MARC HIGHWAY COMMITTEE
March 24th, 2019

ATTENDANCE

Committee Members:

Gary Lathrop, Cass County Cities (City of Belton) (MO Co-chair)
Carl Brooks, City of Peculiar
Mike McDonald, City of Leavenworth
J.R. McMahon, Miami County
Tim McEldowney, City of Gardner
Mark Sommerhauser, KC Scout
Allison Smith, KDOT
Jeff Joseph, Leavenworth County
Alysen Abel, City of Parkville
Zach Baker, City of Olathe
Tim Nebergall, City of Gladstone
David Slater, Clay County Municipalities (City of Pleasant Valley)

Other Guests:

Joe Blasi, HNTB

MARC Staff:

Caitlin Zibers
Ron Achelpohl
Martin Rivarola
Darryl Fields
Marc Hansen
Ray Webb
Beth Dawson
Patrick Trouba
MEETING SUMMARY

1) Welcome and Introductions (Co-Chairs)
a) Gary Lathrop opened the meeting with introductions.
b) Meeting does not have a quorum. The only scheduled voting action was to approve minutes from last meeting. That action is tabled.

2) New Committee Staff Lead (Caitlin Zibers)
a) Caitlin Zibers introduced herself. She is taking over the committee from Jim Hubbell.

3) January 23rd Meeting Summary (Co-Chairs)
a) Tabled, per item 1b.

4) Performance Measures Update (Caitlin Zibers)
a) MARC established targets for pavement and bridges last fall, which are approved for the next two years.
b) Just wrapped up approving transit asset management targets this month.
c) Performance report is due this fall. Hopefully that will be better integrated with the TIP tracker.
d) Caitlin Zibers will be the contact for performance-related inquiries.
e) Question from Mike McDonald: Did MARC resolve conflict in performance measures between the states? Caitlin Zibers answer: Performance measures were submitted before Ms. Zibers started and were approved. Ms. Zibers can send the final measures to Mr. McDonald. Martin Rivarola: MARC arrived at a “blended” approach for the states. Ms Zibers: Safety measures and transit are talked about on a regular basis; pavement and bridges are talked about every few years. Will also be able to see performance measures integrated into the TIP by May.

5) Call for Functional Class Updates (Caitlin Zibers)
a) In this year’s work plan, MARC had outlined to do a call for functional class updates, will bring to boards in May. Applications should be submitted to Ms. Zibers.

6) Congestion Management Update (Patrick Trouba)
a) MARC staff is experimenting with Esri story maps in displaying congestion data.
b) Congestion story map displayed data at the network level and corridor level. Users could click for data on individual segments. Some segments on network-level maps could not be viewed because they were overlapped by other segments going the opposite direction.
c) Story map displayed historical charts of corridor-level travel time index. Mr. Trouba gave caveats related to changes in data source and changes to the study areas of a few corridors.
d) Staff wants to think about how to incorporate other performance measures (planning time index, PM3) into the story map.
e) Staff wants feedback on story map method.
f) Committee members noted that travel time index had fallen noticeably for US-69 in Overland Park over time. Another committee member noted that improvements had been made to US-69 between 2010 and 2017.
g) Caitlin Zibers showed the MARC Congestion Management Process page, where the story map will be shared. Committee members are invited to show it to their colleagues and send comments.
h) Gary Lathrop asked about a list of roads that experienced maintenance. Mr. Trouba replied there was not one included in the story map.
i) Mark Sommerhauser checked to make sure that the 85th percentile reference time did not account for construction. Mr. Trouba confirmed that that was the case. Mr. Sommerhauser talked about construction and weather factors that make data show worse traffic conditions.

