



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, October 18, 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: September 20, 2016 Minutes** - 9:35 a.m.
3. *VOTE: 2016 4th Quarter Amendment to the 2016-20 TIP** - 9:40 a.m.
4. *VOTE: 2017 Unified Planning Work Program** - 9:45 a.m.
5. REPORT: Kansas FHWA Division Administrator - 9:50 a.m.
6. REPORT: Local City Report and 2015 PSP Project Update - 10:05 a.m.
7. REPORT: A Tale of Two TSMOs – ICM & OGL - 10:25 a.m.
8. REPORT: Federal Automated Vehicles Policy - 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
September 20, 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
Commissioner Michael Ashcraft, Johnson County
Susan Barry, MoDOT
Tim Gramling, City of Independence
Tony Hofmann, City of Overland Park
Nathan Law, Miami County Municipalities
Teresa Loar, City of Kansas City
Mayor Mike McDonough, Jackson County Munic.
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Jack Messer, City of Overland Park
Mark Randall, Cass County
Mayor Randy Rhoads, City of Lee's Summit
Commissioner Luann Ridgeway, Clay County
Eric Rogers, BikeWalk KC
Fred Sherman, 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
Tim Vandall, Leavenworth County Municipalities
Geoffrey Vohs, Johnson County
Commissioner Jim Walters, Unified Gov't WyCo/KCK
Beccy Yocham, Johnson County Municipalities

Darin Sanders, Clay County
Allison Smith, KDOT
Shawn Strate, KCATA
Kip Strauss, HNTB
Jim Tobaben, WSP/Parsons Brinckerhoff
Matthew Volz, HDR

MARC Staff Present

Ron Achelpohl, Director of Transp. and Environment
Aaron Bartlett, Senior Transportation Planner
Karen Clawson-Sifton, Senior Transportation Planner
Beth Dawson, Senior Land Use Planner
David Gress, Transportation Intern
Marc Hansen, Principal Planner
Jim Hubbell, Principal Planner
Tom Jacobs, Environmental Program Director
Frank Lenk, Director of Research Services
Martin Rivarola, Assistant Director of Transportation & Land Use Planning
Kaitlyn Service, Transportation Planner I
Drew Stiehl, Transportation Planner I
Amy Strange, Public Affairs Coordinator
Jermain Whitmore, Program Assistant
Eileen Yang, Transportation Modeling Manager

Others Present

Dick Davis, Olsson Associates
Thomas Dow, RDG Planning & Design
Ryan Fleming, Affinis
Mike Goodman, KCATA
Bob Goodwillie, Hg Consult Inc
Jared Gulbranson, WSP/Parsons Brinckerhoff
Angie Hoecker, MoDOT
Travis Hoover, City of Riverside
Kati Horner-Gonzalez, City of Raytown
Nan Johnston, City of Parkville
Mike Latuszek, FHWA-MO
Kevin Manning, City of Shawnee
Ken Miller, City of Lansing
Mike Novak, Wilson & Co.
Agnes Otto, WSP/Parsons Brinckerhoff
Mike Novak, Wilson & Co.
Jeff Rupp, City of Lansing

1) **Welcome/Introductions**

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

2) **Approval of August 16, 2016 Meeting Summary***

There were no changes to the August 16, 2016 meeting summary. Sherri McIntyre moved to approve the meeting summary, Janet McRae seconded and the motion carried unanimously.

3) **2016 4th 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 4th Quarter Amendment to the 2016-20 *TIP* includes 77 projects:

- 62 new projects to be added, including, but not limited to:
 - Kansas and Missouri projects recommended for 2019-20 Surface Transportation Program (STP) funding
 - Kansas and Missouri projects recommended for 2018-20 Congestion Mitigation/Air Quality Program (CMAQ) funding
 - Kansas and Missouri projects recommended for 2019-20 Transportation Alternatives Program (TAP) funding
 - FTA Section 5310 funding recommendations
- 15 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/16Q4amend.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 4th quarter amendment are financially constrained.

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.

