



MID-AMERICA REGIONAL COUNCIL

HIGHWAY COMMITTEE MEETING
Wednesday, November 30, 2022
1:30 – 3:00 PM
MARC, Lewis & Clark Room, 2nd floor
600 Broadway, Kansas City, Missouri

NOTE: The upcoming Highway Committee meeting will be held **in-person and via webinar**. To join the meeting via webinar, please contact MARC.

ACTION	AGENDA ITEMS	PRESENTERS	TIME
	Welcome and Introductions	Co-Chairs	1:30
Approve	Highway Committee Sept 28 th meeting summary	Co-Chairs	1:35
Updates	I-35 & I-29 PEL Study Update	Juan Yin, MoDOT and Kip Strauss, HNTB	1:40
Presentation	2021 Performance Measures – Safety, Pavement and Bridge Condition, and System Performance	Selina Zapata Bur	2:00
Discuss	2023 Workplan	Selina Zapata Bur	2:15
Updates	Roundtable Updates	Committee	2:30
Adjourn			3:00

NEXT HIGHWAY COMMITTEE MEETING: January 25th, 1:30 – 3:00 PM

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](#).

Attendance

Jack Messer, City of Overland Park
David Slater, City of Pleasant Valley
Allison Smith, KDOT
Bill Noll, Leavenworth County
Carl Brooks, City of Harrisonville
Juan Yin, MoDOT
Sherri McIntyre, City of Liberty
Tim McEldowney, City of Gardner
Patty Hilderbrand, KCMO
Tim Vandall, City of Lansing
Jennifer Schwaller, HDR
Agnes Otto, Burns & McDonnell
Shari Cannon Mackey, Burns & McDonnell
Colby Farlow, KDOT Program Management
Cecile Cochran, FHWA-Kansas
David Church, WSP
Krystal Jolly, MoDOT Planning
Mike Brungardt, City of DeSoto
Mike Moriarty, KDOT
Nicolas Bosonetto, KCMO City Engineer
Stephen Lachky, City of Parkville
Steve Schooley, City of Lenexa
Therese Vink, City of Olathe
Chad Thompson, KCMO

MARC Staff:

Martin Rivarola
Selina Zapata Bur
Patrick Trouba
Karen Clawson
Kayla Zacharias

Agenda:

- Welcome and Introductions
- Approval of July 27th Meeting Summary
- Updates: FHWA Proposed Rulemaking; Functional Class Calls
- Discuss
 - MO Unfunded Needs – Prioritization of 2022 List
 - Miami County K-68 addition to TIP for construction
 - MTP Amendments
 - #5 – Transportation Improvements around De Soto Panasonic Plan / 119th Street
 - #6 – US-69 (103rd to 151st St.)
 - Presentation: Complete Streets Network Assessment
 - Roundtable

MINUTES

1. Welcome and Introductions (Co-Chairs)

Introductions were made. See attendance for those present.

2. Approve May 25th Meeting Summary (Co-Chairs)

The July 27th Meeting Summary was approved unanimously by committee members.

3. FHWA Proposed Rulemaking – GHG emissions performance measure (Karen Clawson)

FHWA has a proposed rule and is seeking comments related to adding GHG emissions performance measures to existing performance measure regulations. This proposed rule applies to state DOTs and MPOs and MARC is providing comments on this rule. This measure is related to CO2 reductions related to on-road mobile source emissions on National Highway Systems (interstates and non-interstate highways). The proposed rule will require DOTs and MPOs to establish declining CO2 targets and regular reporting protocol to report on GHG reduction progress. State DOTs would be required to set 2- and 4-year emissions targets and MPOs would be required to establish 4-year emissions targets for the metropolitan planning area.

MPOs would report directly to the state. There would be no penalties for missing the emissions target, but states would have to state actions that would take to get back on track in their regular reporting cycle. FHWA proposes a common methodology for calculating GHS emissions. MPOs have the flexibility to change their approach with state approval. The effective date is October 1, 2022 and comments are due October 13, 2022 but there is likely an error. FHWA should allow a minimum of one year to allow states and MPOs adequate time to develop appropriate targets. Overall, the proposed rule aligns well with MARC's planning, implementation and performance monitoring efforts. Non-NHS roadways are not included, which gives only a partial picture of mobile source emissions. Other comments have also been proposed.

4. Roadway Functional Classification System (Kayla Zacharias)

The call for changes to the Functional Classification System is open now through October 3rd. Read about how MARC manages this process at <https://www.marc.org/transportation/metropolitan-planning/roadway-functional-classification-system>. Kayla Zacharias demonstrated how changes would be submitted on the MARC website.

