



**OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE**

Ed Ford, Missouri Co-Chair
Marge Vogt, Kansas Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, October 18, 2011 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 of last meeting* – 9:35 a.m.
3. REPORT: I-35 Bus on Shoulder Project-9:40 a.m.
 - Report on new bus operating strategy by Johnson County Transit
4. VOTE: Draft 2012-2016 Transportation Improvement Program*– 9:55 a.m.
 - Review public comment on the new TIP draft; consider approval
5. VOTE: 2011 Unified Planning Work Program Amendment #5*– 10:05 a.m.
 - Review public comment on proposed amendment; consider approval
6. VOTE: Draft 2012 Unified Planning Work Program*– 10:10 a.m.
 - Review public comment on new UPWP draft; consider approval
7. REPORT and VOTE: Title VI Program Update and Certification*– 10:20 a.m.
 - Review status of MARC's non-discrimination activities; consider approval of annual certification
8. VOTE: MPO Certification Statement*– 10:30 a.m.
 - Review annual statement of compliance with federal regulations; consider approval
9. VOTE: 2012 Unified Planning Work Program Amendment #1*- 10:35 a.m.
 - Review proposed amendment; consider release for public review and comment
10. REPORT: Seatbelts Are For Everyone (S.A.F.E.) – 10:40 a.m.
 - Update on recent crash statistics and Safety Program activities
11. REPORT: Conflict of Interest Policy-10:50 a.m.
 - Annual review of MARC policy
12. Other Business– 10:55 a.m.
13. Adjournment-11:00 a.m.

*Action Items

Getting to MARC: For information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, visit <http://marc.org/mapandparking.htm>. 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.

Special Accommodations: Please notify the Mid-America Regional Council 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). We will make every effort to meet reasonable requests.

MARC programs may not discriminate against anyone on the basis of race, color or national origin, according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, see http://www.marc.org/transportation/title_vi.htm, or call 816-474-4240.

Total Transportation Policy Committee
October 18, 2011
Meeting Summary - DRAFT

Members, Alternates Present-Representing

Marge Vogt, Kansas Co-Chair
Ed Ford, Missouri Co-Chair
Chuck Adams, Unified Government of WyCo/KCK
Alice Amrein, Johnson County
Kenneth Bernard, Leavenworth County Municipalities
David Bower, Jackson County Municipalities
Doug Brown, city of Overland Park
Emerick Cross, Unified Government of WyCo/KCK
Dennis Enslinger, Johnson County Municipalities
Chuck Ferguson, Johnson County
Bill Heatherman, Unified Government of Wyco/KCK
Patty Hilderbrand, city of Kansas City
Dick Jarrold, Kansas City Area Transportation Authority
Michael McDonald, Leavenworth County Municipalities
Mark McHenry, city of Kansas City
Davonna Moore, Kansas Department of Transportation
Jason Osterhaus, Johnson County
Myron Paris, city of Independence
John Powell, city of Independence
Martin Rivarola, Johnson Counties Municipalities
John Sharp, city of Kansas City
Mark Sherfy, Johnson County Municipalities
David Slater, Clay County Municipalities
John Smedley, Platte County Municipalities
Allison Smith, Kansas Department of Transportation
Mike Spickelmier, Leavenworth County
Mark Stuecheli, city of Overland Park

Others Present

Eric Bernskoetter, Missouri Department of Transportation
Mike Bowen, FHWA KS-Division
Cory Clark, GBA
Chip Corcoran, R.I.C.
Paul Foundoukis, FHWA KS- Division
Larry Frevert, HDR Engineering
Bob Goodwillie, HG Consult, Inc.
Earl Harrison, Hg Consult
Dave Kocour URS Corporation
Kent Lage, Johnson County
Ron McLinden, Transit Action Network
Ken Miller, city of Lansing
Laura Moore, Kansas Traffic Safety Resource Office
Dan Niec, Missouri Department of Transportation
Ron Norris, city of Olathe
Janet Rogers, Transit Action Network
Hope Visconti, Missouri Department of Transportation

MARC Staff Present

Mell Henderson, Director of Transportation
Ron Achelpohl, Assistant Director of Transportation
Tom Gerend, Assistant Director of Transportation
Aaron Bartlett, Bicycle/Pedestrian Planner III
Darryl Fields, Transportation Planner III
Marc Hansen, Transportation Planner III
Ebony Jackson, Transportation Program Assistant
Mandy Matney, Public Affairs Intern
Heidi Schallberg, Transportation Planner II
Muril Stone, Database Technician
Julie Wittman, Public Affairs Coordinator

1) Welcome/ Introductions

Kansas Co-Chair Marge Vogt called the meeting to order and welcomed attendees.