Kite Singleton moved to approve the release of the 2016 4th Quarter Amendment to the FFY 2016-2020 *TIP* for public review and comment, Mayor David Slater seconded and the motion carried unanimously.

4) **K-92 Centennial Bridge Study**

Frank Weatherford and Mark Kenneally reported on the major findings of the study at the meeting. Transportation Outlook 2040 includes project 684 to rehabilitate and widen the Centennial Bridge in the fiscally constrained list of projects. KDOT has conducted an Advance Preliminary Engineering study to replace the functionally obsolete Centennial Bridge (Bridge No. 92-52-18.48 (026)) over the Missouri River connecting

Leavenworth County, Kansas and Platte County, Missouri. The general purpose of the study was to provide a feasible solution for a replacement bridge including:

- Bridge type, size and location
- Probable costs
- Potential funding mechanisms
- Preliminary environmental review

More information is available at <http://www.ksdot.org/bureaus/kcMetro/projectstudytest.asp>.

Commissioner Michael Ashcraft asked what are the environmental justice tracts for Leavenworth, and Mr. Kenneally explained their meaning.

Mayor Carson Ross asked when the project would be constructed, and Mr. Kenneally noted that based on input from the community regarding the lack of support for tolling the bridge, KDOT has chosen not to advance the project to go to an environmental document with tolling. KDOT will wait for conditions to change before any project would advance to replace the bridge.

5) Planning Sustainable Places Project Updates

The 2015 (current) Planning Sustainable Places funding cycle has two projects that have concluded their work. Sara Copeland (**North Kansas City, MO Burlington Corridor Complete Street Project**), and Nathan Law (**Louisburg Downtown Broadway Complete Street Project**) provided overviews for their respective projects, and the impact they are having.

The Kansas City region's vision of vibrant, green and connected centers and corridors is central to both the Creating Sustainable Places initiative and *Transportation Outlook 2040 (TO2040)*, the region's long-range transportation plan. In 2012, MARC's TTPC and the Creating Sustainable Places (CSP) Coordinating Committee joined forces to launch Planning Sustainable Places (PSP), a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors and centers. Two round of projects have been selected and a third round of projects is upcoming for 2017. The Planning Sustainable Places program continues to serve as a single local government assistance program intended to specifically respond to these goals and facilitate the following objectives:

- Support development and implementation of local activity center plans consistent with Creating Sustainable Places principles, identified regional activity centers, and TO2040's land use direction.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of land use strategies, transportation projects, and related sustainable development initiatives that help to realize and advance the objectives identified in the Creating Sustainable Places initiative, *Transportation Outlook 2040*, and the MARC Board's adopted policy statement on regional land use direction.
- Support conceptualization, development, and implementation of Creating Sustainable Places projects.

The Planning Sustainable Places Program represents a key implementation mechanism for numerous related adopted plans, including *Transportation Outlook 2040*. \$1,800,000 in KS/MO Surface Transportation Program funds FY 2017 – Funds awarded to MARC to be used as support of local planning initiatives selected as outcome of the PSP Call for Projects.

Ms. Copeland indicated that North Kansas City is moving forward on implementing recommendations from the City's PSP study on Burlington Avenue, including a "cycle track" along the eastern lanes of traffic, as the project has been successful in securing STP dollars for 2019-2020. Mr. Law indicated that the City of Louisburg is also

moving forward on implementing Broadway Street’s streetscape, accessibility and stormwater management recommendations from the PSP Study in 2017, with local funds.

6) 2017 Planning Sustainable Places Program

The Sustainable Places Policy Committee worked with MARC staff earlier this year to refine the 2017 criteria for 2017 Planning Sustainable Places program eligibility and the award process. MARC issued a call for projects that closed on June 24, 2016. MARC staff conducted an initial review and scoring of the 26 applications and worked with the Sustainable Places Planning Committee to develop a recommended list of awardees. The Sustainable Places Policy Committee developed the final recommended project list on September 9, 2016. The recommended list can be found [here](#):

The recommendation before you includes 19 planning projects from across the region:

- 10 sustainable places plans
- 7 project development activities
- 2 implementation activities

Complete street plans, trail plans, transportation hub plans, and corridor plans are just some of the projects included in the proposed list. These projects will be developed with a focus on the integration of transportation, land use and environment, and will include robust citizen engagement. The Committee weighed several considerations when developing the recommended list including project scores, scalability, local jurisdiction priorities, geography, eligibility, replicability and alignment with PSP program objectives.

