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, April 17, 2018, at 9:30 a.m. in the Board Room on the second floor of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

AGENDA

1. Welcome/Introductions
2. VOTE: March 20, 2018 Minutes*
3. VOTE: Transportation Outlook 2040 Amendment #6*
4. VOTE: 2018 Unified Planning Work Program – Amendment #1*
5. VOTE: 2018 2nd Quarter Amendment to the 2018-22 Transportation Improvement Program*
6. VOTE: Changes to the MARC Roadway Functional Classification System*
7. VOTE: 2018 Special Amendment #1 to the 2018-22 TIP for Public Review & Comment*
8. VOTE: 2018 Unified Planning Work Program – Amendment #2 for Public Review & Comment*
9. VOTE: Regional Pedestrian Policy Plan*
10. REPORT & VOTE: Comments on Draft Missouri 2018 Long-Range Transportation Plan Update*
11. REPORT: 2018 Call for Projects Update
12. REPORT: Regional Safety Report
13. REPORT: Kansas City Regional Intelligent Transportation Systems Architecture Update
14. Other Business
15. 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
Mayor Carson Ross, Jackson Co. Mun., MO Co-Chair
Commissioner Jim Allen, Johnson County
Mike Brungardt, Johnson County Municipalities
Matt Davis, Jackson County
Richard Grenville, PortKC
Bob Heim, Platte County
Darren Hennen, Northland Chamber of Commerce
Tony Hofmann, City of Overland Park
Dick Jarrold, KCATA
Gary Lathrop, Cass County Municipalities
Michael McDonald, Leavenworth County Municip.
Mark McHenry, City of Kansas City
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Davonna Moore, KDOT
Mark Randall, City of Independence
Eric Rogers, BikeWalk KC
Kite Singleton, Regional Transit Alliance
Mayor John Smedley, Platte County Municipalities
Griffin Smith, MoDOT
Tim Vandall, Leavenworth County Municipalities
Geoffrey Vohs, Johnson County
Commissioner Jim Walters, Unified Gov’t WyCo/KCK
Beccy Yocham, Johnson County Municipalities

MARC Staff Present
Ron Achelpohl, Director of Transp. and Environment
Karen Clawson, Senior Transportation Planner
Beth Dawson, Senior Land Use Planner
Darryl Fields, Senior Transportation Planner
Amanda Graor, Principal Planner/AQ Program Manager
Marc Hansen, Principal Planner
Jim Hubbell, Principal Planner
Laura Machala, Transportation Planner II
Marlene Nagel, Director of Community Development
Martin Rivarola, Assistant Director of Transportation
Land Use Planning
Andrew Stiehl, Transportation Planner I
Amy Strange, Public Affairs Coordinator II
Shawn Urbach, Travel Modeler I
Jermain Whitmore, Program Assistant

Others Present
Erin Burroughs, God’s Will In Action
Mary Cyr, Mattie Rhodes Center
Trent Dansel, Olsson Associates
Chuck Ferguson, KCATA
Zach Flanders, Unified Gov’t WyCo/KCK
Tom Gerend, Kansas City Streetcar
Terri Griffen, Clay County
Tayler Hammersmith, KC Chamber
Nan Johnston, City of Parkville
Debby Laufer, Community Service League
Kristen Leathers, Affinis
Ken Miller, City of Lansing
Kristen Murray, KC Chamber
Joe Reardon, KC Chamber
Steve Schultz, Bartlett & West
Allison Smith, KDOT
Shawn Strate, KCATA
Brent Thompson, Unified Gov’t WyCo/KCK
Matthew Volz, HDR
John Zimmerman, TranSystems
1) **Welcome/Introductions**
Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) **Approval of January 16, 2018 Meeting Summary**
There were no changes to the January 16, 2018 meeting summary. Mike Brungardt moved to approve the meeting summary, Janet McRae seconded and the motion carried unanimously.

3) **Release 2018 2nd Quarter Amendment to the 2018-22 TIP for Public Review & Comment**
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 2018 2nd Quarter Amendment to the 2018-22 *TIP* includes 16 projects:

- 7 new projects to be added, including, but not limited to:
  - #280141 – I-35 in Wyandotte County: Allow Bus on Shoulder Operations
  - #634075 – Buckner-Tarsney Bridge Modifications
- 9 modified projects
  - Scope
  - Schedule
  - Budget

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/18Q2amend.aspx](http://www.marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/18Q2amend.aspx)

MARC’s Public Involvement Plan requires that proposed amendments to the *TIP* be released for public review and comment prior to adoption.

All of the projects in the proposed 2nd quarter amendment are financially constrained.

The Missouri STP Priorities Committee approved modifications to #627019 at their meeting on January 9, 2018.

Mark McHenry moved to **approve the release of the 2018 2nd Quarter Amendment to the FFY 2018-2022 TIP for public review & comment**, Beccy Yocham seconded and the motion carried unanimously.

4) **Release 2018 Unified Planning Work Program – Amendment #1 for Public Review & Comment**
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.

The proposed 2018 UPWP Amendment #1 will make the following modifications:

- Revise task 2.7, Regional Household Travel Survey, to reduce 2018 Missouri Consolidated Program Grant (CPG) expenditures by $171,421. This amount of 2019 Missouri CPG will be included for the project when the 2019 MARC UPWP is developed.
- Revise task 2.3, Modeling/Forecasting Activities, to include $30,000 for contractual services related to the implementation of the UrbanSim modeling platform using the 2018 funding released from the first item.
• Revise task 5.2, Transportation Technology Planning and Integration, to increase CPG funding in 2018 for the Regional ITS Architecture Update by $65,778 using the 2018 funding released from the first item.
• Adjust individual task budgets to account for an overall increase in staff expenditures of $86,343.
• Reduce the MARC operating budget by $10,700 and reallocate to the items described above.
• Adjust the MARC consultant budget in Appendix C, Schedule 3 to reflect the consultant contract budget changes in tasks 2.3 and 5.2 described above;
• Add a new task for the Buck O’Neil Bridge Replacement Environmental Assessment
• Add a new task funded through the Missouri Traffic Engineering Assistance Program (TEAP) to the Appendix E – Related Activities
  o E.5 - Lightburne and Mill Street Intersection Study – Liberty, MO

The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2018_UPWP_Amend1.aspx. These revisions result in changes to MARC’s budget and work activities for 2018 and should be released for public review and comment.

Projects conducted through the UPWP may influence or result in changes to established transportation policies, plans and programs.

The amendment results in a shift of $171,421 of 2018 Missouri CPG funds from task 2.7 to 2019 and reallocates the 2018 funds to other tasks in the 2018 UPWP.

It was asked if the task for the Buck O’Neil Bridge Environmental Assessment will add anything to the timeline, and Mr. Hansen answered that it would not, but documents the activities that will take place under it, as well as identifying local and federal funds used. Mr. Achelpohl added that this is the next step in project development that needs to take place before the design build project can proceed, and reflects the cost share agreement between MoDOT and Kansas City for the environmental study.

Sherri McIntyre moved to approve the release of Amendment #1 to the 2018 UPWP for Public Review & Comment, Mayor Smedley seconded and the motion carried unanimously.

5) Release Transportation Outlook 2040 Amendment #6 for Public Review & Comment*

In June of 2015, the MARC Board of Directors approved an update to Transportation Outlook 2040, the Kansas City region’s long-range, Metropolitan Transportation Plan (MTP). It is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next 25 years. Transportation Outlook 2040 describes the current and evolving surface transportation needs of the metropolitan area and identifies $33.1 billion in transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. Amendments are made to Transportation Outlook 2040 as new projects, funding, or programs arise and MARC’s Public Participation Plan requires that proposed amendments to the MTP be released for public review and comment.

