Committee Members:

Gary Lathrop, City of Belton (MO co-chair)
Jack Messer, City of Overland Park (KS co-chair)
Burt Morey, City of Overland Park
Chet Belcher, City of Olathe
Sherri McIntyre, City of Kansas City, MO
Alysen Abel, City of Parkville
Geoffrey Vohs, Johnson County
Allison Smith, KDOT
Lindsay Francis, KC Scout
David Lutgen, Leavenworth County
David Slater, City of Pleasant Valley/Clay County Municipalities
Wes Minder, City of Kansas City, MO
Mark Sommerhauser, KC Scout
Mike Brungardt, City of De Soto
Carl Brooks, City of Peculiar
Sean Partain, MoDOT

Other Guests:

Joe Blasi, HNTB

MARC Staff:

Marc Hansen
Beth Dawson
Aaron Bartlett
Ray Webb
Darryl Fields
Eileen Yang
Patrick Trouba
Caitlin Campbell
MEETING SUMMARY

1. Welcome & Introductions
   Jack Messer, Kansas co-chair, called the meeting to order at 1:32 pm and began introductions.

2. Approval September 26, 2018 Meeting Summary
   The September meeting minutes were unanimously approved.

   Marc Hansen introduced the 2018 Performance Measures Report. Marc noted that the performance measures are updated annually. The snapshot report was included in the agenda.

   Patrick Trouba then gave an update on the 2018 Transportation Performance Measures. Patrick informed the committee that MARC Staff has developed a new way of displaying the performance measures. Using dials, Staff portrayed the region’s directional trends as they head towards or away from our goals. The dials show trends over a period of several years, rather than presenting trends on a year-to-year basis. Patrick encouraged the committee to give feedback to MARC Staff.

   Patrick introduced each of the USDOT required measures and MARC-specific performance measures:
   - Fatalities: going up (-)
     - The real measure is the 5-year average, not the raw data.
   - Serious Injuries: going down (+)
   - Non-motorized fatalities/Serious Injuries: going down (+)
   - Pavement conditions: no historical data because data source has changed its calculation of this measure.
   - Bridge conditions: holding steady
   - Reliable travel times: going down
     - % of reliable interstate miles: going down (-)
     - % of reliable non-interstate miles: no current data because data source has changed its calculation of this measure.
   - Truck travel time reliability: going down (+)
   - VMT per capita: going up (-)
   - Transit ridership: going down (-)
   - Streetcar data was added in 2017 because NTD data was not available yet.

   Marc Hansen was asked if this is an action item. Marc stated that this is not an action item, but just a highlight for the committee. This summary snapshot can be found in the agenda packet. Marc noted the progress with non-motorized fatalities.

   Jack Messer opened the floor for questions. There were no questions from the committee.

4. ACTION: 2019 5-Year Rolling Average: Safety Performance Measures/Targets
   Aaron Bartlett presented on safety performance target setting. A revised report was handed out to the committee. Aaron noted that the FAST Act requires state DOTs to set these measures each calendar year.

   MARC Staff looks at rate per 100 million vehicles miles traveled, serious injuries, and total number of non-motorized fatalities. In January 2018, MARC adopted its first set of MPO targets based on data from both state DOTs and MARC’s regional blueprint. These targets are aspirational and have been projected out to 2022.

   Targets were a departure from what both state DOTs adopted, notably, less aspirational than MoDOT and more aspirational than KDOT. However, the MPO’s rural areas have an impact on fatalities and serious injuries. Aaron pointed out that state crash data was utilized to remain consistent with MARC’s regional blueprint and fatality report.
Aaron stated that fatalities have continued to rise but are beginning to plateau; Serious injuries have continued to fall. MARC Staff will be looking at the third quarter report closely.

Aaron presented two options:

- (1) Keep 2022 targets from Blueprint, adjust annual decrease.
- (2) Maintain annual decrease from Blueprint, adjust targets based on new data.