The projects funded through the Planning Sustainable Places Program will further the activity centers and corridors strategy outlined in both *Transportation Outlook 2040* and the Creating Sustainable Places initiative.

The PSP Program is funded via two sources:

- \$600,000 – Missouri Surface Transportation Program Livable Communities Pilot Planning Program (FFY 2017)
 - \$832,540 – Kansas Surface Transportation Program Livable Communities Pilot Planning Program (FFY 2017)
-
- \$1,432,540 available

\$ 107,440 will support MARC’s program management, deployment, and administrative responsibilities.

Kite Singleton moved to approve the project funding recommendations for the *2017 Planning Sustainable Places Program* as presented, Susan Barry seconded and the motion carried unanimously.

7) Quarterly Safety Report

The Kansas City Region Fatality Report ending June 30, 2016, is attached. 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 170 or fewer fatalities through 2016. The month-by-month regional fatalities are compared to the five-year monthly average to provide a normalized baseline. Every effort is made to make the quarterly reports accurate, timely and complete. The reports are still subject to revision as adjustments are made for crash reports that are delayed. National, statewide and regional comparisons will be reported on in the presentation.

Highlights of the report include:

- We are not meeting our reduction goal. We are currently **12.2% over the five-year average**.
- The region experienced unusually high fatalities in **February** over the five-year average.
- **Jackson County** is over its five-year average and was the most significant increase of all the counties in our region. Missouri fatalities statewide rose more in urban vs. rural areas.
- The two leading behavioral priority areas are “unrestrained occupants”, and “aggressive driving” (most commonly linked to speeding).
- All focus infrastructure areas saw increases except “intersections”.
- All special user focus areas saw minor reductions from the five-year average. Often, efforts to reduce fatalities for high-risk motorists involves public education with targeted law enforcement.

Mr. Bartlett compared national, state and local data. Nationally roadway fatalities increased from 32,675 in 2014 to 35,200 in 2015, an increase of 7.73% while, travel measured in vehicle miles traveled increase by 4.03%. The result, the fatalities rate (Hundred Million Vehicle Miles Travelled) increased from 1.08 to 1.12. Last year at this time June 30, 2014 to June 30, 2015 regional fatalities increased by 6%. This year fatalities have increased 3%, which will likely increase as more reports come in. National Safety Council has fatality estimates for the first six months of 2016 up 9%.

Based empirical research human behavior and errors in driving are linked to 94% of crashes. Prevention is the key to lowering crashes and the consequences. We know that enforcement combined with education is effective but requires vigilance. We have discussed other measures. Local governments should also consider engineering solutions. Pre and post application, “road diets” have demonstrated 14-39% reductions in crash. Roundabouts have in some cases reduced all crashes by 37% and injury crashes by 51%. These types of roadway and intersection improvements are important. Applied systemically they can have significant safety benefits.

Mayor John Smedley remarked that the priority issues listed show that drivers are losing control of their vehicles and wonders how much driver behavior plays into it, as it appears there may be a factor that may not be captured. Mr. Bartlett broke down the behavior metrics and how they are used.

Commissioner Ashcraft questioned if texting & wearing seatbelts are as much of an issue as it was earlier this year, and Mr. Bartlett responded that they are still relevant, but we are trying to show systemic design changes that could help reduce these types of issues. Commissioner Ashcraft enquired if there is a cost-benefit analysis for cost of roadway engineering solutions vs. gains in safety, and Mr. Bartlett informed him that he will have to explore this issue further.

Councilman Chuck Adams referenced that impaired/distracted driving have gone down, and Mr. Bartlett acknowledge that they have; however, they are hard to assess from a crash. He believes they still pose a problem.