MARC is initiating two amendments to the plan and has received two additional project addition request to amend Transportation Outlook 2040. The details of proposed Amendment #6 appear below.

a. Amend project 808: Phase II KC Streetcar Extension – Main Street Extension (Amended project currently listed on unconstrained project listing as “Urban Rail: Phase II)

• Sponsor: Kansas City Streetcar Authority, in partnership with Kansas City Area Transportation Authority, City of Kansas City, Mo., and PortKC
• Description: Planned southerly Main Street extension of KC streetcar to the vicinity of University of Missouri, Kansas City.
• Category: Transit
• **Cost**: $275m  
• **Period**: 2021-2030  
• **Action**: Add project 808 to the list of financially constrained list of projects.  
• **Financial Constraint:** The financial analysis in Transportation Outlook 2040 includes local and federal revenues to support the additional cost. Local revenues would be generated through sales and property tax assessments within a Transportation Development District, revenues generates through PortKC, and funds from Kansas City, Mo. Federal funding includes grants from the Federal Transit Authority or other federal sources. The financial constraint table for streetcar in Appendix E will be amended as follows in the next item.

**b. Add project 3020: Phase II KC Streetcar Extension – Riverfront Extension**  
• **Sponsor**: Kansas City Streetcar Authority, in partnership with Kansas City Area Transportation Authority, City of Kansas City, Mo., and PortKC  
• **Description**: Northern planned riverfront extension to the vicinity of the Berkeley Riverfront and I-29/I-35.  
• **Category**: Transit  
• **Cost**: $40m  
• **Period**: 2021-2030  
• **Action**: Add project 3020 to the list of financially constrained list of projects.  
**Financial Constraint:** The financial analysis in Transportation Outlook 2040 includes local and federal revenues to support the additional cost. Local revenues would be generated through sales and property tax assessments within a Transportation Development District, revenues generates through PortKC, and funds from Kansas City, Mo. Federal funding includes grants from the Federal Transit Authority or other federal sources. The financial constraint table for streetcar in Appendix E will be amended as follows.

**Figure E-14: Financial constraint of streetcar, 2015–2040**

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c. **Addition of the Public Transit – Human Services Transportation Coordination Plan (Coordinated Plan) to the Transportation Outlook 2040 as an appendix.**  
The Coordinated Plan, a plan required by the Federal Transit Administration for the purposes of programming FTA Section 5310 funds, defines goals and strategies regarding special transportation services (including but not limited to ADA Paratransit) and programming for older adults and individuals with disabilities. This plan, originally embedded in Public Transit element of Transportation Outlook 2040, has been updated as a stand-alone document.

The Mobility Advisory Committee recommended adoption of the Coordinated Plan on March 6, 2018. The Regional Transit Coordinating Council will recommend its adoption on March 14, 2018. The draft of the Coordinated Plan can be found here (under Documents):  
http://marc.org/Transportation/Committees/Transportation-Committees/Mobility-Advisory-Committee

d. **Updated Public Transportation element (Chapter 5) of the plan.**
The Public Transit element of Transportation Outlook 2040 (Chapter 5) has been updated to reflect the recently adopted Smart Moves 3.0 Regional Transit and Mobility Plan. Additionally, the chapter has been updated to include more recent data for charts and tables, where possible. The updated draft of the Public Transit element can be found here: 
http://marc.org/Transportation/Committees/pdf/5-0_PublicTransportation_updated.pdf

The Coordinated Plan dictates the programming of FTA Section 5310 funding.

Regarding amendment 6c, the Mobility Advisory Committee recommended adoption of the Coordinated Plan on March 6, 2018. The Regional Transit Coordinating Council will recommend its adoption on March 14, 2018.

There was a question if it is any priority on items A versus items B, and Mr. Gerend responded that they are moving parallel with each other at the moment, and are both targeting different federal & local sources. The goal is to continue have them moving together at the same pace.

Dick Jarrold moved to approve the Release of Amendment #6 to Transportation Outlook 2040 for Public Comment & Review, Gary Lathrop seconded and the motion carried unanimously.

6) Proposed TTPC Bylaws Change*
At the 2017 federal certification review of the metropolitan planning process, it was recommended that the Kansas City Streetcar Authority (KCSA) be formally recognized as a provider of public transportation in greater Kansas City. The KCSA has been added to the Memorandum of Understanding for the Kansas City metropolitan planning area but is not currently represented on TTPC.

Staff proposes to add one (1) voting member and one (1) alternate for KCSA to TTPC for a total of forty-nine (49) voting members as shown in the attached document.

TTPC bylaws require 14 day notice of the existing membership before amendments to the bylaws can be discussed or approved. Proposed changes were provided with the January 16, 2018, meeting agenda.

The current bylaws are available at: http://www.marc.org/Transportation/Committees/agendas/TTPC/TTPC_Bylaws_updated01282015.aspx

The TTPC bylaws were last revised in 2012 to add Miami County to the Kansas City metropolitan planning area.

There was inquiry if the number for quorum would change because of this or stay the same, and Mr. Achelpohl remarked that there are no recommended changes to the quorum.

Kite Singleton moved to approve to revise the TTPC bylaws to add one (1) voting member and one (1) alternate for the Kansas City Streetcar Authority to the committee, Janet McRae seconded and the motion carried unanimously.

7) Greater Kansas City Chamber of Commerce Big5 Transportation Initiative
Chamber President and CEO Joe Reardon will provided an update on the initiative. The Greater Kansas City Chamber of Commerce recently announced that “Building KC’s innovative regional transportation solutions” is the KC Chamber’s new Big 5 goal for the region.

The two priorities of the new Big 5 goal are to develop an integrated transit system that results in improved job access, and to become a national leader in multimodal transportation innovation.
As part of the new Big 5, the Chamber has initiated a partnership with Google on a new Urban Mobility Platform. Kansas City is one of a handful of global cities chosen by Google for the pilot project.

It was mentioned that the Freight Movement Committee struggles with participation from business, and with the Chamber shifting its focus to transportation, the question was asked how would that relationship evolve and if some of the chamber members would begin participating on the committee. Mr. Reardon noted that they have a couple members who are interested in being engaged in the freight dialog, but suggested that they get together to further discuss it, and determine who would serve best on the committee and would work with them directly.

There was an inquiry if the technology being used can tell which type of vehicle is being driven, and Mr. Reardon commented that it does not at the moment; however, they are currently looking into it and have made the request.

There was a question if there is any way to analyze and connect it to the SmartMoves plan, and Mr. Reardon responded that they are working with Google to incorporate the information we already have available. Mr. Achelpohl added that the advisory committee has provided several request related to the transit data in the system, and we are learning as we go. At the moment, there is no way to overlay an entire regional plan into the tool, but it is more so location specific.

A committee member asked about the geographic extent of the Google data, and if it also include Lawrence. Mr. Reardon answered that it does not at the moment; however, they are looking to add more areas, such as Lawrence.

8) 2017 Planning Sustainable Places Project Update
Shawn Strate provided an overview of three Kansas City Area Transportation Authority projects which received funding in 2017 and the impact that the projects are having. The Kansas City region’s vision of vibrant, green and connected centers and corridors is central to both the Creating Sustainable Places initiative and Transportation Outlook 2040 (TO2040), the region's long-range transportation plan.

The PSP Program represents a key implementation mechanism for numerous related adopted plans, including TO2040. The STP funding for the FY 2017 round was $1,800,000 with $1,200,000 in Kansas Surface Transportation Program funds and $600,000 in Missouri Surface Transportation Program funds. The STP funds were awarded to MARC and awarded to jurisdictions and government agencies through a competitive process.

Mr. Strate provided details about the Leavenworth Transit plan, the Southwest Johnson County Transit plan and a brief synopsis of the 75th & Metcalf accessibility study. Leavenworth will be applying for rural transit dollars to begin a new route. For the Southwest Johnson County project a revision of route 595 effective in April will provide additional service including the introduction of Saturday service. Additionally service connecting the Three Trails Transit Center and the Logistic Park is scheduled to begin July 2018.

It was asked if there will be some bus on shoulder, and Mr. Strate responded that they have some plans to do some of those as well. There was a question concerning what kind of transit facilities will there be at their destination points in the Southwest Johnson County area that was discussed, and Mr. Strate remarked that starting off, they will be basic bus stops with the sign on the poll, but will evolve over time as they learn more about transit in that area.

9) Development of Regional Transportation Plan 2050 (RTP 2050)
As the Kansas City region’s federally designated metropolitan planning organization, the Mid-America Regional Council (MARC) (MARC) is required to develop and maintain a long-range metropolitan transportation plan for federal transportation investments over a 20-year+ plan horizon. The Metropolitan Transportation Plan (MTP)
serves as a blueprint for managing the region’s transportation system. The current MTP, Transportation Outlook 2040 (TO2040), was adopted in June of 2015 and the next MTP will be due by June of 2020.

