



MID-AMERICA REGIONAL COUNCIL

HIGHWAY COMMITTEE MEETING

Wednesday, March 27, 2024

1:30 – 3:00 PM

MARC, Lewis & Clark Room, 2nd floor
600 Broadway, Kansas City, Missouri

NOTE: This upcoming Highway Committee meeting will be held **in-person and via webinar**. To join the meeting via webinar, please follow the virtual meeting and call-in instructions below.

ACTION	AGENDA ITEMS	PRESENTERS	TIME
	Welcome and Introductions	Co-chair	1:30
Approve	Highway Committee 10/25, 11/29, and 1/11 meeting summaries	Co-chair	1:35
Approve	Changes to the FHWA-Adjusted Urban Area	Selina Zapata Bur, MARC	1:40
Presentation	KDOT K-10 Corridor Capacity Improvement Project Environmental Assessment and MARC comments	Steven Cross, KDOT Ron Achelpohl, MARC	1:50
Presentation	Work Zone Presentation	Mark Sommerhauser, KC Scout	2:15
Presentation	2023-2024 Congestion Management Report	Selina Zapata Bur, MARC	2:35
Update	Highway Committee 2024 Roster	Selina Zapata Bur, MARC	2:45
Discussion	Roundtable	Committee	2:50

VIRTUAL MEETING & CALL-IN INSTRUCTIONS

MARCZoom08

Address: <https://marc-kc.zoom.us/j/3086746761?pwd=end1eUxnRjdLUURWUEJ4UzRCc3QwUT09>

- You may need to run the Zoom opener to join the meeting.
- This link also works with the Zoom smartphone app.

Meeting ID: [308-674-6761](https://marc-kc.zoom.us/j/3086746761)

Passcode: [976329](https://marc-kc.zoom.us/j/3086746761)

Audio:

- **We encourage the use of computer audio** especially if you are viewing a webcam or sharing your webcam.
- **Dial Toll-Free**
 - 877 853 5247 US Toll-free
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NEXT HIGHWAY COMMITTEE MEETINGS:

Regular Meeting: May 22nd, 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](#).

MARC HIGHWAY COMMITTEE

January 11, 2024

ATTENDANCE

Carl Brooks, City of Harrisonville
Sherri McIntyre, Liberty
Michael Park, Lee's Summit (MO Co-Chair)
Jack Messer, Overland Park (KS Co-Chair)
Allison Smith, KDOT
Charles Soules, City of Smithville
Wes Minder, Platte County
Brian Shields, Overland Park
Alysen Abel, Garver
Joe Johnson, City of De Soto

Melissa Schmitz, MoDOT
Eric Sandberg, Miami County
Patty Hilderbrand, City of Harrisonville
AJ Byrd, MoDOT

MARC Staff:

Selina Zapata Bur
Patrick Trouba
Martin Rivarola
Ron Achelpohl

Agenda:

- Welcome and Introductions (Co-Chairs)
- Highway Committee October 25th and November 29th meeting summaries
- 2023 Performance Measures Report (Selina Zapata Bur, MARC)
- Spring 2024 Functional Classification System Updates (Selina Zapata Bur, MARC)
- Highway Committee Workplan & Roster (Selina Zapata Bur, MARC)
- MARC Policy Update: Complete Streets Policy (Patrick Trouba, MARC)
- Roundtable
- Adjourn

MINUTES

Welcome and Introductions (Co-Chairs)

Welcome and introductions made by Missouri Co-Chair, Michael Park. See attendance for those present.

Highway Committee October 25th and November 29th meeting summaries

The quorum was not met, and the committee was not able to approve the meeting minutes. The committee will need to vote on previous meeting minutes (Highway Committee Oct 25th and Nov 29th meeting summary) at next meeting with a quorum present.

2023 Performance Measures Report (Selina Zapata Bur)

Selina Zapata Bur presented a review of 2022 performance measures. The presentation tracks the 2022 results with the 2023 targets. The categories that are not on track to meet the 2023 targets and appear to be getting worse are: number of serious injuries, serious injury rate, number of non-motorized fatalities and serious injuries, fatality rate, percentage of non-interstate pavement in good condition. The categories that are on track to meet the 2023 goals but are getting worse are: percentage of interstate in good condition, percentage of interstate pavement in poor condition, percentage of bridges in good condition, and percentage of bridges in poor condition. The other categories that are on track to meet their 2023 target and holding steady: the number of fatalities, non-interstate travel time reliability, interstate travel time reliability, truck travel time reliability. Of the voluntary measures in the review only two were moving in the opposite of desired direction, they are: ozone levels and tree canopy coverage in activity centers and corridors.

MARC HIGHWAY COMMITTEE

January 11, 2024

Spring 2024 Functional Classification System Updates (Selina Zapata Bur)

Selina Zapata Bur presented that the Spring Call for Changes begins January 31 and ends on March 1. MARC staff and State DOTs review submitted requests for road classification changes. Recommendations will be presented to the Highway Committee meeting on May 22. Changes approved by the Highway Committee will be presented to the TTPC and Board meetings in the middle of June. Approved changes will then be submitted to the State DOTs and states submit them to the FHWA.