Mayor Smedley asked who else do we share this with, and if the legislature/governors’ office, etc. receive it. Mr. Bartlett answered that Destination Safe has representatives from both KS & MO who are aware of the issues and the reports are shared with their respective offices.

8) State Legislative Agendas

Each year, the MARC Board adopts a state legislative platform, after receiving input from committees and organizations. The platform is communicated to area local governments and organizations to coordinate positions of importance to the region, and as appropriate positions are communicated to the area state legislators. The following are the draft policy platforms for Missouri and Kansas for 2016:

MISSOURI

Transportation Funding

Revenues

Insufficient revenues at the state level will require continued attention on transportation funding by the Missouri General Assembly. State legislators are urged to protect the integrity of current state funding and to work toward identifying new resources to address highway, major roadway and bridge infrastructure, public transit, bicycle, pedestrian and aviation needs in the state and the Kansas City metro area. **MARC supports the need for increased funding for statewide, multi-modal transportation priorities in Missouri. MARC recommends that transportation funding options considered include user based fees and taxes and not be limited to retail sales taxes.**

Cost Share Program

In 2016, the General Assembly activated a new, multi-modal Missouri Moves Cost Share program and the Missouri Department of Transportation issued a call for applications, to which there was a tremendous response. **MARC supports the continuation of the Cost Share program in future years.**

Amtrak

State legislators are urged to support funding to maintain and expand passenger rail services (Amtrak) in Missouri. The State of Missouri currently supports the Missouri River Runner Amtrak service between Kansas City and St. Louis. Ridership on Missouri River Runner declined in FY 2016, with a total of 172,032 passengers as compared to 185,591 passengers in FY 2015. This decrease in ridership is primarily due to low gas prices and recurrent bus bridges due to construction on the high-speed rail corridor between St. Louis and Chicago.

Transportation Safety

Texting Ban for All Ages

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

Primary Seatbelt Law

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

Cell Phone Ban for Young Drivers

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

Motorcycle Helmet Law

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

Aviation

Disposal of Abandoned Aircraft

Current State law in Missouri prohibits airports and their sponsoring agencies from removing aircraft that are abandoned on airport property. Over time, abandoned aircraft begin to deteriorate, creating health hazards and visual blight on airport grounds. Furthermore, abandoned aircraft occupy limited storage space that in many cases provides a critical revenue source for airports. **MARC supports the passage of legislation in Missouri that allows airports to remove abandoned aircraft from airport property.**

KANSAS

Transportation Funding

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

Amtrak

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

Transportation Safety

Primary Seatbelt Law

Kansas passed a primary seatbelt law in 2010. Kansas seatbelt usage rates went from 80 percent in 2012 to 81 percent in 2013. The national average seatbelt usage rate was 86 percent for 2013. The current law has a \$60 fine - not including court costs - for those 17 and under and a \$10 fine court cost included for those 18 and over.

States with higher fines have shown to increase seatbelt usage rates. **MARC supports the consideration of legislative action to amend the current law to make the fine \$30 for everyone.**

Maximum Speed Limit

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

Mark Randall inquired what does to expand the Amtrak service mean, and Mr. Achelpohl suggested that they mean to fund any additional runs.

Commissioner Ashcraft asked if there is any discussion for a change in priorities with the system funding, and Mr. Achelpohl remarked that it really hasn't been a part of the discussion yet, as the public transportation dollars have been protected in the funding cuts the T-Works have had, but they will take it into consideration.

Janet McRae recommended changing the wording regarding funding for Kansas to emphasize restoring and protecting T-WORKS funding rather than requesting funds for new needs this year.

9) Local Comprehensive Plan Review

Martin Rivarola introduced David Gress who presented the review. The Mid-America Regional Council develops and maintains the region's Metropolitan Transportation Plan, Transportation Outlook 2040. This document builds on achieving the adopted vision of a "Vibrant, Connected, Green" region, spelled out in our *Regional Plan for Sustainable Development*. Adoption of a regional vision is based on outreach and engagement with stakeholders from throughout our region. In addition to committee involvement for setting the "vision", MARC also routinely undergoes a process where local Comprehensive Plans from our member jurisdictions are reviewed. Through this work, we look for shared vision statements and goals, recurring themes, overriding strategies, and potential gaps in focus areas.