MARC has initiated the process to develop the next metropolitan (Regional) Transportation Plan 2050 (RTP2050). During the next two years, MARC committees and staff will continue to work with local government planners, elected officials, regional stakeholders and the public to update the plan.

Staff will provide an update to the committee on major objectives, upcoming milestones and completed activities, which include:

- Needs Assessment
- Public Engagement Activities
- Revised Policy Goals & Framework

For more information, please see: www.marc.org/2050

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, policies/goals and strategies identified in the MTP guide transportation investments in our region in future years.

10) **Santa Fe, Oregon, and California National Historic Trails Concept Strategy Plan**
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 draft plan is in the final stages of review https://marccs-my.sharepoint.com/:b:/g/personal/mnagel_marc_org/Ef9sBkmGyhNMj62ReYeluwkB_Fx2KUCCEOXTgRNXOrTw?e=4%3AlpmvT8. 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

Once finalized, the MARC Board will be asked to adopt the plan and incorporate it as part of the Regional MetroGreen Greenway Trails Plan. 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.

The Total Transportation Policy Committee and MARC Board will be asked later this spring to recommend amending the MetroGreen plan to incorporate this National Historic Trails Concept Strategy Plan into that regional plan.

Presentations are being made to the Bicycle Pedestrian Advisory Committee, Total Transportation Policy Committee and Sustainable Places Policy Committee prior to MARC Board action being requested.
11) Autonomous and Connected Vehicle Planning Process
Amanda Graor provided an update on the strategic framework development process and timeline for finalization of the framework and corresponding whitepaper development.

Automated Vehicle (AV) technologies are rapidly advancing and present significant opportunities, as well as challenges, to personal, commercial and public transportation networks. The Mid-America Regional Council (MARC) has initiated a planning process to develop a strategic framework to assist the region in setting goals and advancing strategies to support the successful deployment of new transportation technologies.

The suggestion was made that as discussions go forth regarding broadband being installed along the roadway, that everyone keep in mind right of way use, and other factors that could be effected by it being installed.

12) Other Business
- Mr. Achelpohl reminded everyone that the final public meetings for Beyond The Loop study will take place tomorrow in the MARC Board room from 4:30pm to 6:30pm, and Thursday, March 22nd at the iWerx facility in North Kansas City at the same time. Mr. Rivarola interjected that there will also be a virtual open house for those who aren’t able to attend in person, and the link for that will be on the study website.
- Mr. Achelpohl mentioned that the deadline for STP/CMAQ applications is this Friday, March 23, 2018 at 4:00pm.

13) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held April 17, 2018.
BACKGROUND

In June of 2015, the MARC Board of Directors approved an update to Transportation Outlook 2040, the Kansas City region’s long-range, Metropolitan Transportation Plan (MTP). It is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next 25 years. Transportation Outlook 2040 describes the current and evolving surface transportation needs of the metropolitan area and identifies $33.1 billion in transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement.

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MARC is initiating two amendments to the plan and has received two additional project addition request to amend Transportation Outlook 2040. The details of proposed Amendment #6 appear below.

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b. Add project 3020: Phase II KC Streetcar Extension – Riverfront Extension

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- **Description:** Northern planned riverfront extension to the vicinity of the Berkeley Riverfront and I-29/I-35.
- **Category:** Transit
- **Cost:** $40m
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The Mobility Advisory Committee recommended adoption of the Coordinated Plan on March 6, 2018. The Regional Transit Coordinating Council will recommend its adoption on March 14, 2018. The draft of the Coordinated Plan can be found here (under Documents):
http://marc.org/Transportation/Committees/Transportation-Committees/Mobility-Advisory-Committee

d. Updated Public Transportation element (Chapter 5) of the plan.

The Public Transit element of Transportation Outlook 2040 (Chapter5) has been updated to reflect the recently adopted Smart Moves 3.0 Regional Transit and Mobility Plan. Additionally, the chapter has been updated to include more recent data for charts and tables, where possible. The updated draft of the Public Transit element can be found here:
http://marc.org/Transportation/Committees/pdf/5-0_PublicTransportation_updated.pdf

POLICY CONSIDERATIONS
The Coordinated Plan dictates the programming of FTA Section 5310 funding.

MARC’s Public Participation Plan requires that proposed amendments to the MTP be released for public review and comment prior to adoption. Forty-four (44) comments regarding three projects were received from the general public. The comments and proposed responses have been included for your reference.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
Regarding amendment 6c, the Mobility Advisory Committee recommended adoption of the
Coordinated Plan on March 6, 2018. The Regional Transit Coordinating Council will recommend its adoption on March 14, 2018.

RECOMMENDATION
Approve Amendment #6 to Transportation Outlook 2040.

STAFF CONTACTS
Karen Clawson
Martin Rivarola
Drew Stiehl
Laura Machala
Comments Received Regarding Amendment #6 to Transportation Outlook 2040

Total Comments: 44

Supporting amendment: 43
- Relating to Streetcar: 43
- Relating to Coordinated Plan: 1
- Relating to Updated Public Transportation Chapter: 0

Opposing amendment: 1 (Comment #11)
- Relating to Streetcar: 1

COMMENT #1

April 6, 2018

Ron Achelpohl
Director of Transportation
Mid-America Regional Council
600 Broadway, Suite 200
Kansas City, MO 64105

RE: Support for KC Streetcar MTP Amendments related to projects #808 and #3020

For the past twelve months a regional partnership consisting of the Kansas City Streetcar Authority, Ride KC, the City of Kansas City, Missouri, and Port KC have advanced detailed planning and financial analysis to more fully define and detail the next phase of streetcar expansion in support of the region’s recently adopted Smart Moves Regional Transit Plan. This work and the next phases of planned expansion are included and reflected in projects #808 (Main Street Extension) and Project #3020 (Riverfront Extension) within the currently proposed MARC MTP amendment.

This regional partnership and specifically the Kansas City Streetcar Authority would like to communicate strong support for the proposed MARC amendment to the region’s Metropolitan Transportation Plan (MTP) and the inclusion of these projects on the region’s list of financially constrained projects. These proposed plan amendments support our regional transit plan, will allow this work to advance to the next phase of project development, and position projects to be eligible for related federal grant programs which will be necessary to support implementation.

For the reasons mentioned above we would like to communicate our strong support for the proposed plan amendments as proposed. Thank you for your consideration and support.

Sincerely,
Tom Gerend
Executive Director
KC Streetcar Authority
PROPOSED RESPONSE:

Dear Mr. Gerend,

Thank you for your letter of support regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your letter was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your letter of support regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #2

From: Michael Hopkins
Subject: Streetcar Support
Hello -

I writing to share and voice my support for the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. The starter line has demonstrated that with the streetcar comes significant and positive private investments and development that are seriously needed to attract new residents and business to KCMO and increase our tax base.

Thank you,
Michael Hopkins, KCMO Resident
311 E 43rd Street #1W
Kansas City, Missouri

PROPOSED RESPONSE:

Dear Mr. Hopkins,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council
COMMENT #3

From: Julie Johnson  
Subject: Support of the KC Streetcar Extension

To Whom It May Concern:

I am writing to express my strong support for the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan.

The KC Streetcar has been the most positive, exciting, unifying thing for our city...expansion of the benefits could only be a positive!

Kindest regards,

Julie
--
Julie Johnson  
Board Liaison
Crossroads Community Association  
P.O. Box 414806  
Kansas City, Missouri  64141

PROPOSED RESPONSE:

Dear Ms. Johnson,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson  
Transportation Planner  
Mid-America Regional Council

COMMENT #4

From: Michael Schmidt  
Subject: Support for the Streetcar
I am emailing to give my support for the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. The first phase of the Streetcar has had a wonderful impact on the city and the addition of these 2 projects is very important for the continued transportation growth for this region.

Thanks,
Michael

PROPOSED RESPONSE:

Dear Mr. Schmidt,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #5

From: David Johnson
Subject: MTP Update

I support adding projects 808 and 3020 to the Metropolitan Transportation Plan. These two streetcar extensions are critical for building the spine of a regional public transit network.

