OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE
Chuck Adams, Kansas Co-Chair
Carson Ross, Missouri Co-Chair
There will be a meeting of MARC’s Total Transportation Policy Committee on **Tuesday, January 15, 2019, 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
2. VOTE: December 18, 2018 Minutes*
3. VOTE: 2019 1st Quarter Amendment to the 2018-22 Transportation Improvement Program*
4. VOTE: Santa Fe, Oregon, and California National Historic Trails Concept Strategy Plan*
5. REPORT: City of Overland Park Planning Initiatives Update
6. REPORT: Jobs Access Surveys – Background, Findings and Next Steps
7. REPORT: Regional Transportation Plan 2050 (RTP2050) Update
8. REPORT: Household Travel Survey Update
9. Other Business
10. Adjournment

*Action Items

**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](#).
Members, Alternates Present-Representing
Councilman Chuck Adams, Wyandotte County Municipalities, KS Co-Chair
Mayor Carson Ross, Jackson County Municipalities, MO Co-Chair
Commissioner Jim Allen, Johnson County
Mike Brungardt, Johnson County Municipalities
Matt Davis, Jackson County
Richard Grenville, PortKC
Darren Hennen, Northland Chamber of Commerce
Tony Hofmann, City of Overland Park
Mary Jaeger, City of Olathe
Dick Jarrold, KCATA
Leonard Jones, Jackson County
Mike Krass, Cass County
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Teresa Loar, City of Kansas City
Robbie Makinen, KCATA
Jeff Martin, City of Kansas City
Michael McDonald, Leavenworth County Municip.
Mayor Mike McDonough, Jackson County Municip.
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Jack Messer, City of Overland Park
Dena Mezger, City of Lee’s Summit
Davonna Moore, KDOT
Eric Rogers, BikeWalk KC
Terry Rynard, City of Kansas City
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Griffin Smith, MoDOT
Commissioner Jim Walters, Unified Gov’t WyCo/KCK
Bruce Wilke, Jackson County

Others Present
Chuck Ferguson, KCATA
Randy Gorton, BHC Rhodes
Travis Hoover, City of Riverside
Dave Kocour, Hg Consult, Inc.
David Johnson, KCATA
Kristen Leathers, Affinis
Kevin Manning, City of Shawnee
Clarence Munsch, GBA
Greg Rokos, City of Raymore
Steve Schultz, Bartlett & West
Sarah Shafer, Leavenworth County

MARC Staff Present
Ron Achelpohl, Director of Transp. and Environment
Aaron Bartlett, Senior Transportation Planner
Karen Clawson, Principal Planner/Air Quality Program Manager
Beth Dawson, Senior Land Use Planner
Darryl Fields, Senior Transportation Planner
Amanda Graor, Chief Innovation Officer
Marc Hansen, Principal Planner
Tom Jacobs, Environmental Program Director
Laura Machala, Transportation Planner II
Martin Rivarola, Assistant Director of Transportation Land Use Planning
Drew Stiehl, Transportation Planner I
Ray Webb, Manager of Traffic Operations
Jermain Whitmore, Program Assistant
Eileen Yang, Transportation Modeling Manager
1) **Welcome/Introductions**
Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) **Approval of November 20, 2018 Meeting Summary***
There were no changes to the November 20, 2018 meeting summary. Mayor David Slater moved to approve the meeting summary, Mayor John Smedley seconded and the motion carried unanimously.

3) **2019 1st Quarter Amendment to the 2018-22 TIP for Public Review & Comment***
The proposed 2019 1st Quarter Amendment to the 2018-22 TIP includes 6 projects:

- 4 new projects to be added, including, but not limited to:
  - #180075 – K-32; Construct left turn lanes at 222nd St.
  - #280150 – I-70; Preliminary Engineering for the Turner Diagonal Interchange
  - #280151 – US-69; Intersection improvements at Central Ave
  - #380171 – I-35; Overhead sign structure on the southbound Ramp to old US-56

- 2 modified projects
  - #280144 – Repairs to RCB #534 (Mill Creek Drainage) 3.75 miles East of I-435
  - #380153 – I-35, Widening of NB & SB lanes from 0.4 miles south of 75th St to 0.2 miles south of 67th St.