2) Approval of Meeting Summary *

There were no changes to the September 20, 2011 meeting summary. Alice Amrein moved to approve the meeting summary, David Slater seconded and the motion carried.

3) I-35 Bus on Shoulder Project

Chuck Ferguson reported that the I-35 (south) Fixed Guideway Alternatives Analysis that was completed in FY 2007, concluded Bus Rapid Transit (BRT) in the form of limited Bus on Shoulder (BoS) was the preferred alternative for transit improvements in the I-35 Corridor. In May 2008, the Johnson County Commission approved BRT/BoS as the locally preferred alternative for the corridor. The I-35 Bus on Shoulder project is in the final stages of development. The project has been approved by the Board of County Commissioners and is a component of the Johnson County Transit (JCT) Strategic Plan. The KS Legislature and the Kansas Department of Transportation (KDOT) support the project and agreements have been secured.

Construction is estimated to be completed in October 2011 and will consist of minor modifications such as moving sections of guardrail, replacing certain drainage inlets, installing signage, and installing pavement markings.

Transit station designs have been completed, but coordination with each property owner is still ongoing and possibly causing the construction date to be pushed into January 2012.

The plan is to implement bus on shoulder operations, along with new route schedules and alignments by January 2, 2012. This will allow for these changes to coincide with the many other route changes that will become effective around the same date. HNTB, the project consultant, is preparing a service plan, including recommended schedules, for JCT review. JCT will work with First Transit to adjust these schedules as needed and implement the changes. 8-10 buses will have the ability to utilize BoS daily. Drivers are being trained now. Buses can move to the shoulder when the prevailing speeds are 35 mph or less.

The majority of questions the public have are about safety. A video was shown from Minneapolis that demonstrated how BoS will work. A series of public education efforts are being planned in support of bus on shoulder operations.

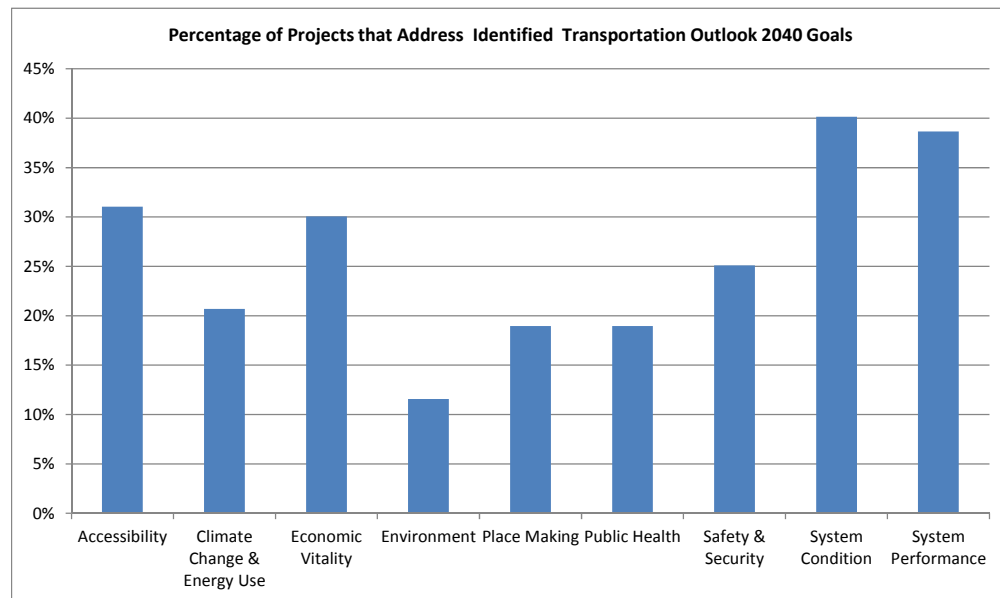
4) Draft 2012-2016 Transportation Improvement Plan*

Marc Hansen reported that MARC has prepared the Draft 2012-2016 Transportation Improvement Program (TIP) that will serve in place of the scheduled quarterly amendment. The *TIP* includes all federally funded surface and regionally significant transportation projects regardless of funding source planned for the Kansas City metropolitan area in Federal Fiscal Years 2012-2016.