David Johnson
1819 Baltimore #103
KCMO 64108

PROPOSED RESPONSE:

Dear Mr. Johnson,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council
COMMENT #6

From: Stephen Powell  
Subject: Streetcar Expansion

I support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. This is a critical component to the continued growth and development of the urban core.

Thanks,  
Stephen Powell

PROPOSED RESPONSE:

Dear Mr. Powell,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson  
Transportation Planner  
Mid-America Regional Council

COMMENT #7

From: Michael Kelley  
Subject: Support for Streetcar Extensions

Good morning:

I am writing this message to voice my support for the addition of streetcar extension projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan.

Adding these streetcar extensions to our long-range plan is a prerequisite for a $100 million federal grant, which is needed to make the project whole.

Please consider making these additions.

Thank you,
PROPOSED RESPONSE:

Dear Mr. Kelley,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #8

From: Kite Singleton
Subject: Streetcar

I support adding streetcar projects #808 and #3020 to the Metropolitan Transportation Plan.
Thanx.
Kite Singleton

PROPOSED RESPONSE:

Dear Mr. Singleton,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #9

From: Gretchen Blain
Subject: Project 808 & 3020 Support
To whom it may concern,

I fully support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. The KC Streetcar continues to be a catalyst for our community and is used not just by tourists, but by workday commuters, school children on field trips, those without personal cars and may other users. Adding these streetcar extensions to our long-range plan is a prerequisite for a $100 million federal grant, which is needed to make the project whole.

Thank you,

Gretchen Blain
908 E 28th KCMO
(Property Owner at 523 Grand KCMO)

PROPOSED RESPONSE:

Dear Ms. Blain,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #10

From: Peter Carnesici
Subject: Add streetcar projects to the Metropolitan Transportation Plan

My name is Peter Carnesici, and I live at 8th and Walnut in downtown Kansas City.

I support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan.

These projects will need federal grants to proceed, and they must be on the long-range plan for that to happen. Without being on the plan, these projects will be delayed or crippled. To keep Kansas City moving forward, please add these projects to the plan.

Peter Carnesici
PROPOSED RESPONSE:

Dear Mr. Carnesciali,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #11

From: Kent Wilson
Subject: Expansion of the existing Streetcar

I don’t believe any expansion of the existing line is feasible given the cost. It is benefitting developers on the backs of the taxpayers. All the TIF financing is over the top already. Money that should going to school districts. To have this kind of money wasted going to the riverfront is the worst of all choices for public money. A few apartment owners and the casino are the only real benefactors. The matter was voted down by the public and should have ended there.

PROPOSED RESPONSE:

Dear Mr. Wilson,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #12
From: Anne Papineau  
Subject: Support of #808 and #3020

To whom this may concern,

I am writing you to voice my support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. This plan is needed for a prosperous and thriving downtown KC. I live along the potential extension into Midtown and all of my neighbors are in support of this project. I am happy to pay extra in taxes for this transportation and it’s potential expansion is already revitalizing Main Street!

Thank you,
Anne P Nelson
3330 Baltimore Ave

PROPOSED RESPONSE:

Dear Ms. Nelson,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #13

From: Brody Weber  
Subject: Street car extension

Dear MARC,

I am writing you to express my wholehearted support for Amendment #6 of the MARC Transportation 2040 Outlook plan. As a resident of the Crossroads, I have greatly benefited from the Streetcar starter line. Since operation of the starter line began, I have been able to greatly reduce the use of my car and am encouraged to visit local businesses more often. I fully anticipate that the extension of the streetcar line will further reduce my dependence on a car to get around, and will better connect me to many family members and friends who live in midtown as well as to all the businesses (current and future) along the extension. The hop-on/hop-off, no fare system of the streetcar is extremely user friendly, and I look forward to seeing the extension implemented!

Best Regards,

Brody Weber
2030 Grand Blvd, Apt 4
PROPOSED RESPONSE:

Dear Mr. Weber,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #14

From: Dayna Meyer
Subject: I support our streetcar!

Hello,

I wanted to publicly state my support for the addition of the Main Street/#808 and Riverfront/#3020 Streetcar route projects to the Metropolitan Transportation Plan. As a car-free Kansas Citian, I have greatly benefited from having an effective, safe and fare-free transit option available to me in my travels downtown. Due to the emphasis placed on the Streetcar, Main Street Downtown is now a safer and more welcoming place to pedestrians, cyclists, and all others who forgo private car use. The Streetcar has spurred the growth and aided in the completion of other human-scaled projects, such as the 20th Street Streetscape project, which widened sidewalks and added bike lanes to 20th street. The outstanding success of the Kansas City Streetcar starter line is a shining example of how prioritizing transit in a city can improve the quality of life for its citizens.

While naysayers will dismiss the streetcar as a "toy" only used by tourists, I am proof that the Streetcar has been beneficial for the citizens of Kansas City, and that it is frequently used by citizens as a form of transportation. The Streetcar has also proven itself to financially sustainable and a sound investment: the amount of business it attracts to the Downtown area is staggering, and expanding the line will help expand the wealth south and along the riverfront.

Expanding the Streetcar route farther south and around the river would have significant positive impact on my life, and the lives of other car-free Kansas Citians like me. Transit such as the streetcar promotes healthier cities, calmer streets and spurs economic growth.

Thank you,

Dayna Meyer
PROPOSED RESPONSE:

Dear Ms. Meyer,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #15

From: Tim Zook
Subject: Support for Addition of Projects to Regional Plan

Hello,
This email is in support of adding projects #808 and #3020 to the long range transportation regional plan. The streetcar has been some of the most reliable and consistent service I have experienced in the KC region and should be extended in order to serve as a spine for the transportation infrastructure of the region.
Thanks,
Tim Zook
--
Tim Zook
Freelance TV/Film Production
www.timzook.com

PROPOSED RESPONSE:

Dear Mr. Zook,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council
COMMENT #16

From: Phillip P. Scaglia
Subject: Public Comment Submission

Public Comment Submission RE: Street Car Expansion

Both planned extension #808 (Main Street) and #3020 (River run) will continue to foster integrated transportation services of benefit to the community. These projects will leverage qualifying federal funds to build upon the current and proposed tax base. Additionally, both of these projects will be job creators and spur economic development along the routes, as well as economic development adjacent to the routes. I strongly encourage support for both #808 and #3020 Street Car extensions. Thank you

Phil Scaglia
Powerful Performance Solutions, LLC.

PROPOSED RESPONSE:

Dear Mr. Scaglia,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #17

From: Stoner, John
Subject: Street car Support

I support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan.

This will connect colleges, grocery stores, hotels, retail and Jobs as well as be a great spine for future additions.
PROPOSED RESPONSE:

Dear Mr. Stoner,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #18

From: Jeff Owens
Subject: Adding the Main Street and Riverfront streetcar extensions

I support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. It is one of the more profound things we have done to elevate Kansas City.

Jeff Owens
Owens Enterprises, LLC
Managing Partner, The Bauer
President, Crossroads Community Association
115 W. 18th Street
Kansas City, MO 64108

PROPOSED RESPONSE:

Dear Mr. Owens,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council
COMMENT #19

From: Katie Sowder
Subject: Support for #808 & #3020

I support the addition of projects #808 and #3020 to the Metropolitan Transportation Plan. The streetcar has proven itself a friendly, accessible transit option in the downtown area that has driven an enormous amount of business and residential development in the core. Development projects and proposals have already begun in Midtown in anticipation of the extension, and we should do all we can to support moving this project forward, and connecting to the riverfront area is our best chance to finally active this valuable and underused aspect of our city.

Please add these vital projects to our region's long range plan.

Katie Sowder

PROPOSED RESPONSE:

Dear Ms. Sowder,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #20

From: Leanne Breiby
Subject: Streetcar Extension Support

Hello,

I would like to voice my support for adding projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. As a downtown resident and regular streetcar rider for both business and pleasure, I would love to see the streetcar extensions added to the region's long-range transportation plan. The
starter line has transformed downtown, and I believe lengthening the line north(east) and south will be a catalyst for more areas of our city.