Highway Committee 2024 Workplan and Roster (Selina Zapata Bur)

Selina Zapata Bur presented a living document for the 2024 workplan to the Highway Committee. The current draft is similar to the 2023 workplan which is consistent and the cyclical nature of many of the Highway Committee's responsibilities. A request for additional external presentations was made. Jack Messer brought up that past safety measures were paired with a crash data map. This remark allowed discussion of how MARC notifies citizens of dangerous roads and how sharing this information is pertinent to preventing accidents. The roster of the committee needs updating, mostly due to position vacancies. MARC staff will be reaching out to inquire about filling empty positions.

MARC Policy Update: Complete Streets Policy (Patrick Trouba, MARC)

Patrick Trouba provided background on the changes to the Complete Streets policy. This revision of the Complete Streets policy began in July of 2023 and the Highway Committee and other committees reviewed and gave feedback in Fall 2023. The BPAC committee has voted on and approved this policy. Some concerns at the Highway Committee meeting included new concepts like green infrastructure, standards and language changes. Another included whether the updated policy would compel certain projects to be rescoped into ones that include more Complete Street amenities which could make these projects unfeasible. Martin Rivarola suggested that in lieu of the committee voting on the policy, that MARC can bring some alternative language in the policy to the TPCC to address the concerns discussed today.

Roundtable Updates

Patrick Trouba encouraged participation in helping update the MARC bike map. Martin Rivarola informed that the Missouri Unfunded Needs list is currently being put together and will be submitted by the end of May.

Meeting Adjourned

The meeting adjourned at 2:47 p.m.

NEXT MEETING: March 27, 1:30 – 3:00 PM

HIGHWAY COMMITTEE AGENDA REPORT

March 2024
Item No. 2

ISSUE:

VOTE: Changes to FHWA-Adjusted Urban Area within MARC MPO

BACKGROUND:

The Mid-America Regional Council has been working with state DOTs and local jurisdictions to fulfill the federal requirement to update the FHWA-Adjusted Urban Area within the MARC MPO to incorporate 2020 Census areas identified in the latest decennial census. Changes to the FHWA Urban Area within Missouri were coordinated through MoDOT in 2023. MARC staff has sought input on proposed changes within jurisdictions on the Kansas side of the Kansas City MPO and worked with KDOT and local jurisdictions to develop new boundaries for committee consideration and recommended approval.

Proposed revised urban areas include all 2020 census-identified urban areas, which is federally required. The proposed revisions also consider FHWA guidance that the FHWA Adjusted Urban Boundary follow physical features (e.g., rivers, streams, irrigation canals, transmission lines, railroads, streets or highways). These proposed revisions were developed in coordination with KDOT and local jurisdictions. Section 6 of the FHWA Document: [Highway Functional Classification Concepts, Criteria and Procedures 2023 Edition](#) contains more details about the urban boundary and the considerations to take into account when updating it.

Below is a summary of key changes for recommended approval:

- Incorporation of areas of Basehor and Leavenworth County into the Kansas City FHWA-Adjusted Urban Area
- Minor changes elsewhere in the Kansas City FHWA-Adjusted Urban Area
- New Tonganoxie and Spring Hill FHWA-Adjusted Urban Areas
- Minor changes in Leavenworth and Paola FHWA-Adjusted Urban Areas

POLICY CONSIDERATIONS:

Urban boundaries can impact whether a road is eligible for federal aid (i.e., A minor collector on the functional classification system that is inside the urban area is part of the federal aid system while a minor collector outside of the urban area is not.)

FHWA-Adjusted Urban Areas within the MARC MPO but outside of the FHWA-Adjusted Kansas City Urban Area are eligible for funding through MARC transportation programs and the KDOT Transportation Alternatives program. Funding for areas within the FHWA-Adjusted Kansas City Urban Area would occur through MARC transportation programs.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

Staff recommend approving updates as presented.

STAFF CONTACT:

Selina Zapata Bur

HIGHWAY COMMITTEE AGENDA REPORT

March 2024

ISSUE:

REPORT: K-10 Capacity Improvement Project (Environmental Assessment) Study Update & MARC comments on Purpose & Need statement

BACKGROUND:

KDOT is facilitating an Environmental Assessment study of the K-10 corridor to develop both short-term and long-term alternatives for improvements along this corridor.

The study team has developed a draft purpose and need statement and has developed initial alternatives for consideration. Public engagement activities are also underway. Additional information about the study is available [here](#). KDOT and HNTB (consultant support) staff will attend the Highway Committee meeting to provide an update on this work.

Through MARC's involvement in this work, comments had been submitted by our agency related to the purpose and need statement and strategies under consideration in this study. This correspondence is attached to this Agenda Report. During the Highway Committee meeting, staff will also provide an overview of the submitted comments.

