and if undertaken, should be supported by data indicating that a significant event occurred on a particular date in a particular location. This approach will result in a more realistic view of system reliability in areas that are impacted by weather events and make data from different parts of the country more comparable.
- Construction projects – Allow regional discretion in excluding impacts of major construction projects from performance measure calculation
Construction projects – which are frequently undertaken to improve system performance over the long term – can have a negative impact on the view of system performance while the project is happening. The resulting delays can be significant, and the measured travel times and reliability will reflect this delay. MARC suggests that the final rule provide the flexibility to MPOs and states to exclude from their analysis the portion of a road that indicates decreased travel times as a result of construction-related delay.

Section Specific Comments

Subpart A: General Information, Target Establishment, Reporting, and NHPP and NHFP Significant Progress Determination

490.105 ESTABLISHMENT OF PERFORMANCE TARGETS

(e)(1) The time frame of the requirement for target setting should be extended beyond one year after the effectiveness of the rule, effectively providing states more time to become facile with the new NPMRDS data set.

Subpart E: National Performance Management Measures to Assess Performance of the National Highway System

490.505 DEFINITIONS.

Desired Peak Period Travel Time

MARC supports allowing the region to define an “acceptable” travel time.

Level of Travel Time Reliability

MARC supports the 80th percentile travel time as a way to gauge operational strategies compared to that for the normal travel time, and also agrees with the 50th percentile travel time as a normal travel time measure for this analysis.

Subpart F: National Performance Management Measures to Assess Freight Movement on the Interstate System

490.607 NATIONAL PERFORMANCE MANAGEMENT MEASURES TO ASSESS FREIGHT MOVEMENT ON THE INTERSTATE SYSTEM.

(a) MARC does not agree with the proposal to use the 95th percentile travel time for freight in place of the 80th percentile travel time for the calculation of the Percent of the Interstate System Mileage providing for Reliable Truck Travel Times. MARC agrees with FHWA in their discussion of using the 80th percentile for passenger cars and believes the same reasoning applies to freight reliability threshold as well.

490.613 CALCULATION OF FREIGHT MOVEMENT MEASURES.

(c) MARC does not support the 50mph speed threshold to define congested conditions for freight movement. MARC recommends that FHWA give State DOTs and MPOs flexibility in defining the congestion threshold for freight. This 50 mph threshold appears arbitrary and does not account for many external factors. For example, due to design limitations some portions of the Interstate system in urban areas have a posted speed limit of 55 mph or less, meaning a slowdown of approximately 5mph will be considered congested.

Subpart G: National Performance Management Measures to Assess the Congestion Mitigation and Air Quality Improvement Program—Traffic Congestion

TBD based on Air Quality Forum discussion

Subpart H: National Performance Management Measures to Assess the Congestion Mitigation and Air Quality Improvement Program—On-Road Mobile Source Emissions

TBD based on Air Quality Forum discussion