Thank you,
Leanne Breiby

PROPOSED RESPONSE:

Dear Ms. Breiby,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #21

From: Tara Sears
Subject: Streetcar Extension

To Whom It May Concern,

I support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. As a downtown resident, the streetcar is my main form of transit during my day to day life and I would love to see it reach further. The current streetcar has changed the way Kansas City interacts with downtown and the extension of this route is vital to further improving our city. I know my fellow neighbors and I would all benefit from these expansions, as well as further reaches of Kansas City that don’t have reliable access to downtown.

Thank you for listening,

-Tara Sears

PROPOSED RESPONSE:

Dear Ms. Sears,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.
Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #22

From: Sid Much Rock
Subject: Support for Projects #808 and #3020

Community organizers tell me that I should:

“Send an email TODAY to transportation@marc.org saying you support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. Feel free to add additional comments on why you support these streetcar extensions.”

So I’m definitely doing that. The riverfront is totally underutilized in Kansas City. It’s embarrassing. Seeing somewhere like Chattanooga (much smaller than KC) have an amazing riverfront where people gather. Or Portland where it’s such a fixture of downtown. Access to KC’s riverfront is horrible and the extension would make it much, much better. There is so much space down there ready for development and the parks are currently primordial but ready for throngs of people enjoying the views and open spaces, crafting them to suit the new needs. Make it happen please. And as for Main Street extension, surely that’s a done deal right? The billions in development on the current line prove this is a good investment and builds community. We need that same infill in Midtown now too please. Our tax base and schools needs that infill and density.

Sid Sowder

PROPOSED RESPONSE:

Dear Mr. Sowder,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #23
From: Maker Village  
Subject: #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan

Please extend the streetcar South on Main street and East along the riverfront!! This extension will provide more transportations for residents and visitors and will increase development of the underutilized river front area.

Thanks!

Nick Ward-Bopp  
@makervillagekc

PROPOSED RESPONSE:

Dear Mr. Ward-Bopp,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson  
Transportation Planner  
Mid-America Regional Council

COMMENT #24

From: Adam Gebhardt  
Subject: Support streetcar expansion

Hello,

I'd like to add my name to your list as a fervent supporter of streetcar expansion in Kansas City. I think expansion is key to our long-term growth, economic strength and ability to retain/recruit talent to our city.

Thank you,  
Adam Gebhardt  
2929 McGee Trfy  
Apt. 405  
KCMO 64108

PROPOSED RESPONSE:

Dear Mr. Gebhardt,
Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #25

From: Olivier Griot
Subject: Support for streetcar extension

Thanks for organizing the streetcar information event at the Community Christian church on Monday. It was great to see all the progress made with planning the streetcar extension to UMKC.

I wanted to write today that I fully support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. I think these will be transformational for Kansas City, and are key to the continued economic development of our city.

Cheers,

Olivier Griot

PROPOSED RESPONSE:

Dear Mr. Griot,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #26

From: Maren Morefield
Subject: Support for projects #808 (Main Street) and #3020 (Riverfront)
To whom it may concern,
I support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. I live in Columbus Park and I work in Crown Center. I would love to be able to take the streetcar to the river, the Plaza, Brookside and beyond.

Thank you,
Maren Morefield
516 Troost Ave, KCMO 64106

PROPOSED RESPONSE:

Dear Ms. Morefield,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #27

From: Benjamin L. Kelley
Subject: Supporting the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan

I support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. Kansas City is very deficient in public transportation and we need to correct this by expanding our system while we can.

PROPOSED RESPONSE:

Dear Mr. Kelley,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

31
COMMENT #28

From: Keith Spare  
Subject: Support for #808 and #3920

On behalf of South Plaza Neighborhood Association I wish to Express our support for the addition of these transportation initiatives.

Keith E. Spare  
Keith Spare, M.D., M. Div., LPC  
South Plaza Neighborhood Association, Inc.

PROPOSED RESPONSE:

Dear Mr. Spare,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson  
Transportation Planner  
Mid-America Regional Council

COMMENT #29

From: Wes Grammer  
Subject: Support for Streetcar Expansion

On behalf of our team at Sky Real Estate, I would like to support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation scope.

Sincerely  
Sky Real Estate  
Wes Grammer  
President
PROPOSED RESPONSE:

Dear Mr. Grammer,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #30

From: Anne Martin
Subject: public comment

To whom it may concern,

I am a resident of midtown Kansas City and I am writing to express my support for our city's streetcar expansion projects, specifically adding #808 and #3020 to the Metropolitan Transit Plan. Kansas City has waited long enough for these projects and we need to continue to move our city forward with public transportation options that will not only make the urban core more attractive for living and working, but will also spur economic growth along the lines. Additionally, any choices we have to make that involve the possibility of federal grants must be made affirmatively so that we can take advantage of every single cent of federal funding before it is gone forever. Thank you.

Sincerely,

Anne Martin

PROPOSED RESPONSE:

Dear Ms. Anne,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.
COMMENT #31

From: Brian Hartley
Subject: Support for streetcar extension plans

Hello,

I am writing to support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. The success of the initial starter line is undeniable and adding additional projects to the overall plan will only further enhance this important mode of transportation.

Regards,
Brian Hartley

PROPOSED RESPONSE:

Dear Mr. Hartley,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #32

From: Jared Campbell
Subject: Email in support

To whom it may concern:

I am writing to state my support for adding projects #808 and #3020 to the Metropolitan Transportation Plan. Both these projects are critical as our community continues to build-out our fixed-rail public transportation spine and better connect the Riverfront to UMKC.

Regards,
Jared Campbell

PROPOSED RESPONSE:

Dear Mr. Campbell,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #33

From: Melissa Conaghan
Subject: support the addition of projects #808 (Main Street) and #3020 (Riverfront)

I live in the crossroads and I support the addition of Main Street and Riverfront. This would make the streetcar even better.

PROPOSED RESPONSE:

Dear Ms. Conaghan,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #34

From: Jared Miller
Subject: MARC Transportation Plan
I fully believe that the inclusion of the riverfront and Plaza/UMKC streetcar extension are integral to the future success of Kansas City as a region. In addition, the eventual extension of the streetcar beyond Midtown into areas such as Brookside and Waldo is perhaps the most important transportation project of our generation in the KC region.

Jared R. Miller, PE, PTOE, Env SP

PROPOSED RESPONSE:

Dear Mr. Miller,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #35

From: Billnortonkcmo
Subject: Metropolitan Transportation Plan

I strongly support the addition of projects 808 (Main Street) and 3020 (Riverfront) to the long-range transportation plan. These projects are vitally necessary to ensure the continuation of the positive affect the KC Streetcar has had both on public transportation and development in the downtown core. The addition of these projects will spread this positive effect further into the central city.

Thank you.

William Norton
3030 Grand Ave.
KC MO

PROPOSED RESPONSE:

Dear Mr. Norton,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.
COMMENT #36

From: Ryan Mott
Subject: Support for projects #808 and #3020

I am writing today to express my support for the addition of projects #808 and #3020 to the Metropolitan Transportation Plan. These streetcar extensions are important to strengthen the spine of a strong regional transit network that must grow with our city, focusing on population density in the core.

Thank you!

Ryan Mott
3618 Wyandotte St
Kansas City, MO 64111

PROPOSED RESPONSE:

Dear Mr. Mott,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #37

From: Michael Scanlon
Subject: A community needs a vibrant core

The Kansas City area needs a vibrant urban core I support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan.

Mike Scanlon
Overland Park, KS
PROPOSED RESPONSE:

Dear Mr. Scanlon,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #38

From: Cindy Circo
Subject: Streetcar

I want to express my support for both River and Main Street streetcar expansion projects.

Kansas City on the move! Cindy Circo

PROPOSED RESPONSE:

Dear Ms. Circo,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #39

From: Robert McDonald
Subject: Expansion of the Metropolitan Transportation Plan
I support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. I live and pay extra taxes for the Street Car system we now have. I want to see it expanded for more of the City.

BOB MCDONALD

PROPOSED RESPONSE:

Dear Mr. McDonald,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #40

From: Andrew Killen
Subject: #808 (Main Street) and #3020 (Riverfront) Feedback

Hello,
I am writing to send my support of the addition of the #808 and #3020 projects to the Metropolitan Transportation Plan.