The draft 2012-2016 *TIP* has been developed by MARC to be in compliance with regulations contained in SAFETEA-LU, the most recent legislation governing the federal transportation program. In accordance with these regulations the Draft 2012-2016 TIP includes:

- A financial plan that accounts for inflation and includes system-level estimates of operation & maintenance costs and revenues,
- An environmental justice analysis that examines transportation investments and transportation safety,
- An air quality analysis,
- Visualization techniques to help convey information, and
- An updated interactive, internet based mapping application.

The 2012-16 TIP includes 405 projects with total projects' costs of approximately \$1.86B. These projects cover multiple transportation modes and, as detailed in the following graph, address the goals identified in Transportation Outlook 2040.



The complete Draft 2012-2016 Transportation Improvement Program is available for review at:

<http://www.marc.org/transportation/tip/TIP12-16.htm>

The draft 2012-2016 *TIP* is financially constrained and accounts for inflation. It also includes an Environmental Justice analysis that indicates that minority and low-income populations are not underserved by federally funded projects.

The draft 2012-2016 *TIP* includes an analysis of anticipated air quality impacts that indicates that mobile source emissions will remain below previous budgets established for the region. The analysis was presented to the Air Quality Forum on September 13, 2011.

MARC's Public Involvement Plan requires that the 2012-2016 *TIP* be released for public review and comment prior to adoption. One comment was received from the general public; MARC also received comments from partner agencies and has modified the final draft. Both the proposed response to the public comment and the partner agencies' summary listing of changes were included in the agenda packet.

Mark McHenry moved to approve the 2012-2016 Transportation Improvement Program (*TIP*), Doug Brown seconded and the motion carried.

5) 2011 Unified Planning Work Program Amendment 5*

Mell Henderson reported that 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.

Proposed amendments to the 2011 *UPWP*:

- Add the US-71 Corridor Transit Alternatives Analysis to Task 6.4 funded with \$782,640 in Transportation, Community and System Preservation (TCSP) program and local matching funds;
- Add new Task 8.6 I-35 Managed Lanes Study in Johnson and Wyandotte Counties, funded with \$1,000,000 KDOT state funds; and
- Transfer MARC planning funds for staffing costs between work tasks to reflect work to date and anticipated work through the remainder of the year:
 - Reduce Task 1.2 – Public Participation by \$50,000;

- Increase Task 2.1 – Land Use, Demographic and Comprehensive Planning by \$70,000;
- Reduce Task 2.2 – Long-Range Transportation Plan by \$25,000;
- Reduce Task 2.3 – Modeling/Forecasting Activities by \$25,000;
- Reduce Task 2.5 – Transportation Research and Database Management by \$70,000;
- Reduce Task 5.2 – ITS Planning and Integration by \$20,000;
- Increase Task 6.1 – Transit/Paratransit Planning and Coordination by \$100,000; and
- Increase Task 8.1 – Major Corridor Studies – General by \$20,000;

Details of the revisions were attached to the agenda packet. Because this amendment results in changes to activities proposed in the work program, it was released for public review and comment last month. There were no comments.

David Bower moved to approve Amendment #5 to the *2011 UPWP*, John Sharp seconded and the motion carried.

6) Draft 2012 Unified Planning Work Program*

Mell Henderson reported that 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. MARC hosted meetings on June 16, 2011 and August 16, 2011 with KCATA, Johnson County Transit, Unified Government Transit, KDOT, MoDOT, and USDOT representatives to coordinate development of the *2012 UPWP*.

Major Transportation Planning Initiatives proposed for 2012 include:

- Monitor/Update Positions on Next Federal Transportation Authorization – Task 1.1
- Corridor Planning in conjunction with the Creating Sustainable Places project – Task 2.1
- Eco-Logical Planning on Regional Mitigation – Task 2.1
- Annual TO2040 Performance Measurement Report – Task 2.2
- KDOT 5-County Transportation Study Phase II – Task 2.6
- Traffic Operations and Management Strategic Planning – Task 5.4
- KCATA Transit Infrastructure and Passenger Amenities Needs Study – Task 6.3
- Alternatives Analyses for Downtown and Commuter Corridors – Task 6.4
- Mission Transit Center Operations Plan – Task 6.7
- Johnson County Transit Northeast Facility Planning Study- Task 6.7
- Shawnee Mission Parkway/Metcalf Corridor Improvements – Task 6.7
- KU Medical Center Area Transit Improvements – Task 6.7
- I-35 Bus on Shoulder Implementation Support – Task 6.8
- Freight Corridor Planning Pilot Project – Task 7.1
- MoDOT I-70 Environmental Impact Statement – Task 8.2
- KDOT I-35 Managed lanes Study in Johnson and Wyandotte Counties – Task 8.3

A draft of the *2012 UPWP* is available at: <http://www.marc.org/transportation/UPWP/UPWP2012.pdf>

Projects conducted through the *UPWP* may influence or result in changes to established transportation policies, plans and programs. The draft *2012 UPWP* has been developed based on an estimated continuation of federal transportation planning funds that were available under SAFETEA-LU.