We have recently undergone a process of reviewing more than 30 Comprehensive Plans from municipalities in the MARC region. Contents of these plans were evaluated based on a set of 15 criteria, developed under four overarching themes, including development, environment, transportation, and regional and sustainable development. The results of this process were used to better understand the relationship between local and regional planning efforts, determine common themes between plans, and identify gaps within the Kansas City Region.

This project was designed to be an ongoing process that can be updated regularly as plans are adopted and updated throughout the region. The results of the project will allow local and regional partners to be better informed on the goals of local comprehensive planning efforts and their relationship towards the goals established in MARC's Region Plan for Sustainable Development and Transportation Outlook 2040.

Commissioner Ashcraft enquired if there is any discussion in the plans regarding the impact/cost of tax incentives for county services, and Mr. Gress responded that many of the municipalities addressed the benefits of them, but not so much the cost of providing these incentives. Depending on the size and location of the municipalities, determined how in-depth they were and their views on it.

10) Affirmatively Furthering Fair Housing

Frank Lenk reported on the major findings of the study related to transportation. Fair housing relates to the goals for place-making and transportation choices in *Transportation Outlook 2040*.

Affirmatively Furthering Fair Housing is a legal requirement for federal grantees to further the purpose of the Fair Housing Act. As part of their Community Development Block Grant obligations, local communities are required to submit an Assessment of Furthering Fair Housing to the U.S. Department of Housing and Urban Development by October 2016. Five communities — the cities of Blue Springs, Independence and Kansas City, Missouri; the city of Leavenworth, Kansas; and the Unified Government of Wyandotte County/Kansas City, Kansas — contracted with the Mid-America Regional Council to assist with the assessment.

The draft documents will be available for public review and comment through Sept. 22

at: <http://www.marc.org/Regional-Planning/Housing/Related-Projects/Affirmatively-Furthering-Fair-Housing-Assessment>.

Mayor Smedley asked if this was centered around working/beyond working ages or both, and Mr. Lenk explained that age is not a protected class for fair housing law, but wanted to make sure that everyone has access to opportunity. The analysis does take into account of families with children.

Commissioner Ashcraft questioned if there is a linkage between addressing housing needs and other factors (i.e. crime, veteran issues, homelessness, addiction, etc.), and Mr. Lenk explained that these issues do impact access to housing, but the main focus of the plan is access to affordable housing for those in protected classes.

11) Other Business

- Mr. Achelpohl reminded the committee that the next KINETIC series event regarding Future Transportation Technologies takes place on October 6th, 2016 at the Kauffman Foundation.
- Mayor Ross mentioned that Kathy Rose was elected the new President of the MO Municipal League at their conference last week in St. Louis, MO. Also, Mayor Slater received the Distinguished Service Award at the conference.

12) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held October 18, 2016.

ISSUE

VOTE: 2016 4th 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 4th Quarter Amendment to the *2016-20 TIP* includes 77 projects:

- 62 new projects to be added, including, but not limited to:
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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/16Q4amend.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. One comment from the public was received. The comment and a proposed response from MARC are attached.

All of the projects in the proposed 4th quarter amendment are financially constrained.

BUDGET CONSIDERATIONS

None.

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

Approve the 2016 4th Quarter Amendment to the *FFY 2016-2020 TIP*.

STAFF CONTACT

Marc Hansen

From: Kenneth Fenter <kfenter9@gmail.com>
Sent: Thursday, October 06, 2016 12:03 AM
To: TIP
Subject: transportation project input

I have looked at the list of projects and I think funding should be spent on what I believe are five very important projects. The five projects are located with three in Missouri and two in Kansas.