Kansas City is clearly a river town, but for too long we have viewed the river as just something to cross. Many great US cities have great residential and commercial areas along their scenic rivers. The expanse of the #3020 will give KC a non-automotive connector for the masses to our beautiful area.

The #3020 project allows for us to undo the effects of the automobile on our city. It will provide a permanent connection north and south and provide for 21st transit opportunities.

Thanks,
Andrew Killen

PROPOSED RESPONSE:

Dear Mr. Killen,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.
Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #41

From: Tom M. Deacy
Subject: support for the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan

I support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. Thank you.

Thomas M. Deacy
Deacy & Deacy LLP
920 Main, Suite 1900
Kansas City, Missouri 64105

PROPOSED RESPONSE:

Dear Mr. Deacy,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #42

From: Crissy Dastrup
Subject: Streetcar

I very much support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan. We must add multiple public transit options to our city...our citizens want to use public transit that compliments their lifestyle for work and play. More more more!!!

Please please please :}
PROPOSED RESPONSE:

Dear Ms. Dastrup,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council

COMMENT #43

Dear MARC team,

I strongly support the addition of project 808 and 3020 to the Transportation Outlook 2040 Kansas City region's long-range Metropolitan Transportation Plan (MTP).

I also support the addition of the Public Transit – Human Services Transportation Coordination Plan (Coordinated Plan) as an appendix.

Thanks so much,

Claus

Claus Wawrzinek
4119 Campbell St.
Kansas City, MO 64110

PROPOSED RESPONSE:

Dear Mr. Wawrzinek,

Thank you for your comment regarding projects #808 and #3020 and the Public Transit – Human Services Transportation Coordination Plan as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC’s Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
COMMENT #44

Hi there,

I am writing today to state I support the addition of projects #808 (Main Street) and #3020 (Riverfront) to the Metropolitan Transportation Plan.

Blake Hazelrigg

PROPOSED RESPONSE:

Dear Mr. Hazelrigg,

Thank you for your comment regarding projects #808 and #3020 as part of Amendment #6 to Transportation Outlook 2040. Your comment was presented to MARC's Total Transportation Policy Committee and the MARC Board for their consideration.

Once again, we thank you for your comment regarding the Transportation Outlook 2040 and encourage your continued participation in the regional transportation planning process.

Karen Clawson
Transportation Planner
Mid-America Regional Council
The Unified Planning Work Program (UPWP) describes the transportation planning activities MARC and other agencies will undertake during the year; documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2018 UPWP Amendment #1 will make the following modifications:

- Revise task 2.7, Regional Household Travel Survey, to reduce 2018 Missouri Consolidated Program Grant (CPG) expenditures by $171,421. This amount of 2019 Missouri CPG will be included for the project when the 2019 MARC UPWP is developed.
- Revise task 2.3, Modeling/Forecasting Activities, to include $30,000 for contractual services related to the implementation of the UrbanSim modeling platform using the 2018 funding released from the first item.
- Revise task 5.2, Transportation Technology Planning and Integration, to increase CPG funding in 2018 for the Regional ITS Architecture Update by $65,778 using the 2018 funding released from the first item.
- Adjust individual task budgets to account for an overall increase in staff expenditures of $86,343.
- Reduce the MARC operating budget by $10,700 and reallocate to the items described above.
- Adjust the MARC consultant budget in Appendix C, Schedule 3 to reflect the consultant contract budget changes in tasks 2.3 and 5.2 described above;
- Add a new task for the Buck O’Neil Bridge Replacement Environmental Assessment
- Add a new task funded through the Missouri Traffic Engineering Assistance Program (TEAP) to the Appendix E – Related Activities
  o E.5 - Lightburne and Mill Street Intersection Study– Liberty, MO

The revisions are detailed at [http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2018_UPWP_Amend1.aspx](http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2018_UPWP_Amend1.aspx). These revisions result in changes to MARC’s budget and work activities for 2018 and should be released for public review and comment.

Projects conducted through the UPWP may influence or result in changes to established transportation policies, plans and programs.

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

The amendment results in a shift of $171,421 of 2018 Missouri CPG funds from task 2.7 to 2019 and reallocates the 2018 funds to other tasks in the 2018 UPWP.
COMMITTEE ACTION
None.

RECOMMENDATION
Approve Amendment #1 to the 2018 UPWP.

STAFF CONTACT
Marc Hansen
ISSUE

VOTE: 2018 2nd 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 2018 2nd Quarter Amendment to the 2018-22 TIP includes 23 projects:

- 11 new projects to be added, including, but not limited to:
  - #280141 – I-35 in Wyandotte County: Allow Bus on Shoulder Operations
  - #634075 – Buckner-Tarsney Bridge Modifications
- 12 modified projects
  - Scope
  - Schedule
  - Budget

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/18Q2amend.aspx

POLICY CONSIDERATIONS

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.

All of the projects in the proposed 2nd quarter amendment are financially constrained.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Missouri STP Priorities Committee approved modifications to #627019 at their meeting on January 9, 2018.

The Active Transportation Programming Committee approved the additions of #259206 and #345127 and modifications to #345123 and #738107 at their meeting on February 14, 2018.

RECOMMENDATION

Approve the 2018 2nd Quarter Amendment to the FFY 2018-2022 TIP.

STAFF CONTACT

Marc Hansen
ISSUE

VOTE: Changes to the MARC Roadway Functional Classification System*

BACKGROUND

Functional classification is the process by which roadways are categorized into classes, or systems, according to the type of service they are intended to provide. This system for roadway classification was developed by the Federal Highway Administration (FHWA), and has implications for the eligibility of a roadway to receive federal transportation funding. In addition to funding eligibility, the functional classification is used for the purposes of including planning, analysis, performance reporting and travel modeling.

Periodically, MARC works with local jurisdictions and the State DOTs to review and recommend changes to the FHWA functional classification system. The tables included with this report contain a list of recommended changes. All changes comply with federal criteria and guidelines for roadway functional classification.

POLICY CONSIDERATIONS

The functional classification system is used to determine eligibility for roadways in the region to receive federal transportation funding. It is not used to prioritize funding or assign points during the project scoring and selection process.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The proposed changes to the functional classification system were reviewed and approved by the MARC Highway Committee on March 28, 2018. The changes will ultimately need to be approved by the MARC Board of Directors.

RECOMMENDATION

Approve the changes to the functional classification system.

STAFF CONTACT

Jim Hubbell
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<th>ID</th>
<th>Route</th>
<th>From</th>
<th>To</th>
<th>Current Classification</th>
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ISSUE
VOTE: 2018 Special Amendment #1 to the 2018-22 Transportation Improvement Program for Public Review & Comment*

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 2018 Special Amendment #1 to the 2018-22 TIP includes 1 project:

- 1 new projects to be added:
  - #410073 – Kansas City International Airport, New Terminal Project

Details of this project 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/18SA1amend.aspx

POLICY CONSIDERATIONS
MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption.

The project in the proposed 2018 Special Amendment #1 is financially constrained.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
Approve the Release of the proposed 2018 Special Amendment #1 to the FFY 2018-2022 TIP for Public Review & Comment.

STAFF CONTACT
Marc Hansen
ISSUE

VOTE: 2018 Unified Planning Work Program – Amendment #2 for Public Review & Comment*

BACKGROUND

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.

The proposed 2018 UPWP Amendment #2 will make the following modifications:

- Add a new task funded through the FHWA Resilience and Durability to Extreme Weather Pilot Program to Appendix E – Related Activities
  - E.6 – Blue River Watershed Vulnerability Assessment
- Revise task 2.2 -- Metropolitan Transportation Plan to include $6,500 from FHWA-MO for hosting a Megaregions workshop

The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2018_UPWP_Amend2.aspx. These revisions result in changes to MARC’s budget and work activities for 2018 and should be released for public review and comment.

POLICY CONSIDERATIONS

Projects conducted through the UPWP may influence or result in changes to established transportation policies, plans and programs.

BUDGET CONSIDERATIONS

The amendment results in the addition of $6,500 of funding from FHWA to task 2.2, $150,000 from FHWA for related activity E.6 and the required matching funds in the 2018 UPWP.

COMMITTEE ACTION

None.