Details of these projects are available for review on the Internet at: [http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/19Q1amend.aspx](http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/19Q1amend.aspx)

Commissioner Jim Allen moved to approve the release of the 2019 1st Quarter Amendment to the FFY 2018-2022 TIP for Public Review & Comment, Mayor Mike McDonough seconded and the motion carried unanimously.

4) **Policy on Unified Planning Work Program Modifications***
Under federal regulations, Metropolitan Planning Organizations are allowed the flexibility to make minor changes administratively to the UPWP without having to undergo a formal amendment to ensure timely implementation of resources and avoid unnecessary delay.

The Policy on Unified Planning Work Program Modifications identifies and documents the criteria used to categorize proposed modifications to the UPWP as either a formal amendment requiring public review or comment or as an administrative modification. The policy also establishes guidance for how each type of change will be processed and incorporated into the UPWP by MARC.

The proposed policy was distributed and discussed at the meeting

A committee member asked for clarity on the policy changes, and Mr. Hansen explained in-depth how it would affect the UPWP work.

Someone questioned if the outside agencies have to do an amendment as well if they are contracting some of their work out, and Mr. Hansen replied that it does not and this is primarily for MARC purposes using Federal consolidated planning grant funds.

Mayor Slater moved to approve the Policy on Unified Planning Work Program Modifications, Dick Jarrold seconded and the motion carried unanimously.
5) Updated 2019 Safety Performance Targets for the MARC metropolitan area*

MARC has elected to update regional targets, and core reasons include the need to harmonize significantly different statewide targets between Kansas and Missouri, and the fact that trends in the Kansas City region do not consistently align with statewide trends on either side of the state line. To develop the targets, MARC staff considered historical traffic safety trends, regional plans and programs, and emerging issues such as technology. The targets were developed in coordination with State DOTs and regional partners, and are consistent with safety targets in the adopted 2018-2022 Regional Safety Blueprint. The five recommended MPO safety performance targets represent a rolling 5-year average ending in 2019:

1. Number of fatalities — 203.6
2. Fatality rate per 100 million VMT — 0.948
3. Number of serious injuries — 1022.3
4. Serious injury rate per 100 million VMT — 4.782
5. Number of non-motorized fatalities and serious injuries — 106.0

A memo was attached with details recommended targets for each safety performance measure, and was discussed at the meeting.

Through Destination Safe, MARC is working with regional partners to improve traffic safety and implement strategies in the Regional Safety Blueprint. The Blueprint identifies specific strategies related to engineering, enforcement, education, and emergency response. MARC advances these strategies by prioritizing proven safety countermeasures when programming various types of federal transportation funding.

The recommended safety targets have been developed with input from the Destination Safe Leadership Team, the Transportation Safety Data Task Team, and the MARC Highway Committee.

There was inquiry into whether there are programs in place to help reach those goals, and Mr. Bartlett affirmed that there are counter measures already in place.

Mayor McDonough moved to approve the updated 2019 Safety Performance Targets for the MARC metropolitan planning area, Mayor Slater seconded and the motion carried unanimously.

6) Regional Transportation Safety Report

A total of 187 fatalities have been reported through this quarter, this is above the year-to-date 158 or fewer goal. The five-year average 2013-2017 period is 163.6. This year fatalities are up 14.3% over the five-year average. Averaging years normalizes annual variations and helps to reveal trends. The five-year rolling average changes as the last year drops off and the next year roles on.

The report compares fatalities by county for this period with the same period over the past five-years averaged. The month-by-month regional fatalities are compared to the five-year monthly average to provide a baseline. The 15 Focus Areas are categorized into Behavioral, Infrastructure and Special User. Pedestrian fatalities are atypically high; however, Impaired Driving and Distracted Driving are lower for this period. We will continue to monitor fatalities and report again in March of 2019.

The Destination Safe Leadership Team adopted the Kansas City Regional Transportation Safety Blueprint: Together Toward Zero 2018-2022.