Summary of Options:

<table>
<thead>
<tr>
<th></th>
<th>2018 Targets</th>
<th>Option 1 2019 Target</th>
<th>Option 1 % Reduction</th>
<th>Option 2 2019 Target</th>
<th>Option 2 % Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-yr Avg Fatalities</td>
<td>180.4</td>
<td>197.8</td>
<td>8.5%</td>
<td>203.6</td>
<td>4.0%</td>
</tr>
<tr>
<td>5-yr Avg Fatality Rate</td>
<td>0.860</td>
<td>0.922</td>
<td>8.5%</td>
<td>0.948</td>
<td>4.0%</td>
</tr>
<tr>
<td>5-yr Avg Serious Injuries</td>
<td>993.2</td>
<td>992.0</td>
<td>11.0%</td>
<td>1022.3</td>
<td>6.0%</td>
</tr>
<tr>
<td>5-yr Avg SI Rate</td>
<td>4.766</td>
<td>4.642</td>
<td>11.0%</td>
<td>4.782</td>
<td>6.0%</td>
</tr>
<tr>
<td>5-yr Avg Non-Motorized Fatalities/SIs</td>
<td>101.7</td>
<td>103.4</td>
<td>10.0%</td>
<td>106.0</td>
<td>6.0%</td>
</tr>
</tbody>
</table>

2022 Targets, 5-year average (Option one):
- Fatalities: 170.6
- Fatality Rate: 0.770
- Serious Injuries: 764.6
- Serious Injury Rate: 3.448
- Non-Motorized Fatalities/Serious Injuries: 84.0

2022 Targets, 5-year average (Option two):
- Fatalities: 195.9
- Fatality Rate: 0.882
- Serious Injuries: 892.1
- Serious Injury Rate: 4.020
- Non-Motorized Fatalities/Serious Injuries: 95.0

Aaron noted that the Destination Safe Transportation Safety Data Task Team recommended option one, consistent with MoDOT’s targets (2022 fatalities >700). Aaron noted that MARC’s responsibility is to support DOT efforts by addressing safety throughout all programming processes. Notably, MARC is more aspirational than KDOT, but KDOT has not seen the increase in fatalities and serious injuries that MoDOT has.

Aaron stated that MARC’s Leadership Team felt that option one was too aspirational and recommended option two. Aaron noted that MARC Staff works closely with Destination Safe, law enforcement and not-for-profit organizations that teach safety. Aaron pointed out that most crashes are caused by human error, which is difficult to control. With the future widespread introduction of AVs, MARC Staff expects the number of fatalities and serious injuries to come down. Aaron then opened the floor for discussion.

Aaron was asked for clarification on the current action expected from the committee. Aaron stated that the committee will be choosing an option to adopt as a recommended approach. The outcome will be taken to TTPC.
A committee member asked about the feasibility of adopting option two based on the current trends. Aaron stated that MARC is taking a local-level approach to begin addressing how local funding can be better utilized to tackle infrastructure issues. Aaron reiterated that while option two is aspirational, it is not as aggressive as MoDOT’s goals.

Aaron was then asked what would happen if the targets are not met. Aaron stated that there are no regulatory implications. A committee member addressed the implications for the state DOTs.

A committee member asked about guidance in target setting for option two. Aaron stated that this is a local decision that is reflective of targets set by MoDOT. Option two is closest to the targets adopted by MARC last year. Further discussion followed on the feasibility of the aspirational figures and the possibility of adopting a third option. Aaron reiterated MARC’s support for state DOTs and added that the State DOTs reevaluated their goals for 2019 after assessing 2017 data. Aaron noted the annularity of this process.

Aaron was asked to specify the current number of fatalities in 2017. Aaron stated that there were 221. The target was 183 (5-year rolling average). The committee discussed the pivotality of trends in 2019 after a continued increase in annual fatalities, as well as the possibility of keeping the fatality target at 221 over the next five years. A committee member encouraged the group to keep in mind that driver behavior has been a chief contributor in the rise in fatalities over the least four to five years. Seatbelt usage has risen, which could be a factor in the decrease in serious injuries. A decrease in distracted driving will hopefully lessen the number of fatalities, as will automatic breaking, improved infrastructure, and the widespread introduction of AVs. Lastly, a committee member underlined the importance of advertising these goals as aspirational and their implications in providing incentive.