POLICY CONSIDERATIONS:

Policy goals and strategies of the region's *Connected KC 2050* plan.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

The study is focused on Johnson and Douglas counties in Kansas.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

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Martin Rivarola

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January 12, 2024

Steven Cross, P.E.
Road Design Leader/Project Manager
Kansas Department of Transportation
700 S.W. Harrison Street
Topeka, KS 66603-3745

Dear Mr. Cross,

Thank you for the opportunity to review and comment on the draft Purpose & Need Statement (P&N) and Coordination Plan for the K-10 corridor study (KDOT Project Number: 10-46 KA-6549-01). The draft P&N describes a need to enhance safety performance, improve traffic operations, improve infrastructure condition, provide flexible transportation choices and support local and regional growth. These statements align well with many of the policy goals and strategies of the region's metropolitan transportation plan (MTP), [Connected KC 2050](#) (CKC2050). We appreciate this study's focus on these important regional issues. However, we believe that as the study transitions into the development and evaluation of strategies to address the P&N there are opportunities for greater alignment between this work and other CKC2050 land use and environmental goals, and the need remains to incorporate an environmental stewardship goal as part of the P&N statement.

Congestion Management Process

CKC2050 and MARC's companion Congestion Management Process (CMP) both emphasize a policy focus on supporting local and regional growth through coordinated multi-modal transportation investments. CKC2050 recommends that our investment choices be reviewed both for their economic and environmental impacts and the CMP provides a toolbox of strategies to manage congestion on regional facilities including K-10 that should be considered in developing alternatives for this study. These will include investments in multi-modal transportation facilities and services as well as related land use strategies to manage travel demand in the study area. Many of these strategies are often lower-cost ways of improving safety and travel reliability and should be considered before higher-cost expansion or reconstruction actions are deemed necessary.

Climate Resilience

FHWA has recently issued a performance measure to track transportation related greenhouse gas (GHGs) along with a requirement to set targets for GHG reductions over time for the State and metropolitan areas. A previous response to this issue from MARC indicated that study leaders believe a reduction in congestion and vehicle hours traveled would lead to a reduction in GHG emissions. Although it is accepted that reduced congestion may lead to a short-term reduction in emissions, it is well documented that addition of single occupant vehicle (SOV) capacity along a highway corridor such as this typically induces a significantly greater growth in SOV travel and thus an increase in GHG emissions over the mid to long term. We believe that this study should consider induced demand as an evaluation criteria for study alternatives with a goal of minimizing induced VMT or VMT per capita. In previous correspondence the study team has expressed willingness to delve deeper into this issue and we welcome the opportunity to collaborate on this work with KDOT and the study team.

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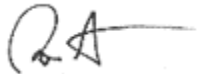
Executive Director
David A. Warm

Growth Scenarios

This study has generated a land use, population and employment growth scenario to support projections for future growth in travel in this study area. MARC had previously noted a significant discrepancy between MARC's lower growth projections and this study's higher forecasts. We request a careful and collaborative review of the projected land use growth scenarios and forecasts that inform this study and strongly recommend that a range of population, employment and land use scenarios, including the region's adopted forecast, be incorporated into the analysis of alternatives in this study.

Thank you again for the opportunity to provide these comments. Please feel free to contact me with any questions at 816-701-8327.

Best regards,

A handwritten signature in black ink, appearing to read 'RA', with a horizontal line extending to the right.

Ron Achelpohl, PE
Director, Transportation & Environment

Copy: Martin Rivarola, MARC
Tom Jacobs, MARC

HIGHWAY COMMITTEE AGENDA REPORT

March 2024
Item No. 5

ISSUE:

REPORT: 2023 Congestion Management Report

BACKGROUND:

The 2023-2024 Congestion Management Report is part of the Mid-America Regional Council's (MARC) effort to fulfill its responsibilities related to its [Congestion Management Process \(CMP\) Policy](#) and the eight-step Congestion Management Process. The CMP is intended to provide information about the performance of the region's roadway network and provide select strategies to act on that information. The Congestion Management Report fits the first part of the CMP's objectives – it displays congestion information to inform regional leaders and other stakeholders about the performance of the roadway network.

The report also supports economic vitality, one of the major policy framework goals of the [Connected KC 2050](#), the region's Metropolitan Transportation Plan. Pinpointing where commuters and freight drivers might have the most difficulty reaching their destinations allows for more targeted and effective amelioration efforts.

The report portrays the analysis of data from 2022 and can be viewed at the following link:

<https://storymaps.arcgis.com/stories/b7247e7e7c174b1fbe82a985431db482>

Major findings of the report include:

- Congestion and unreliable conditions are worse in the afternoon peak period (4-6 p.m.) than in the morning peak period (7-9 a.m.).
- Overall, the percent of uncongested and reliable miles on the CMN decreased in both the a.m. and p.m. peak periods compared to pre-COVID pandemic 2019 metrics which means that congestion and reliability on the CMN are worsening over time.
- However, all historical commuting corridors saw a decrease in congestion in the a.m. and p.m. peak periods. This suggests that growth in congestion and unreliability is occurring outside of these historical commuting corridors.

POLICY CONSIDERATIONS:

For the purpose of awarding points to transportation project applications, projects that overlap with any segment showing as moderately or severely congested or unreliable on any data map in the report will be considered as addressing congestion per the CMP Policy.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Selina Zapata Bur
Alicia Hunter