A committee member requested a map of the data, and Mr. Bartlett agreed to send it out.
It was mentioned that more pressure needs to be put on the legislature to improve road conditions.

7) KCATA Strategic Plan and Regional System Redesign
KCATA has undertaken a strategic plan (Mobility Momentum 2021) that outlines a three-year work plan for the agency. The main objectives are to transform the Agency into a regional authority (work that has largely already been completed), create and deploy “mobility as a service” concepts to fill transportation gaps, and develop innovative funding models. The work plan contains three strategic areas of focus (ridership, revenue, and relationships) with 25 tactics for improvement. The Agency will track metrics quarterly. The vision established by the plan is to “deliver innovative solutions that enhance mobility and improve our community.” As indicated by its name, Mobility Momentum should be fully executed by 2021. The primary goals for FY 2019 are: 1) Improve customer satisfaction to 92%, 2) Reduce costs by 3%, 3) Reduce safety & security incidents by 15%, and 4) Improve employee engagement.

The Regional System Redesign, which the Agency will select a consultant to develop in 2019, will rethink mobility in the Kansas City area by 1) Enhancing end to end travel, 2) Implementing Smart Moves 3.0, 3) Implementing the KCATA Strategic Plan, 4) Building on existing innovations, 5) Integrating mobility systems, and 6) Using multiple modes and providers. By redesigning the system consistent with the Smart Moves vision, the metro area can have more fast and frequent service that will reduce travel time for most people. For those areas that are not as cost effective to serve with traditional transit, the Agency intends to explore non-traditional service options to provide mobility. A consultant will be selected to help come up with alternatives and develop the implementation plan. KCATA held a preproposal workshop on 12/11/18 and expects to begin the effort in February 2019.

Someone inquired if vets are riding the bus line & how does it work. Mr. Makinen responded that they have to get their card from the VA or other related agencies, and then they can ride for free which they have done in numbers that have exceeded initial expectations.

8) RideKC Bike: e-Bikeshare in Kansas City
Eric Rogers & Dick Jarrold shared more information on this new partnership, what it means for the BikeWalkKC-KCATA partnership moving forward, and how this new asset will improve mobility in greater Kansas City.

The KCATA and BikeWalkKC have partnered with Drop Mobility to bring e-Bikes to Kansas City. By spring 2019, around 150 e-bikes will join the region’s bikeshare fleet.

Branded under the RideKC brand as “RideKC Bike,” this mobility solution will add an additional transportation option for users who may be uncomfortable bicycling on city streets without electric assistance up large hills or on streets with heavier traffic.

There was a question regarding if they are considering jurisdictions with bike lanes and those that do not, and Mr. Rogers answered that they have to see if that jurisdiction wants the e-bikes, then work to see how it can be integrated into their system(s).

9) KS Transportation Vision Taskforce – Initial Recommendations
From August to November 2018, the task force convened nine regional meetings to gather stakeholder input, and members participated in a two-day session to draft recommendations.

The Task Force has completed their statewide meetings and has developed initial recommendations from their assessment of testimony provided from August to December. They are scheduled to issue a final report to the Legislature in January. A high-level overview of task force recommendations is included in the next page. Key recommendations are to provide adequate funding to maintain the state highway system, complete all projects recommended in the TWORKS program, increase funding for other modes, consider restricting use of
transportation taxes to transportation uses, and consider new sources of revenue for transportation needs in the state. More information is available at: http://www.kslegresearch.org/KLRD-web/Committees/Committees-JtLegTrnsprtnVisionTF.html

10) Vehicle Registration Fees as a Source for State Transportation Funding

Missouri
With the defeat of Proposition D, one alternative option that has been discussed by lawmakers is an increase to the vehicle registration fees and a switch from a scale based on taxable horsepower to a scale based on fuel economy (MPG). Missouri is currently the only state to base VRF on horsepower. However, vehicle registration fees based on fuel economy—where higher fuel economy means higher fees—may be a disincentive to increase market saturation of electric and hybrid-electric vehicles.