5. 2022 Missouri Unfunded Needs Kansas City Prioritization Request (Martin Rivarola)

There is a request from MoDOT to update the unfunded transportation needs list. The Highway Committee reviewed the Tier I, II, and III road and bridge priority lists. An exercise was previously held with the Missouri STP Priorities Committee regarding whether the I-70 (435-470) Corridor Improvements project should be on the Tier I list. Ninety-five percent of people agreed it should be on the Tier I list and one person upvoted to include the I-29/I-35 Corridor Improvements on the Tier I list. The Missouri STP Committee examined projects on the Tier II list. Eighty-three percent of people polled agreed that the projects on the Tier II list should be on the Tier II list. There were 5 upvotes for MO 291 and 4 from MO 92 Hwy from Tier III as well as two upvotes for 470/50 and I-49/Rt 58 interchanges from Tier III. The Missouri STP Committee also examined the Tier III list and ranked the order of potential projects. One project on the list, the MO 92 Highway Improvements – Phase 2, jumped from the bottom of the list to the top of the list with some interest in moving it to Tier II. I-470/US 50 Interchange Improvement in Lee’s Summit was ranked second, and I-70 & I-470 Interchange Improvement was ranked third. Some of the projects towards the bottom of the list may fall off the Tier III list. A recommendation will be made by the Missouri STP Committee to the TTPC in October.

The floor was open for comments from committee members. Juan Yin, MoDOT commented that MoDOT agrees to move the MO 92 Hwy Improvement project to Tier III, but clarification on project scope and the estimate should be obtained. MoDOT recommended to not include the I-470/US 50 Interchange on the Tier III list, but this can be revisited next year if there is more progress. MoDOT is agreeable to moving Route AA/Waukomis Drive Complete Streets Reconstruction to Tier III but would like to clarify the limits and estimate. MoDOT would prefer to keep MO 291 (I-435 to Ash) Corridor Improvements in Tier III due to the funding status of the corridor and environmental study, but this could potentially be moved to Tier II if exchanged with another project in Tier II. Chad Thompson noted that this was a highly ranked project in MO priorities with cities in the area. MoDOT would also prefer to keep I-49/Rt 58 Interchange Enhancement Project in Tier III. MoDOT would like to put Rt 9 Corridor Complete Streets Improvements in Tier III but would like to clarify where this improvement would need to be. MoDOT would prefer to keep the I-70 Capacity Project on the Tier III list but is agreeable to take the I-35 (I-435 to US 69) Corridor Improvements off the Tier III list. Martin Rivarola noted that these comments would be forwarded to the Missouri STP Priorities Committee.

David Slater noted that I-35 (I-435 to US 69) Corridor Improvements should remain on the list and that we should focus on getting the I-29/I-35 Corridor Improvements funded and past the planning phase. He also noted that he supports moving the MO 291 (I-435 to Ash) Corridor Improvements project to Tier 1 as this is the fastest area of growth in the Kansas City region and may have Congressman Graves’ support. Sherri McIntyre agreed that I-35 (I-435 to US 69) should not be crossed off the list.

Chad Thompson noted that they pushed to get that project high on the list. They did not anticipate that the three projects at the bottom of the list would be taken off the list. They would like to see the projects still on the list but near the bottom. Martin noted that these comments would be shared with the Missouri STP Priorities Committee. MoDOT has noted that they would like this list from MARC by the end of next month.

6. Miami County K-68 addition to TIP for construction (Martin Rivarola)

This TIP Amendment has been released by the TTPC for public review and this is an opportunity for the Highway Committee to comment. The K-68 expansion is already included in the MTP as a financially constrained project. Engineering/ROW/construction funding is being added to MARC's TIP for the K-68 expansion project. The concept includes expansion from 2 to 4 lanes. Bike/ped accommodations proposed include 10' wide shoulders on the side. The outcome of the Miami County Coordination Meeting, held 8/30/22, was that the bike/ped treatment proposed seemed appropriate and sufficient at this time, given the existing gaps on either end of the corridor. Interest exists to ensure ROW is in place for future trail improvements. Jack Messer asked about the Metrogreen Corridor crossing the K-68 Corridor and whether a grade separation is currently planned. Martin responded that this is a conceptual plan and that has not yet been determined.

7. MTP Amendments (State DOTs & Martin Rivarola)

MTP Amendment #5 has been approved by TTPC for public review and comment and this is an opportunity for the Highway Committee to comment. The first project is a request from KDOT to add Panasonic-related transportation improvements in De Soto, KS due to a major economic development project announced at the site of the former Sunflower Ammunition Plant. This would expand 4.5 miles of narrow 2-lane rural highway to a new divided 4-lane roadway with curb and gutters. It would also include interchange improvements at K-10/Lexington Avenue and shared-use path and sidewalks. It would cost \$35.5 million (est) and would not require federal funding. There is a request to add the new project for local road improvements at Lexington Avenue and K-10.

The second project is to amend the cost of a current project in our MTP, 119th St (Woodland to Nelson Rd) in Olathe, KS, from \$16.38 million to \$43.325 million. There is a parallel TIP amendment for that project as well. The project scope has not changed from how it is currently described in the MTP. Jack Messer inquired about the date of the original cost estimate and Martin Rivarola responded that the project was submitted for inclusion in the MTP in 2018.

