AGENDA

1. Welcome and Introductions

2. Approve the November 9, 2017 Meeting Summary*

3. Status of the Current Program – KDOT*
   
   Discussion of program balances

4. 2021-2022 Programming
   
   Discussion of the schedule, process and funding targets for the upcoming 2021-2022 call for projects.

5. Operation Greenlight Update

6. Regional Pedestrian Policy Plan
   
   MARC staff will brief the committee on the development of the plan. For more information, please see:
   
   http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Regional-Pedestrian-Policy-Plan

7. Other Business

8. Adjournment

* Action Items

Next Regularly Scheduled Meeting: May 10, 2018

Getting to MARC: Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, can be found online. 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.

Parking: Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

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.
1. Welcome and Introductions
Committee chair Burt Morey welcomed the attendees and opened the meeting with self-introductions.

2. Approval of November 9 Meeting Summary
MOTION: Jose Leon moved and Celia Duran seconded to approve the November 9, 2017 meeting summary as printed; the motion passed.

3. Status of the Current Program
Marc Hansen provided an updated STP 2016-2020 tracking sheet. Two of the four projects programmed for FFY2018 have obligated since the last meeting:
- The KCATA Regional Clean Vehicle Conversion $3,180,000 obligated with an FTA transfer.
- Overland Park’s Metcalf Avenue, 159th St. to 167th St.; $6,640,000.

If the remaining two FFY2018 projects obligate, both in Olathe, we will be $1.8M over programmed. Celia Duran shared that Olathe’s $2M, K7 - Dennis to Santa Fe Turn Lane Additions project probably would need to shift to FY2019. She indicated she would be able to confirm the schedule in a couple of weeks.

The FFY 2018 CMAQ Traffic Flow program has a $650,000 balance; no action was determined during the meeting.

4. 2021-2022 Programming
Marc Hansen reviewed the funding targets, schedule, and process:
- STP funding: $25.4M (with Operation Greenlight amount already subtracted; approved by TTPC).
- CMAQ Traffic Flow: $1.8M

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Members Present
Burt Morey, Overland Park, Chair  
Kevin Bruemmer, Merriam, Vice Chair  
John Belger, Mission  
Mike Brungardt, De Soto  
Celia Duran, Olathe  
Vernon Fields, Basehor  
Lideana Laboy, Unified Government  
Jose Leon, Roeland Park  
David Ley, Leawood  
Michael McDonald, City of Leavenworth  
Tim McEldowney, Gardner  
J.R. McMahon, Miami County  
Sean Pederson, Bonner Springs  
Allison Smith, KDOT  
Brent Thompson, Kansas City  
Geoffrey Vohs, Johnson County (alt.)  
Doug Wesselschmidt, Shawnee  
Greg Ruether, Bicycle/Pedestrian Committee

MARC Staff Present
Marc Hansen  
Terry Anderson  
Beth Dawson  
Ray Webb

Alternates and Other Attendees:
Jon Gallion, Basehor (alt.)  
Paul Lindstrom, Shawnee (alt.)  
Rob Richardson, Kansas City (alt.)  
Art Gough  
Kristen Leathers, Affinis Corp.  
Cory Clark, GBA  
Joe Johnson, Burns & McDonnell  
Bob Miller, TranSystems
Staff will score the projects in April and if completed, discussion will begin at the committee’s regular May 10\textsuperscript{th} meeting. Special meetings have been calendared for June 14\textsuperscript{th} and July 12\textsuperscript{th} and then potentially finalize the recommended program list at the August 9\textsuperscript{th} regular quarterly meeting.

The pre-application workshop presentation is available on MARC’s website. Templates will be available online the same as last year for use offline. A handout was provided of the committee’s programming framework document which indicates a process of a five-minute summary per jurisdiction to review their project(s) including questions. Following discussion, the committee reached a consensus on the five-minute presentations, no display boards, a maximum of five PowerPoint slides and 1-page handout (optional). Staff recommended that sponsors to be prepared for the May meeting; however, staff will confirm if presentations need to wait for the June 14\textsuperscript{th} meeting.

Applications will be posted online prior to the May meeting and staff plans to separate the Kansas and Missouri STP projects for convenience. Scoring may be adjusted as determined by the committee. Chairman Morey shared that the scoring provided by staff should stand on its own. Marc Hansen reviewed that the scores are only one piece of the process; adjustments are typically made during committee discussion.