Kansas
The Kansas Joint Legislative Transportation Vision Task Force has completed their statewide meetings and has developed initial recommendations from their assessment of testimony provided from August to December. Supporting a recommendation to increase overall funding, one option being discussed includes a special fee on electric vehicles (EV). Currently, 20 states institute such fees for EV and hybrid-EVs, with some states providing discounted vehicle registration rates for these types of vehicles.

MARC recognizes the need to increase transportation funding in both states and supports all users paying a fair share for maintenance and further development of the transportation system. However, with data from the 2018 ozone season showing that the Kansas City region is one part per billion (ppb) away from violating EPA health-based ozone standard, all funding alternatives should consider potential impacts to air quality and contribution to carbon emissions that impact our climate.

11) Operation Green Light Program Update
Ray Webb provided an update on recent program accomplishments and upcoming projects at the meeting. Operation Green Light (OGL) is a regional effort to coordinate the operation of over 700 traffic signalized intersections on high-volume, inter-jurisdictional arterial roadways with 26 agencies throughout the Kansas City region. Administered by MARC, the OGL program provides and maintains real-time data communications with each intersection and manages the regionally shared Advanced Traffic Management System software. OGL also hosts on its server over 100 closed circuit television (CCTV) cameras for many of the area agencies that support the oversight of traffic signal operations, identification of signal malfunctions and incident management. OGL continues to grow in its capacity to coordinate operations with the Kansas City Scout freeway management system to support traffic incident management activities ranging from unplanned events to regional roadway construction work.

Better traffic signal timing reduces unnecessary signal delay, resulting in improved traffic flow and air quality. The total annual program operating costs for OGL are approximately $1.1 million and utilize federal Surface Transportation Program and other funds coming from the 26 partner agencies.

12) FHWA Climate Adaptation Grant
Tom Jacobs provided an overview of the grant, with potential future implications for the regional transportation plan. MARC is working in partnership with Kansas State University to model flood risks to transportation facilities in the Blue River watershed, and then to evaluate watershed mitigation strategies to offset identified risks. The project was framed in ways to integrate with the Integrated Blue River Watershed Feasibility Study being carried out in partnership with Johnson County, Kansas and Kansas City, Missouri. Project recommendations will be evaluated for inclusion in the watershed study, in the regional transportation plan, and the regional hazard mitigation plan, as appropriate.
One of the committee members asked when they should expect the recommendations, and Mr. Jacobs replied that there is another year of work, but will have soon after that.

13) Annual Policy Review
The committee processes ensure that federal, state and local funds available to the metropolitan area are invested in ways that benefit the region and local communities. The MARC Board of Directors has approved the attached Conflict of Interest and Whistleblower policies, to provide guidance to the participants in MARC committees regarding conflicts of interest and actions to take in those circumstances, and on processes to report any wrongdoing in the administration of MARC’s work.

Members of the MARC Board of Directors and the committees that support the Board are expected to review the policies annually.

The policies are intended to supplement, but not replace, any state or federal laws that govern conflicts of interest in public, non-profit, and charitable organizations and that govern the reporting of wrongdoing.

14) Other Business
- Mr. Achelpohl reminded everyone that the RTP2050 Criteria Evaluation Workshop will take place today in the MARC Board Room at 2:30pm.
- Two projects in the region were recently awarded federal BUILD grants, the I-70 interchange at Turner Diagonal in Kansas City, Kansas and the US-169 Buck O’Neil Bridge in Kansas City, Missouri.
- TTPC members will be asked about participating on planning subcommittees in 2019.

15) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held January 15, 2019.
ISSUE:
VOTE: 2019 1st Quarter Amendment to the 2018-22 Transportation Improvement Program

BACKGROUND:
The Transportation Improvement Program (TIP) is the region’s short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the TIP on a quarterly cycle to accommodate changes to projects in the TIP.

The proposed 2019 1st Quarter Amendment to the 2018-22 TIP includes 6 projects:

- 4 new projects to be added, including, but not limited to:
  - #180075 - K-32; Construct left turn lanes at 222nd St.
  - #280150 - I-70; Preliminary Engineering for the Turner Diagonal Interchange
  - #280151 - US-69; Intersection improvements at Central Ave
  - #380171 - I-35; Overhead sign structure on the southbound Ramp to old US-56

- 2 modified projects
  - #280144 - Repairs to RCB #534 (Mill Creek Drainage) 3.75 miles East of I-435
  - #380153 - I-35, Widening of NB & SB lanes from 0.4 miles south of 75th St to 0.2 miles south of 67th St.