Kansas: I-35 from I-635 to highway 69.: This should be expanded to a total of 5 lanes in each direction. If not 5 then at the very least a fourth lane should be added under the west 75th street bridge both northbound and southbound to relieve this choke point. I do see a project from 67th to highway 69 but this I feel wont relieve the choke point due to the amount of traffic flow between I-635 and highway 69 along I-35. This stretch of highway would allow better traffic flow which has a lot of traffic between I-635 and highway 69.

Kansas: The I-35 and I-635 interchange should be completely rebuilt to prevent left lane stacking of traffic wanting to exit northbound I-35 to northbound I-635. Also would prevent stacking on southbound I-635 to southbound I-35.. There seems to be a lot of land to use and maybe a better configuration would be better. I do believe two northbound exit lanes from i-35 to northbound I-635 would be recommended as well as two southbound exit lanes from I-635 to southbound I-35.

Missouri: Missouri 152 highway should be expanded to six through lanes, 3 lanes going eastbound and three lanes going westbound, from North Flintlock to I-435 with double left turn lanes at Shoal Creek Parkway.. This would help the heavy stacking of traffic approaching from the west going east. Also M-152 should be expanded to six lanes from I-35 going east to M-291 highway with double left turn lanes at Conistor Rd which has eastbound traffic backing up to the bridge to make left turns onto northbound conistor road. A new bridge for M-152 crossing over I-35 as well to add lane capacity for three through lanes eastbound and westbound and two left turn lanes to I-35 northbound and southbound.

Missouri: The northland lacks alternate east-west thoroughfares other than M-152. I would recommend completing the new Shoal Creek Parkway from North Woodland to Northeast 96th street at I-435. This link would complete alternate eat-west connectors and clean up the the areas near Shoal Creek High School which has multiple side roads that are difficult to navigate. Along with this project should be to complete the Maplewoods Parkway from Shoal Creek to NE 96th street. This would also allow the intersection of North Woodland and Shoal Creek Parkway to be completed and have new traffic signals. This project would hopefully alleviate traffic on M-152 hwy.

Missouri: Northeast Cookingham Rd needs to be expanded to a two lane divided median thoroughfare from I-435 to Ne 96th street to make this heavily traveled road more safer than it is today.

It would also be great if the new parkways that are built in Kansas City North could be built to parkway standards. Kansas City MO has a great parkway system south of the river and it would be great if the tradition could continue with a parkway system north of the river. It would be disappointing if this was not done.

Thank you for the opportunity to add input in transportation planning.

Kenneth Fenter

Dear Mr. Fenter:

Thank you for your recent comment regarding the proposed 2016 4th Quarter Amendment to the 2016-2020 Transportation Improvement Program. We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration on the proposed amendment.

Two of the projects referenced in your comments; M-152, I-35 interchange to M-291 and Woodland Complete Streets Upgrade from NE 96th St to Shoal Creek Parkway, are included in the proposed amendment. These, and other important regional transportation priorities documented in the amendment, recently received funding to enable their implementation. This was accomplished through an extensive, cooperative, and multi-jurisdictional process conducted by MARC to determine priorities for the investment of federal transportation resources through 2020.

Additionally, a number of the other projects included in your comments are included in Transportation Outlook 2040, the metropolitan transportation plan (MTP) for the Kansas City region. This plan provides a policy framework for the investment of anticipated federal, state and local funds, based on anticipated needs and regional goals and objectives, through the year 2040. A major component of the MTP is identifying a list of regionally significant projects to improve the transportation of people and goods (highway, transit, etc.). The listing is intended to help the region identify and prioritize future transportation investments based on goals, strategies and estimated financial resources. More information about Transportation Outlook 2040, including the full project listings, can be found at <http://www.to2040.org/>.