The committee clarified the goals of both options.

Sherry McIntyre moved to recommend option two to the TTPC. Motion seconded and approved unanimously.

5. REPORT: Household Travel Survey
Eileen Yang presented on MARC’s 2018 Regional Household Travel Survey. Eileen noted that the last survey was completed in 2004, but MARC Staff usually conducts this survey every 10 years. The survey will be included in the 2019 UPWP. Eileen then highlighted the need for the travel survey—to develop a regional forecast model. The total budget for this survey is $800,000.

80,000 households will be mailed surveys, but MARC Staff has set a goal of collecting 4,000 surveys.

Project timeline (completed in 10-12 months):
- Currently completing survey design and data collection.
- The next milestone is pre-testing (125 households will be surveyed). Eileen encouraged committee members to be on the lookout for a possible invitation to complete a pre-test.
- Project website will be available next month.

Eileen discussed the reliability of using Replica data as a replacement for the household travel survey. Currently, MARC Staff is unsure of the reliability of Replica data as a support for the transportation forecast model.

Smartphone application and approach:
- For the first time, MARC will provide survey participants the opportunity to complete the survey on Android and Apple platforms.
- It should be noted that the apps are supplementary to the traditional survey methods.
- The app uses an intelligent GPS logging strategy that minimizes battery impact while capturing accelerometer data.
- Google APIs are utilized to support search features. These APIs will offer Spanish language support and will be integrated with Google Transit.
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- Data transmissions are continuous and secure.

Eileen opened the floor for questions. The committee had no questions.

6. REPORT: 2050 Regional Transportation Plan
Marc Hansen presented RTP2050 scenario analysis and project selection. To date, MARC Staff has worked on a road map, adopted a regional vision statement, identified transportation needs, and adopted an interim policy framework. Two new additions in RTP2050 are goals related to data & technology and fiscal sustainability.

Completed steps overview (For more information visit www.marc.org/2050):
- Public engagement efforts, including development of a “story-telling” online platform: Currently 2 story map chapters (overview and needs assessment), but there will be more in the future. Eventually, chapters will be converted into plan documents.
- Transportation model sensitivity testing/scenario analysis: Initial transportation investment packages and land use growth scenarios were tested for performance. These are hypothetical scenarios that can be used later during project selection to provide a better understanding of how the model performs.

Timeline:
- MARC Staff has been working on RTP2050 since early 2017.
- Completion in Spring 2020.
- MARC Staff is currently working on scenario analysis and project selection.

a. Scenario Analysis Report
The purpose of the initial scenario analysis work was to test the regional travel demand model with different land use growth scenarios. A redevelopment area map, Smart Moves corridor and hub map were utilized to build the scenarios. The redevelopment area map depicts areas developed by 1990. The Smart Moves corridor and hub map depicts where we envision more frequent transit service.
- 1st “What-if” Growth Scenario: “Let it ride” is a trend growth scenario for a region of approximately 2 million people. This scenario forecasts a 30% population growth and 50% job growth.
- 2nd “What-if” Growth Scenario: “Take the wheel” is a focused growth scenario that forecasts the doubling of our population growth in our redevelopment area (60% instead of 30%) and an 80% growth in jobs in our redevelopment area instead of 50%.

These scenarios were tested against 4 different transportation network scenarios. It should be noted that these scenarios were made extreme on purpose, and that MARC Staff does not endorse any of the scenarios.
- Freeze frame: Assumes that population and employment grow, but no further investments are made in the transportation system beyond what’s in the 2018-2022 TIP.
- If you build it…: Assumes that population and employment grow, and we invest in all projects in TO2040.
- Hop on the bus, Gus: Assumes that population and employment grow, but we make no further investments in the transportation system beyond what’s in the 2018-2022 TIP for roadway system, with implementation of expanded Smart Moves transit service. This scenario is comparable to the “Money does grow on trees” scenario. It should be noted that Smart Moves full implementation assumes and uses changes.
- Money DOES grow on trees: Assumes that all 2018-2022 TIP projects are built, and that population and employment grow, maximizing roadway capacity.