Details of these projects are available for review on the Internet at: [http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/19Q1amend.aspx](http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/19Q1amend.aspx)

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. No comments from the public were received.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
Approve the 2019 1st Quarter Amendment to the FFY 2018-2022 TIP.

STAFF CONTACT
Marc Hansen
ISSUE:
VOTE: Santa Fe, Oregon, and California National Historic Trails Concept Strategy Plan

BACKGROUND:
Over the past 18 months, MARC has worked with the National Park Service, local governments and local trails organizations to prepare a strategy concept plan for retracing the three historic trails through the Kansas City region – Santa Fe, Oregon and California. The purpose of the project is to create a system alignment that once implemented at the local level could be used by the public to explore these historic routes and connect with historic and community assets. The full report and executive summary are on the MARC website at http://marc.org/Environment/MetroGreen-Parks/Current-Projects/Historic-Trail-Retracement

The plan incorporates three historic trails through the following communities:

Jackson County: Sugar Creek, Independence, Raytown and Kansas City

Johnson County: Leawood, Overland Park, Olathe, Gardner, Lenexa, Prairie Village, Westwood, and Fairway

If recommended by TTPC, the MARC Board will be asked to adopt the plan and incorporate it as part of future Metropolitan Transportation Plans. Local communities will be asked to consider passing a resolution in support of the plan, and to determine how to incorporate the plan’s recommendations into local plans and policy documents.

POLICY CONSIDERATIONS
The plan would be used as resource in evaluating and scoring projects proposed for federal transportation funding.

COMMITTEE ACTION
Presentations have been made to the Bicycle Pedestrian Advisory Committee, Total Transportation Policy Committee and Sustainable Places Policy Committee.

RECOMMENDATION
Adopt the Santa Fe, Oregon and California National Historic Trails Concept Strategy Plan as an input to future Metropolitan Transportation Plans, and for use as an Active Transportation Plan to review projects for the transportation programming process.

STAFF CONTACT
Marlene Nagel
ISSUE:
REPORT: City of Overland Park Planning Initiatives Update

BACKGROUND:
The City of Overland Park completed a community vision and strategic plan, ForwardOP, in late 2018. The plan establishes a targeted, long-term direction for Overland Park and considered all aspects of its community life. It outlined a path for the City’s next 20-25 years. All of the city’s other plans will be aligned with it so the vision will impact Overland Park’s future transportation, land use and economic development actions.

During the development of ForwardOP, the City also completed two 2017 Planning Sustainable Places projects, an Event and Transportation Hub in historic Downtown Overland Park and Vision Metcalf: The College Boulevard Node. The project in Downtown Overland Park evaluated the development of a mobility hub in the Downtown along with enhancements for the Farmer’s Market and potential event space. The Vision Metcalf project evaluated improvements to transition the College Boulevard corridor between Metcalf Avenue and Nall Avenue into an active urban landscape that encourages a “third work space”, characterized by a diversity of daily experiences through open space engagement, pedestrian movement, and the introduction of retail and food amenities.

Updates on all of these planning initiatives will be provided by Jack Messer, Director, Planning and Development Services.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACT
Beth Dawson
Martin Rivarola
ISSUE:
REPORT: Jobs Access Surveys - Background, Findings and Next Steps

BACKGROUND:
The Regional Transportation Plan 2050 envisions Greater Kansas City as a region of opportunity with a robust economy. The Smart Moves Regional Transit and Mobility Plan supports this vision with a focus on jobs access. Employment centers in the region that have significant job access challenges tend to be light industrial. These areas that are far from population centers and with little or no transit service, many employers are finding it hard to fill open positions. At the same time, transportation challenges make it difficult for many workers to get to these available jobs.