RECOMMENDATION

Release Amendment #2 to the 2018 UPWP for Public Review & Comment.

STAFF CONTACT

Marc Hansen
ISSUE
VOTE: Regional Pedestrian Policy Plan*

BACKGROUND
MARC Staff has been coordinating work with the Bicycle Pedestrian and Advisory Committee (BPAC), active transportation stakeholders and the public towards development of a “Regional Pedestrian Policy Plan”. MARC currently has multiple regional plans, policies and programs that address the pedestrian mode. However, we have not yet performed a comprehensive review to provide a regional vision for a walk-friendly region.

Work to date on this plan has included an assessment of regional and local work in this area, including a Local Government Pedestrian Inventory. This inventory has helped guide the process and creation of recommendations. The plan includes:
1. A review of MARC’s existing plans, policies and programs with a pedestrian lens, accompanied by recommendations to strengthen regional policy, technical work and best practices.
2. Recommendations for policy, technical work and best practices at the local level based on findings of the Local Government Pedestrian Inventory.

Since the last report to TTPC on December 19, 2017, MARC staff has been providing presentations of the draft plan to various MARC committees for further vetting. No substantive changes were requested to the document from any of the planning or programming committee members. A final draft plan has been posted to the MARC website. MARC staff will be providing a presentation at the meeting.

POLICY CONSIDERATIONS
Development of a regional pedestrian policy plan is consistent with the recommendations of Transportation Outlook 2040. The Regional Pedestrian Policy Plan provides policy recommendations at both the regional and local level.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
The BPAC on December 6, 2017 recommended unanimously that the plan proceed through the MARC review process to TTPC for consideration.

RECOMMENDATION
Adopt the final draft plan as a framework to guide discussion regarding pedestrian issues during the development of the Regional Transportation Plan 2050 and future investment policy.

STAFF CONTACT
Aaron Bartlett
Martin Rivarola
ISSUE

REPORT AND VOTE: Comments on Draft Missouri 2018 Long-Range Transportation Plan Update*

BACKGROUND

The Missouri Highways and Transportation Commission has released a draft update of the Statewide Long-Range Transportation Plan (LRTP) and is accepting comments from stakeholders and the public through May 3, 2018. The draft plan is available at: http://www.modot.org/LRTP/.

The 2018 Missouri LRTP updates goals and objectives for the state transportation system, considers impacts of emerging and continuing trends for demographics, infrastructure and technology, and assesses system needs and revenues for the next 25 years. Unlike MARC’s metropolitan transportation plan, the state LRTP is not required to include a financially constrained list of transportation projects.

MoDOT staff will present an overview of the update and MARC staff will lead a discussion of potential areas to provide comments on behalf of the region as discussed in the policy considerations below.

POLICY CONSIDERATIONS

The draft update includes four goals from previous plans and proposes adding one new goal:

- Take care of the transportation system and services we enjoy today
- Keep all travelers safe, no matter the mode of transportation
- Give Missourians better transportation choices
- Invest in projects that spur economic growth and create jobs
- Improve reliability and reduce congestion on Missouri’s transportation system (New)

While the update was developed with input from staff from metropolitan planning organizations (MPOs) in Missouri, including MARC, there is no direct acknowledgement of policy goals or strategies from the MTPs of the eight MPOs that serve Missouri. The statewide plan could provide an opportunity to highlight similarities and differences in priorities in the urban areas across the state in developing statewide goals for the transportation system. For example, MARC’s Transportation Outlook 2040 includes additional goals related to climate change and energy, equity, the environment, place-making, and public health.

The draft update includes new information about the potential impacts of emerging technologies including autonomous, connected and alternative fuel vehicles, transportation network companies, and others which may also provide helpful background for MARC’s work to develop our next regional transportation plan for 2050.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Review and discuss the draft update and consider recommending comments for MARC.

STAFF CONTACTS

Ron Achelpohl
ISSUE
REPORT: 2018 Call for Projects Update

BACKGROUND
One of MARC’s fundamental roles as Metropolitan Planning Organization is to provide a forum and facilitate processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area.

Consistent with this role, MARC issued a call for projects on January 19, 2018 for federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STP) and Surface Transportation Block Grant Program – Set Aside (TAP) funding programs estimated to total $55 million through FFY 2022. MARC received 100 applications for projects by the March 23, 2018, application deadline. Staff will report on additional details about these applications at the meeting.

POLICY CONSIDERATIONS
It is the policy of the Mid-America Regional Council to award sub-allocated federal transportation funding to eligible local priorities that advance regional goals and objectives, strategies and actions as articulated in Transportation Outlook 2040.

BUDGET CONSIDERATIONS
MARC will collect a 0.5% project fee for all federal funds awarded through this call for projects.

COMMITTEE ACTION
TTPC authorized a call for projects for 2021-2022 federal suballocated funding on December 19, 2017.

RECOMMENDATION
None. Information only.

STAFF CONTACTS
Marc Hansen
ISSUE
REPORT: Regional Safety Report

BACKGROUND
Two reports are included in this update.

4th QUARTER, KANSAS CITY REGION FATALITY REPORT
The Kansas City Region Fatality Report ending December 31, 2017 is attached. The report tracks 15 Focus Areas identified in the Safety Blueprint. Each quarterly report represents the total recorded year-to-date roadway fatalities for the 13 county area. The Safety Blueprint set goal of 160 or fewer fatalities through 2017. This goal was not met.

A total of 285 fatalities were reported in 2017. The five-year average 2012-2016 this period is 209. Fatalities in 2017 are up 36% over the five-average.

The report provides fatalities by county. This year we are observing substantial increases in some counties. Nine out thirteen counties experience above average fatalities.

The month-by-month regional fatalities are compared to the five-year monthly average to provide a baseline. The region experienced very high fatalities in March and July. All months were over average with the exception of February and November.

The report tracks 15 focus areas that are grouped into three categories: Behavioral, Infrastructure and Special User. All behavioral focus areas increased over the average except for impaired driving. All infrastructure focus areas increased over the average except for intersections. All special user focus areas increased over the average.

Additional insights are provided in the 2017 Annual Safety Report combined with strategies to reduce fatalities and serious injuries.

We will continue to monitor traffic fatalities and will report again in August of 2018.

2017 ANNUAL SAFETY REPORT
This report compares 2016 data and five-year averages (2011–2015) against the reduction goals established in the “Toward Zero Deaths 2013–2017: Kansas City Regional Transportation Safety Blueprint”. Using the latest finalized data from 2016, the report provides a snapshot of fatality and serious injury crash data. Reduction goals were not met.

Since the creation of the Destination Safe Coalition in 2004 five-year rolling averages have fallen every year until 2015. Nationally, however, the number of crashes resulting fatalities and serious injuries has been on the rise through 2017. A likely factor has been the increase vehicle miles traveled although the rise in fatalities is outpacing the increase in travel. Low gas prices and a rebounding economy are possible reasons for this trend. Distracted driving also plays a significant role.
Human factors contribute to 94% of crashes according to the National Highway Traffic Safety Administration studies. For this reason, the Destination Safe Coalition continues to focus their efforts to address behavior related safety issues through education, enforcement and public policy. The 2017 Annual Safety Report also highlights programs funded in 2017 through the 2018 fiscal years.

There are both short-term and long-term factors that will affect the degree to which we can reduce transportation-related fatalities and serious injuries. In the short-term, education and enforcement efforts can help. Short-term efforts should focus on reducing speed, distraction and increasing seat belt use. In the long-term there is hope that emerging technologies that will prevent crashes through avoidance and advanced warning systems. Autonomous or self-driving vehicles combined with vehicle to vehicle and vehicle to infrastructure communications may significantly reduce crashes. A second long-term strategy is to reduce the number of vehicle miles traveled by changing land use patterns that allow for mixed-use development and shorter trip distances. This would allow for safer travel modes like public transportation, walking and bicycling which could in turn reduce VMT and lower speeds to reduce the severity of crashes.

The annual safety report is produced with the support from MARC, MoDOT, KDOT and other safety partners.

POLICY CONSIDERATIONS
One of the regional goals of Transportation Outlook 2040 Update is to “... improve safety and security for all transportation users.”