5. Operation Greenlight Update
Ray Webb provided an annual update on the Operation Greenlight (OGL) program. OGL monitors and manages the existing transportation system through safe and efficient traffic signal operations to reduce travel time, fuel consumption and air pollution. There are 26 local program partners, nine on the Missouri side plus Blue Springs and Grandview will be added in 2018. The Kansas side partners are Bonner Springs, Fairway, Lansing, Leavenworth, Leawood, Lenexa, Merriam, Mission, Mission Woods, Prairie Village, Olathe, Overland Park, Shawnee, Unified Government/KCK, Westwood and KDOT.

2017 at-a-Glance:
- Traffic signal timing/Coordination – manage about 700 traffic signals around the metro for our partners, plus have more involvement of timing adjustments during construction projects and special events, i.e., the solar eclipse, holiday schedules.
- Technology Plan Improvements
- ATMS support, monthly planning
- Network security
- Division Timing
- CMAQ CCTV and City addition project – current project adding Blue Springs and Grandview
- ATSPM
- Regional Traffic Signal Map
- Advanced initiatives (SPaT, open data, systems), and daily operations (flash, buttons, detection)

<table>
<thead>
<tr>
<th>Program Funding Sources</th>
<th>Program Budget (2 years)</th>
<th>Program Budget (2 years)</th>
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</thead>
<tbody>
<tr>
<td>Original Project before 2010</td>
<td>$13.1 M</td>
<td>Less 50% local</td>
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<tr>
<td>ARRA Funding 2009-2010</td>
<td>$ 4.7 M</td>
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<tr>
<td>STP 2010/14 Operations (65/35)</td>
<td>$ 1.2 M</td>
<td>STP Funding Request 2021/22:</td>
</tr>
<tr>
<td>STP 2013 CCTV Project (65 cctv)</td>
<td>$ 500k</td>
<td>Kansas at 30% (212 signals)</td>
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<tr>
<td>STP 2015/16 Operations (50/50)</td>
<td>$ 1.1 M</td>
<td>Missouri at 70% (496 signals)</td>
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<tr>
<td>STP 2017/18 Operations (50/50)</td>
<td>$ 1.2 M</td>
<td></td>
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<tr>
<td>CMAQ 2017/18 Project</td>
<td>$ 632k</td>
<td></td>
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<tr>
<td>STP 2019/20 Operations (50/50)</td>
<td>$ 1.4 M</td>
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MARC’s website has a video you might want to watch. Also, we are working more with city design staff regarding the communications component to the traffic signals during construction. Recommend adding a comment in the construction contract that it needs to be done as it is a design piece often forgotten.

6. Regional Pedestrian Policy Plan
Early in 2017, MARC began work on a regional pedestrian policy plan. The draft plan is currently available on MARC’s website and input would be welcomed. Aaron Bartlett shared information about the Plan which has been a project for the Active Transportation Programming Committee. There are several programs with plans that include pedestrian policy; however, MARC saw the need to put all the information in one document to create a regional vision. The document explains information at both the regional and local levels. In 2016 we developed a local government pedestrian inventory from a survey that asked contacts how they looked at pedestrian investments. Based on responses from 34 jurisdictions, staff put together best practices and recommendations.

The plan provides a set of recommendations specific to regional programs and a set of recommendations what local government agencies can do:

- At the regional level we want to concentrate investments that would create more mobility, address barriers and look at increased resources.
- At the local level we recommend having pedestrian master plans, include sidewalks in your CID and have a priority process. Also, planning and zoning is important to make sure that the land use and build environment supports walking.

The draft plan is being shared with several MARC committees and in March the plan will be presented to the Total Transportation Policy Committee.

The plan will be an important piece of the regional 2050 transportation plan. We will be looking at performance measures, how well we are investing in concentrated areas and making them more walkable with access to transit. Aaron asked sponsors to consider the recommendations in the pedestrian policy plan during the 2018 call for projects programming process; however this will not be part of the scoring process. The committees will want to include scoring criteria for the next call for projects in 2020.

7. Other Business
Marc Hansen announced that nominations were recently opened for MARC’s Regional Leadership awards. An email would be distributed very soon regarding the process. The awardees are recognized during MARC’s annual meeting in June.

8. Adjournment
With no further business, the meeting adjourned at 10:40 a.m.

Next Meeting: May 10, 2018