In order to bridge the gap between job seekers with transportation barriers and the employers wishing to hire them, Mid-America Regional Council, in partnership with the Wyandotte County Community Health Improvement Project, the Platte County Economic Development Council and other regional partners distributed two sets of surveys.

The Job Seeker Transportation Survey asked people looking for work how they planned to get to a job, what transportation challenges they have experienced and how those challenges affected their employment, and how willing they are to share rides.

The Workforce Transportation Survey asked employers in five industrial areas about the negative business impacts resulting from employee transportation challenges, and which broad categories of solutions would be the most appealing to them.

Survey results will inform the development of a “toolkit” of solutions for individual employers’ immediate use and potential collective solutions such as an employer shuttle or multi-employer vanpooling. The final report will be available in February.

BUDGET CONSIDERATIONS
None.

RECOMMENDATION
None. Information only

STAFF CONTACT
Jenny O’Brien
Karen Clawson
ISSUE:
REPORT: Regional Transportation Plan 2050 (RTP2050) Update

BACKGROUND:
The Mid-America Regional Council (MARC) is responsible for developing and maintaining a metropolitan transportation plan (MTP) to guide federal investments and serve as a blueprint for managing the region’s transportation system. Transportation Outlook 2040, the current MTP, was adopted in 2015 and the next plan will be due by June of 2020. MARC is now working to develop the regional transportation plan for 2050, “RTP2050”. The RTP must include financially constrained regionally significant projects. As a major next step towards completion of RTP2050, MARC will be deploying a process to develop this listing of projects over various months in 2019. At the upcoming TTPC meeting, MARC Staff will further report on upcoming future steps, which include:

January 2019:
MARC staff will work with Committees/stakeholders to reach consensus on appropriate solutions for regional needs.
• Develop initial MARC generated project list.
• Review Project Scoring Criteria for “Call for Projects”.

February:
• Present to Steering Workgroup/TTPC/Board to seek concurrence.
• Launch “Request for comments/Call for Projects”.

POLICY CONSIDERATIONS
The plan identifies needs and budget federal transportation funds that the metro area expects to receive over the next three decades. Currently, TO2040 contains:
• Vision: a long-term vision for the region’s transportation system.
• Goals and strategies: what we want to achieve by the year 2040 and how we plan to do it.
• Transportation projects: major regional transportation investments to help accomplish goals.

Once adopted, updated policies/goals and strategies identified in the MTP will guide transportation investments in our region in future years. For more information, please see: www.marc.org/2050

COMMITTEE ACTION
Sustainable Places Policy Committee, Air Quality Forum, Regional Transit Coordinating Council, Highway, Bicycle Pedestrian Advisory Committee, Aviation, Goods Movement, Technical Forecast Committee, and the MARC Board of Directors have all participated in prior discussions to support this work.

RECOMMENDATION
None. Information Only.

STAFF CONTACT
Martin Rivarola
ISSUE:
REPORT: Household Travel Survey Update

BACKGROUND:
MARC periodically conducts regional household travel surveys to obtain detailed information about the socio-economic characteristics and travel behavior of persons living in the Greater Kansas City region. The information collected is used as the foundation for developing travel demand forecasts, a key requirement of federal metropolitan transportation planning regulations. The last regional household travel survey was completed in 2004, and since that time the region has experienced significant shifts in travel behavior due to changing demographics, generational preferences, and the emergence of new modes such as transportation network companies (i.e. Uber and Lyft), bike share and the KC Streetcar.

MARC, in partnership with KDOT and MoDOT, have contracted with Westat to conduct this work. In addition to updating regional travel behavior information, this project will include the development of a methodology for comparing household survey data with results produced by the Sidewalk Labs Replica model (and similar products using mobile device data). The project is anticipated to last approximately 12 months, and will be completed by late-2019.

Within the next few weeks, Westat will initiate testing of the survey materials by mailing test versions to 2,500 households within the region. Based on feedback on these materials, the contractor plans to distribute the actual survey materials in spring of 2019. MARC staff will provide more detail about this initiative at the meeting.

POLICY CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only

STAFF CONTACT
Martin Rivarola
Eileen Yang