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: Proposed 2017 Unified Planning Work Program**

BACKGROUND

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. A draft of the *2017 UPWP* is available at:

http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/Draft_2017UPWP_Oct2016

Major Transportation Planning Initiatives proposed for 2017 include:

- Respond to the FAST Act – Tasks 1.1, 2.2, 2.6, 3.1, and 7.1
- Creating/Planning Sustainable Places – Task 2.1
- Performance Measures and Targets – Tasks 2.2, 2.6, 3.1
- Development of an Integrated Ecosystem Framework – Task 2.2
- Development of the 2018-2022 Transportation Improvement Program – Task 3.1
- Regional Pedestrian Policy Plan – Task 5.1
- Metrogreen® Bikeway and Trail Wayfinding Plan – Task 5.1
- Regional ITS Architecture Update – Task 5.2
- Fixed Route Accessibility Study – Task – 6.1
- Prospect Bus Rapid Transit (BRT) Development – Task 6.3
- Regional Transit Fare Collection and Monitoring – Task 6.3
- RideKC Regional Transit Plan/Workforce Connex – Task 6.4
- Planning and Environmental Linkages (PEL) Study: Broadway Extension (US-169), including bridge over Missouri River, and I-70 North Loop – Task 8.2

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

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

COMMITTEE ACTION

MARC hosted meetings on August 1, 2016 and September 30, 2016 with its planning partners to coordinate development of the *2017 UPWP*. An initial version of the *2017 UPWP* was circulated among the planning partners for comment in September 2016.

RECOMMENDATION

Approve releasing the proposed *2017 Unified Planning Work Program* for public review and comment.

STAFF CONTACT

Marc Hansen

October 18, 2016

ISSUE

REPORT: Kansas FHWA Division Administrator

BACKGROUND

Richard E. Backlund now serves as the Division Administrator for the Federal Highway Administration in Kansas. Mr. Backlund has worked for the Federal Highway Administration (FHWA) for the past 29 years. In his current position he leads FHWA's \$383 million annual program in Kansas. Rick and his staff work in partnership with Kansas DOT, Kansas MPOs, Kansas local agencies, and FTA's Region 7 to deliver all aspects of the Federal-aid program in this State.

In 2015 Rick was Acting Division Administrator for FHWA in its South Carolina Division, where he led a multi-disciplinary team advancing all aspects of FHWA's \$679 million annual program. Previously, Rick was the Associate Division Administrator in the FHWA California Division. He was the face of FHWA working with transportation leaders throughout southern California advancing all aspects of the agency's \$2.5 billion annual program of transportation improvements in this region, as well as Deputy Director for all \$3.7 billion annual FHWA program initiatives in California. Additionally, Rick has worked for FHWA in a variety of other positions which include the focus areas of traffic operations, transportation planning, environmental, freight, and border transportation positions in five states across the country, as well as in separate positions in FHWA's Offices of Operations, Policy, and in Planning.

Previous to his working for FHWA, Rick worked for the Texas DOT in their headquarters traffic management office advancing many of the early ITS, traffic management, and pavement design projects across the State. He is a graduate of the University of Texas at Austin with a Bachelor of Science Degree in Civil Engineering, an EIT, and is a member of the American Institute of Certified Planners (AICP).

Mr. Backlund will offer brief remarks to the committee on current FHWA initiatives.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl

ISSUE

REPORT: Local City Report and 2015 PSP Project Update (Lenexa)

BACKGROUND

The Kansas City region’s vision of vibrant, green and connected centers and corridors is central to both the Creating Sustainable Places initiative and *Transportation Outlook 2040*, the region's long-range transportation plan.

In 2012, MARC’s Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee joined forces to launch Planning Sustainable Places (PSP), a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors and centers. The first round of projects was funded in 2013 and a second round of projects was funded in 2015. A third round of projects has been funded for 2017.

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

Program Objectives:

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

The Sustainable Places Policy Committee (SPPC) provides oversight to the PSP Program. The 2015 Planning Sustainable Places funding cycle has a project that has concluded its work. The Lenexa “A New Look at Old Town” project will provide an overview and the impact that the project is having.

In addition, this local report will include an update on the progress of the Lenexa City Center development at 87th Street Parkway and Renner Road. This area has experienced significant ongoing growth, and has become an activity center of regional significance in recent years. Maggi Tilton and Beccy Yocham, from the City of Lenexa, will be presenting this report at the TTPC meeting.