7) Work Zone Coordination Report (Mark Sommerhauser)
a) More than half of congestion is related to weather, work zones, and accidents (non-recurring congestion).
b) KC Scout has a good relationship with Operation Green Light. Regional traffic management centers have good coordination capabilities.
c) KC Scout’s corridor work included:
i) Lewis and Clark Viaduct Bridge: tripled traffic control signage to help people understand detours.
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ii) K-10 and Woodland: reached out to KCATA about bus routes, got agreements about closures, changed message boards

iii) I-635 and Speaker Rd.: working with KDOT to adjust for other ramp closures. KDOT will provide OGL a mobile camera trailer to monitor an intersection.

iv) I-70 and I-435 interchange: sports seasons coming up. Changing signal timing for related intersections since people miss detour signs.

v) I-35 and MO-152: having construction workers close left turn lanes during work.

d) KC Scout is trying to think proactively to anticipate future work zones. Scout can do changes on the fly.

e) Mike McDonald made a comment about the possibility of future flooding this year causing problems.

8) RTP 2050 Update

a) Financial Analysis (Darryl Fields)

i) On April 26, receiving call for projects. Will be getting into project selection and prioritization.

ii) A long-range plan should be financially constrained; must be able to identify reasonable costs and expectations to pay for projects.

iii) Operations and maintenance costs “taken off the top.”

iv) Anticipating changes from TO 2040. Changes to known conditions such as growth factors, and adding new scenarios. Will the Highway Trust Fund be there, or how will AVs or EVs affect conditions?

v) Staff go through a process of estimating revenues from existing sources and project to 2050.

vi) Roadways, taking operations off the top: Life of the plan for Kansas: $22.6 billion for next 30 years. Staff is refactoring what Missouri side will look like, but current estimate is $25-26 billion for life of the plan. With operations off the top, $22.56 billion for life of the plan.

vii) Transit: Data comes from National Transit Database. There will be struggles for funding of transit projects outside of operations and maintenance.

viii) Potential new revenues include sales taxes, tolls, and VMT taxes/fees.

ix) Martin Rivarola: Financial forecast will help staff arrive at financially constrained project listing.

x) Question: did staff factor in Broadway Bridge? Mr. Fields: No projects factored in.

xi) Question: Does cost per mile = per lane mile? Mr. Fields: Yes.

b) Programming Policy Statement (Marc Hansen)

i) In appendix H of TO 2040 adopted documents.

ii) MAP-21 required MPOs to adapt to federal requirements. MARC adopted programming policy statement in 2013.

iii) Every time LRTP is updated, the programming policy statement is updated.

iv) Air quality included within programming policy statement. MARC region very close to air quality non-attainment.

v) MARC wants to take into account regional growth and land use, in terms of activity centers.

vi) Major river crossing bridges a consideration, as well as policies of congestion management, complete streets, local match, reasonable progress.

vii) In 2013, created new role for committees in terms of providing advisory priorities.

viii) CMAQ is only funding stream separated out by use.

ix) All of this is a reminder that the programming policy statement exists. It will need to be updated, and will take effect when 2050 plan takes effect (June 2020).

x) Current policy in effect for current call for projects.

xi) Help from planning committees most appreciate for projects that fall in the middle of the list.

c) Call for Project Updates (Martin Rivarola)

i) Recently held a pre-application workshop. Lives at marc.org/2050app.

ii) Reminder: staff working through project prioritization. Not an application for funding, but inclusion in plan can be required for funding. Inclusion in plan can be step in federal funding pipeline. It helps the region understand local priorities.

iii) Major overhaul of regional transportation plan happens every 5 years.

iv) Mr. Rivarola talked about what qualifies as regionally significant projects for each category.

v) What if a community decides to submit a project that doesn’t quite meet regionally significant requirements? Door still open for those projects, but they may score lower.
vi) Projects from TO 2040, they will not be rolled into LRTP 2050, but projects in TIP will be.

vii) Call for projects closes on April 25th. They will be posted for public review and comment soon after.

viii) Staff will be scoring projects over summer and will use those scores for scenario planning.

d) KDOT Update
   i) Interim Secretary Lorenz confirmed fully as Secretary.

   e) Meeting adjourned by Mr. Lathrop around 2:43pm.