Travel model results: Initially evaluated 4 performance measures (VMT, VHT, transit ridership, and auto use) to test how the model would respond. The daily values (pictured below) are rounded to the nearest 1000.
Takeaways:

- Land use growth scenarios had the greatest impact on travel demand. How we grow was more impactful than the projects built.
- Better transit equated to a shift from autos.
- More capacity equaled more VMT, but less VHT.
- Improvements to the highway system in addition to a handful of anticipated network changes equated to only a minor change in outcomes.
- Improvements in the transit system in addition to more opportunity for network changes equated to more significant changes in outcomes.

Next Steps:

- Expand performance measures to align with policy framework.
- Try out other models—i.e. Urban Sim, Envision Tomorrow, MOVES etc.
- Consider wildcards, specifically, the impact of autonomous and connected vehicles, as well as the cost of investment scenarios.
- Project Selection.

Upcoming Steps Overview:

- Development of “Story Map Chapter 3” - Scenario Analysis Report.
- Continue targeted engagement efforts, online engagement groups and MARC committee outreach. Marc Hansen encouraged the committee to let him or Staff know if there are any groups that would like to hear about RTP2050.
- A hybrid approach to RTP Project Selection in addition to a traditional call for projects (previous project selection completed in 2010).

b. RTP2050 Project Selection Methodology

- MARC Staff is working to identify potential projects, specifically in areas of the network that are heavily congested.
- Development of fiscal constraints, accounting for a variety of scenarios. This is required.
- No money is attached. MARC is not soliciting applications for funding. This is a planning exercise. However, inclusion in the LRTP does unlock opportunities to receive funding elsewhere.
- MARC Staff will be notifying existing project sponsors about resubmittal process. All projects in RTP2040 will need to be resubmitted.
  - A committee member asked how projects will be selected based on fiscal restraints. Marc stated that the scoring process will be very similar to last time—a combination of past
scoring method with MARC’s suballocated process. MARC Staff will develop a set of scoring criteria.

- A committee member asked if scoring criteria will be split up by corridor and decade asserting that it would be more efficient to submit projects based on corridor rather than decade. Marc Hansen stated that he will look into this.

- Marc encouraged project sponsors to consider the scope of work, project budget, schedules, etc. Marc stated that the call for resubmittals will be issued to a variety of recipients and that the database may be outdated. MARC Staff will do their best to send this call to the correct person.

- MARC Staff will be working to develop a MARC-generated project list and scoring criteria. Scoring criteria will be presented at the RTPP Steering Workgroup, TTPC and to the Board.
  - MARC will hold an Evaluation Criteria Stakeholder Workshop 12/18/18 at 2:30 PM at MARC offices. Staff will send more information.

RTP2050 Timeline:
- Call for projects: February - April 2019
- Project evaluation and scenario building: May/June 2019
- Gather scenario feedback: May – September 2019
- Finalizing project priorities: October-December 2019
- Completed plan presentation: June 2020

Marc Hansen opened the floor for questions.

A committee member asked if revenue estimates will be provided for this process. Darryl Fields stated that MARC Staff will have the call for projects revenues and will go back and review scenarios after. Marc Hansen emphasized the instability of the funding picture and MARC Staff’s dedication to a thorough analyzation of the numbers before meeting consensus about the direction ahead.

7. MARC Conflict of Interest and Whistleblower Policies
Jack Messer made the committee aware of these policies. Marc Hansen encouraged the committee to reach out to MARC Staff with questions.

8. Other Business
No other business.

9. Adjourn
The meeting was adjourned at 2:44 by Jack Messer.

Next meeting: January 23rd, 2018 at 1:30 pm