The proposed 2012 *UPWP* draft was released for public review and comment last month. There were no public comments. MARC's partner agencies submitted comments and the summary of changes was provided as a handout.

Ken Bernard moved to approve the *2012 Unified Planning Work Program*, Alice Amrein seconded and the motion carried.

7) Title VI Program Update and Certifications*

Darryl Fields reported that as the Kansas City region’s Metropolitan Planning Organization (MPO), MARC is required to maintain a program outlining procedures related to Title VI of the Civil Rights Act of 1964 (Title VI). Each year MARC must assure that no person will be discriminated against or excluded from participation in any of MARC’s programs and activities. MARC’s Title VI approach centers on the statement that:

No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

MARC’s current Title VI Program assurance expires at the end of October 2011. Compliance with federal requirements regarding Title VI is necessary for the region to continue to receive federal transportation funds. A copy of the Title VI assurance was attached to the agenda for review and approval. As a part of the Title VI program there is a Limited English Proficiency (LEP) requirement. Under the LEP program, a brochure titled “Your Rights under Title VI Program” was translated into Spanish because it has been determined that Spanish is the prevalent second highest spoken language in our region behind English. Copies of both the English and Spanish brochures were supplied as a handout. The UPWP is also translated into Spanish.

Mr. Fields also gave an update of the US Department of Transportation’s (DOT) DBE program. The DBE program is designed to assist small businesses owned and controlled by socially and economically disadvantaged individuals, including minorities and women, in participating in contracting opportunities created by DOT financial assistance programs. The following three major DOT operating administrations are involved in the DBE program: Federal Aviation Administration, Federal Highway Administration, and Federal Transit Administration.

MARC’s DBE goal is 14% and it expires at the end of federal fiscal year 2012. MARC will recalculate the goal in 2013 and make changes to the program as necessary. MARC is in compliance with its DBE goal as shown below.

Projects	Amount	Contractors	DBEs	Amount	%
Commuter Corridor AA	\$ 2,177,550	6	2	\$ 305,776	14%
Downtown Commuter Corridor AA	\$ 658,000	7	3	\$ 93,000	14%
Total	\$ 2,835,550	13	5	\$ 398,776	14%

The KCATA is hosting an FTA open public information session regarding the administration of Title VI and Environmental Justice programs on October 18, 2011 at 6:00p.m.

Mr. Henderson added that another part of the Title VI program asks MARC to look at the diversity of its committees. Letters requesting new or reappointments to TTPC will be going out soon and the language in the letters will encourage the appointing authorities to consider increasing the diversity of their appointments to the committees.

Chuck Adams moved to approve to recommend to the MARC Board that the Executive Director be authorized to sign the 2012 Title VI Policy Statement and Program Assurances, John Smedley seconded and the motion carried.

8) MPO Certifications*

Mell Henderson reported that the Federal transportation regulations require that MARC, as the region’s MPO, certify that it is carrying out the continuing, cooperative and comprehensive transportation process outlined in federal law and regulation. The statement, which MARC includes in the Unified Planning Work Program and the Transportation Improvement Program, was attached to the agenda.

Mr. Henderson also said that there is a self-certification checklist attached to the agenda that has been developed by staff to assess MARC’s compliance with federal requirements. The checklist demonstrates that the primary products of the metropolitan planning process have been completed and are current.

Compliance with federal requirements regarding the metropolitan planning process is necessary for the region to continue to receive federal transportation funds.

Ed Ford moved to approve to recommend to the MARC Board that the Executive Director be authorized to sign the 2011 MPO Self-Certification statement, Patty Hilderbrand seconded and the motion carried.