POLICY CONSIDERATIONS

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

The Lenexa City Center also complements regional goals of building on existing activity centers and corridors, with a focus on complete streets, diverse housing types, mixture of uses, etc.

BUDGET CONSIDERATIONS

\$1,800,000 in KS/MO Surface Transportation Program funds FY 2017 – Funds awarded to MARC to be used as support of local planning initiatives selected as outcome of the PSP Call for Projects

COMMITTEE ACTION

None.

RECOMMENDATION

None.

STAFF CONTACTS

Martin Rivarola

Beth Dawson

ISSUE

REPORT: A Tale of Two TSMOs – Integrated Corridor Management and Operation Greenlight

BACKGROUND

Transportation System Management and Operations (TSM&O) is an integral component of the mobility ecosystem. It refers to a suite of strategies intended to anticipate and manage traffic congestion, and minimize the other unpredictable causes of service disruption, delay, and crashes. In an era of shrinking budgets and other constraints on building additional roadway capacity, TSM&O is a valuable tool for maximizing the efficiency of existing and future transportation infrastructure.

This report features two brief presentations on TSM&O strategies important to the greater Kansas City region: Integrated Corridor Management (ICM) and the Operation Green Light (OGL) program.

1. Integrated Corridor Management (ICM) involves the coordination and integration of various institutions, operations, and technologies within particular transportation corridor for the purpose of improving mobility. Efforts are currently underway to develop a “Concept of Operations” for ICM along the I-35 corridor in Johnson and Wyandotte Counties.
2. Operation Green Light (OGL), a program initiated in 1999, is focused on coordination of traffic signals along key arterial corridors in the greater Kansas City region. Building on years of success improving traffic flow and reducing delay, OGL will play an important role in the integration of transportation operations throughout the I-35 corridor.

The presentations will conclude with a general discussion of challenges and opportunities associated with TSM&O in the greater Kansas City Region. TTPC will be asked to weigh in on key questions of how programs can be made more visible and effective in serving travelers in the region.

POLICY CONSIDERATIONS

The region’s long-range transportation plan, Transportation Outlook 2040, prioritizes TSM&O as a way to maximize the efficiency of existing and future infrastructure. Several concepts and strategies for operations are highlighted in Chapter 7 of the plan, including KC Scout, Operation Green Light, and Integrated Corridor Management. Investments in TSM&O systems and technologies will play a critical role in regional mobility in the decades to come.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Jim Hubbell
Ray Webb

October 18, 2016

ISSUE

REPORT: Federal Automated Vehicles Policy

BACKGROUND

On September 23, 2016, USDOT published Federal Policy Guidance for automated vehicles in the Federal Register. While the guidance was implemented upon publication, USDOT is seeking public comments on the policy through November 22, 2016.

The primary focus of the policy is on highly automated vehicles, or those in which the vehicle can take full control of the driving task in at least some circumstances. Portions of the policy also apply to lower levels of automation, including some of the driver-assistance systems already being deployed by automakers today.

A summary of each section of the policy follows:

- 15 Point Safety Assessment –The Vehicle Performance Guidance for Automated Vehicles for manufacturers, developers and other organizations includes a 15 point “Safety Assessment” for the safe design, development, testing and deployment of automated vehicles.
- Model State Policy – This section presents a clear distinction between Federal and State responsibilities for regulation of highly automated vehicles, and suggests recommended policy areas for states to consider with a goal of generating a consistent national framework for the testing and deployment of highly automated vehicles.
- NHTSA’s Current Regulatory Tools – This discussion outlines NHTSA’s current regulatory tools that can be used to ensure the safe development of new technologies, such as interpreting current rules to allow for greater flexibility in design and providing limited exemptions to allow for testing of nontraditional vehicle designs in a more timely fashion.
- Modern Regulatory Tools – This discussion identifies new regulatory tools and statutory authorities that policymakers may consider in the future to aid the safe and efficient deployment of new lifesaving technologies.

More details about the policy may be found at www.transportation.gov/AV.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

Ron Achelpohl