MTP Amendment #6 is a new request from KDOT for the U.S. 69- (103rd to 151st) project. This is a constrained medium priority project in the MTP and is listed as a \$375 million cost. Project costs have risen. KDOT has submitted a TIP and corresponding MTP amendment to revise the project cost to \$613 million. The project scope has not changed from how it is currently described in the MTP. There appears to be sufficient financial capacity to advance this project, but there would be less of a financial cushion for more of these types of requests. This will go before the TTPC in October to be released for public review and comment and would be approved by the TTPC and Board of Directors in November.

8. Presentation: Complete Streets Network Assessment (Patrick Trouba)

Patrick Trouba presented the Complete Streets Network Assessment (CSNA). The project started in 2020 and is mentioned in Connected KC 2050. The project began with the networks of the Regional Bikeway Plan and Smart Moves 3.0. The assessment has 9 rating criteria. Recently, five were changed to measure forms of facilities instead of amounts of percentages of facilities. Additional corridors were added to account for locally important routes and new multimodal streetscapes. Overall takeaways of the assessment were presented as well as the results of the analysis. Next steps include expansion of the network, promotion of the CSNA to outside groups, and exploration of other possible uses in MARC's planning and policy.

9. Roundtable Updates (Committee)

Jack Messer shared that the City of Overland Park is getting ready to start its comprehensive planning process and there will be opportunities for involvement. No additional committee member updates were shared with the committee during this meeting.

10. Adjourn

The committee adjourned at 2:42 PM.

NEXT MEETING: November 30th, 2022, 1:30-3:00 PM

HIGHWAY COMMITTEE AGENDA REPORT

November 2022

REPORT: 2021 Performance Measures - Safety, Pavement and Bridge Condition, and System Performance

BACKGROUND:

Performance-based Planning and Programming (PBPP) is a method to use transportation performance management principles in planning and programming processes to ensure that the funding decisions being made will help the region make progress towards the established targets for each measure. PBPP is a requirement of the FAST Act. MARC is required to establish targets for and monitor progress related to Safety (PM1), Pavement and Bridge Condition (PM2), Performance of the National Highway System (NHS), Freight, and Congestion Mitigation Air Quality (PM3), and other transit-related performance measures.

MARC has collected data to monitor performance in 2021 and/or has estimated performance based on recommended strategies by state DOTs. Takeaways related to Safety, Pavement and Bridge Condition, and System Performance include:

- **Moving in the desired direction and performing better than target:**
 - Fatality Rate
 - % Interstate Pavement in Good Condition*
- **Not getting better or worse but performing better than target:**
 - % Bridges in Poor Condition
- **Moving in the opposite direction of target but performing better than target:**
 - Truck Travel Time Reliability
 - Interstate Travel Time Reliability
 - Non-Interstate Travel Time Reliability
- **Moving in the opposite direction of target and performing worse than target:**
 - Number of Non-Motorized Fatalities and Serious Injuries
 - Number of Fatalities
 - Number of Serious Injuries
 - Serious Injury Rate
 - % Bridges in Good Condition
 - % Interstate Pavement in Poor Condition*
 - % Non-Interstate NHS Pavement in Good and Poor Conditions*

**2021 performance estimate based on trend as recommended strategy by state DOTs.*

POLICY CONSIDERATIONS:

Performance-based Planning and Programming is integrated with both the long-range plan (Connected KC 2050) and the Transportation Improvement Program (TIP).

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

Information only.

STAFF CONTACTS:

Selina Zapata Bur
Kayla Zacharias

DRAFT MARC Highway Committee – 2023 Work Plan

Key Tasks and Discussion Topics

- Support Connected KC 2050 MTP Update: Confirm goals and strategies, update financial capacity analysis, and develop scenario analysis
- Review Complete Street Network Assessment & Complete Street Policy, as necessary
- Consider Functional Classification Changes and ConnectedKC 2050 Plan amendments, as necessary (discuss frequency with committee)
- Performance management/target setting: Update the required USDOT (FAST Act) performance measures as necessary
- Review Congestion Management policies and processes
- Review updated fiscal constraint analysis reflecting new transportation funding (tentative)

Meetings

January 25th

- Review 2023 work plan, review membership list
- Issue 1st (semiannual) call for functional classification changes
- Debrief 2022 Programming Activity
- Update on the Connected KC 2050 MTP Update

March 22nd

- Consider PM2 and PM3 federally-required performance measure targets
- Review and approve Functional Class request changes

May 24th

- Review Congestion Management toolbox updates
- Review Complete Street Network Assessment & Complete Street Policy

July 26th

- Issue 2nd (semiannual) call for functional classification changes
- Consider select voluntary performance measures target setting processes
- Review Congestion Management Policy updates

September 27th

- Update on the Connected KC 2050 MTP Update

November 29th (Moved due to Thanksgiving)

- Review and approve Functional Class request changes
- Congestion Management Report
- 2022 Performance Measures
- 2024 Work Plan

Various External Presentations (scheduled throughout the year):

- Seeking suggestions from the committee