9) 2012 Unified Planning Work Program Amendment #1*

Mell Henderson reported 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. An amendment is proposed to the 2012 UPWP to:

- Add \$112,761 in additional Kansas Consolidated Planning Grant (CPG) funds that will be available to MARC in 2012. The Missouri CPG funds will be reduced by a like amount to hold the task budgets constant with the original 2012 UPWP. This change will result in an increase in the amount of Kansas Toll Credits shown in the UPWP to match the Kansas CPG funds.
- Add new Task 7.2 – Kansas City Intra-Regional Truck Study Phase I, funded with \$200,000 of Kansas Competitive CPG funds and \$200,000 of 2012 Missouri CPG funds for a total project budget of \$400,000. This change will result in a new consultant contract being listed in Appendix C Schedule 3 to conduct this project at a cost of \$400,000. This change will also result in an increase in the amount of Kansas Toll Credits shown in the UPWP to match the Kansas CPG funds for this project.

The revisions and a financial table were attached to the agenda packet. Because this amendment results in changes to an activity proposed in the work program, it should be released for public review and comment prior to approval.

Doug Brown moved to approve releasing the 2012 UPWP Amendment #1 for public review and comment, Myron Paris seconded and the motion carried.

10) Seatbelts Are For Everyone (S.A.F.E.)

Aaron Bartlett said that because of a new process of creating the Quarterly Safety Report, it will be reported on next month. He introduced Laura Moore who described the Seatbelts Are for Everyone (S.A.F.E.) program. S.A.F.E. is a Kansas high school program that is designed to bring awareness to the importance of wearing a seatbelt. The purpose is reducing the number of motor vehicle related injuries and fatalities among high school students. The S.A.F.E. program is administered by the Kansas Traffic Safety Resource Office (KTSRO). The program fosters a cooperative effort to increase teen restraint compliance through positive rewards and enforcement. It operates under a mutual partnership among: students - providing peer involvement and input, law enforcement - providing strong enforcement and traffic safety education, and safety advocates - providing funding and educational support. KTSRO meets with students to explain how the program works and what is required. Students conduct a seatbelt survey to collect information at the beginning of the year and a second time at the end of the program. This program combines both education and enforcement to achieve maximum effectiveness. Crash data reveals that teen drivers are at a higher risk while they are first learning to drive. Developing a habit of always buckling up during these formative years not only protects our teens but also leads to habits that follow into adulthood.

The S.A.F.E. program became a statewide initiative in 2009. This past year (2010-2011) 94 Schools in 29 counties participated in the S.A.F.E. program. Leavenworth and Wyandotte are among these counties. Both have seen increased seat belt use rates from the beginning of the program to the end and also from year to year. Statewide the results are impressive:

- 96% of all the participating schools experienced positive change in the number of seat belts used.
- The average baseline survey for all the schools was 63.9% and the average final survey was 78.2%, making the average increase across all of the participating schools 14.2%.

In response to a question about the cost to fund a S.A.F.E. program, Ms. Moore said the formula is \$25 times the number of students times the number of participation months. The program is coordinated through either the county or the school district. It is important for the local law enforcement office to be on board in order for the enforcement part to be effective. More information can be found at: www.kssafe.net

11) Conflict of Interest Policy

Mell Henderson reported that at their August, 2009 meeting, the MARC Board of Directors approved the attached Conflict of Interest Policy and authorized its dissemination to appropriate MARC committees on an annual basis. The purpose of the policy is to ensure that participants on the MARC Board and committees have clear guidance when a participant in any MARC decision-making process could have a conflict of interest and what the appropriate action would be in those circumstances.

The policy was attached to the agenda and Mr. Henderson encouraged everyone to review it and to contact MARC staff if there were any questions.

12) Other Business

Mr. Henderson said the TLAC committee met before the TTPC meeting and there are additional edits to be made to the position paper. After the November TLAC meeting, a draft will be available to share with all transportation committees. It will be emailed to committee members requesting feedback. The expectation is to have it on the December TTPC agenda for approval.

Ron McLinden asked if MARC is applying for funds for the TIGER III grant. MARC is not applying to the TIGER III grant but has been asked to submit letters of support; the Long Range Plan is used as a basis for support. It was asked if MARC staff could share with TTPC who is requesting a letter of support. Dick Jarrold replied that the KCATA and JCT requested a letter of support for a Compressed Natural Gas (CNG) conversion project. Tom Gerend added that there were two other request for support letters; 1) the city of Kansas City in partnership with the Port Authority, 2) the city of Overland Park. They are individual projects and are not packaged together.

13) Adjournment

There was no further business and the meeting was adjourned. The next meeting of TTPC will be held on November 15, 2011