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACTS
Aaron Bartlett
Martin Rivarola
The 2017 goal is **160 or fewer** fatalities.

YTD fatalities are **up 36%** from the five-year YTD average.

Q. **What is the five-year YTD average?**

A. The five-year average for each quarterly report is an average of total fatalities for the same year-to-date (YTD) period over the previous five years (2012–2016). This report compares YTD 2017 with the same period five-year YTD average.

Produced in partnership with

Preliminary data provided by Kansas and Missouri Departments of Transportation. Some information calculated by MARC.

This document is exempt under discovery or admission as part of 23 USC § 409. The collection of safety data in the Kansas City region is encouraged to actively address safety issues on regional, local and site-specific levels. Congress has enacted a law, 23 USC § 409, which prohibits the discovery or admission of crash and safety data from being admitted into evidence in a federal or state court proceeding. This document contains wording, charts, tables, graphs, lists and diagrams for the purpose of identifying and evaluating safety enhancements in the Kansas City region. These materials are protected under 23 USC § 409. Congress’ rationale behind 23 USC § 409 is that safety data is compiled and collected to help prevent future crashes, injuries and deaths on our nation’s transportation system.
Priority Issues
as identified by the Destination Safe Coalition in the 2013 Regional Transportation Safety Blueprint.

<table>
<thead>
<tr>
<th>Behavioral priorities</th>
<th>Infrastructure-related issues</th>
<th>Special user priorities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unrestrained occupants</strong>&lt;br&gt;A fatality in which the person killed was not using safety belt or restraint device.</td>
<td><strong>Lane departure</strong>&lt;br&gt;A fatality that involves a vehicle crossing into an adjacent lane of traffic or leaving the roadway.</td>
<td><strong>Motorists 15–24 years old</strong>&lt;br&gt;A fatality of a person of any age that involved a driver between the ages of 15 and 24.</td>
</tr>
<tr>
<td>107</td>
<td>38%</td>
<td>106</td>
</tr>
<tr>
<td><strong>Aggressive driving</strong>&lt;br&gt;A fatality involving a combination of moving traffic offenses (primarily speeding) that endanger other persons or property.</td>
<td><strong>Fixed object</strong>&lt;br&gt;A fatality that involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier.</td>
<td><strong>Motorcycle/moped</strong>&lt;br&gt;A fatality of a person operating a motorcycle or moped.</td>
</tr>
<tr>
<td>117</td>
<td>41%</td>
<td>92.2</td>
</tr>
<tr>
<td><strong>Impaired driving</strong>&lt;br&gt;A fatality caused by a driver who is impaired by alcohol, drugs or other substance.</td>
<td><strong>Horizontal curves</strong>&lt;br&gt;A fatality resulting from a crash that occurred in a roadway change in the horizontal alignment or direction of a road.</td>
<td><strong>Motorists 65 years old and older</strong>&lt;br&gt;A fatality of a person of any age that involved an older adult driver over the age of 65.</td>
</tr>
<tr>
<td>48</td>
<td>17%</td>
<td>76</td>
</tr>
<tr>
<td><strong>Unlicensed driver</strong>&lt;br&gt;A fatality caused by a driver who is not licensed or whose license is revoked or suspended.</td>
<td><strong>Intersections</strong>&lt;br&gt;A fatality that occurs at a road junction, where two or more roads either meet or cross.</td>
<td><strong>Pedestrians</strong>&lt;br&gt;A fatality of a person not in or on a vehicle.</td>
</tr>
<tr>
<td>75</td>
<td>26%</td>
<td>55</td>
</tr>
<tr>
<td><strong>Distracted driving</strong>&lt;br&gt;A fatality involving a driver whose attention is diverted from the primary task of driving — manually, mentally or visually.</td>
<td><strong>Head-on collisions</strong>&lt;br&gt;A fatality that results from two opposing vehicles colliding.</td>
<td><strong>Large trucks</strong>&lt;br&gt;A fatality involving a vehicle that exceeds 10,000 pounds.</td>
</tr>
<tr>
<td>44</td>
<td>15%</td>
<td>26.8</td>
</tr>
</tbody>
</table>
**Enforcement and Education Programs**

In 2017, the following transportation safety projects received funding recommendations from the Destination Safe Leadership Team. Final funding authority lies with KDOT and MoDOT. This list is in alphabetical order.

- **“Choose Your Ride” Drunk Driving Prevention Project, MO $5,750**
  Jackson County Sheriff’s Department and Mothers Against Drunk Driving
- **Aggressive Motorcycle Stunt/Racing Enforcement Project, MO $17,600**
  Kansas City Missouri Police Department
- **Buckle Your Baby KC Pilot, MO $18,432**
  Kansas City Missouri Health Department
- **Destination Safe Public Campaign, KS $20,000 and MO $40,000**
  Mid-America Regional Council on behalf of Destination Safe
- **Hazardous and Impaired Drivers, MO $20,000**
  Grandview Police Department
- **High Visibility Enforcement, KS $13,595**
  Lenexa Police Department
- **It Only Takes One Incentive Items, MO $5,000**
  Missouri Department of Transportation
- **Making Oak Grove Destination Safe, MO $17,030**
  Oak Grove Police Department
- **Platte County Buckle Up Kids and Arrive Alive, MO $13,290**
  Platte County Health Department
- **Radar Speed Trailer, MO $8,625**
  Sugar Creek Police Department
- **Speed Kills — Let’s reduce it, MO $8,349**
  Bates City Police Department
- **Stop the Bleed — First Responders, MO $8,550**
  Truman Medical Center
- **ThinkFirst of Greater Kansas City High School Assembly Program, MO $9,075**
  The Research Foundation
- **Youth Prevention and Educational Programming, MO $10,000**
  Youth with Vision of Tri-County Mental Health Services

For more comprehensive project information, visit marc.org/DestinationSafe.

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**Mission:** Reduce transportation-related fatalities and serious injuries.

The Destination Safe Coalition’s mission unites federal, state, regional and local agencies to improve the safety of the transportation system for 13 counties in the Kansas City region.

The 2017 Annual Safety Report highlights 15 focus areas that contribute to many serious injuries and fatalities on the region’s roadways. During this period, the region did not meet its fatality reduction goals. The five-year average for fatalities reached 226, which is 46 more than the target. Beginning in 2015, regional fatalities began to rise and this trend has continued through 2017. Surprisingly, annual serious injuries have continued on a downward trend.

This report contains complete data through 2016. Preliminary 2017 fatality data is used to measure progress toward the vision of zero deaths. This report organizes 15 focus areas by category: infrastructure-related, behavior-related and special-user factors. Only a few focus areas did not record more fatalities in 2016 than the five-year average. Among infrastructure-related fatalities, the three leading contributing factors were fixed objects, run-off-road and horizontal curves. Among behavior-related fatalities, unrestrained occupants, aggressive driving and impairment were the leading factors. Among special users, young drivers 15-24, older drivers 65+ and motorcycles had the highest fatalities. Enforcement and education programs focused on unrestrained occupants, aggressive driving, impairment and young adult drivers.

**2017 Major Accomplishments**

**Kansas City Safety Blueprint, Together Toward Zero 2018-2022**


**Public Policy**

Annually, the Coalition’s leadership team forms policy recommendations regarding transportation safety, which are submitted to the MARC Board of Directors for consideration for inclusion in its state legislative platform.

- The 2018 Kansas Legislative Agenda recommends review of the 75 mph maximum speed limits to determine if reductions would enhance safety and liability protections for certified child passenger safety technicians (CPSTs) and providers.
- The 2018 Missouri Legislative Agenda includes funding for sobriety checkpoints, broader restrictions on texting while driving, passage of a primary seat belt law and maintaining the current motorcycle helmet law.

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Data provided by Kansas and Missouri Departments of Transportation. Some information calculated by MARC.

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The overall numbers for the region are listed below. In 2016, serious injuries continued to decrease while fatalities continued to increase since 2015.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>257</td>
<td>208</td>
<td>188</td>
<td>218</td>
<td>232</td>
<td>210</td>
<td>232</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>1,564</td>
<td>1,475</td>
<td>1,437</td>
<td>1,200</td>
<td>1,244</td>
<td>1,384</td>
<td>1,138</td>
</tr>
</tbody>
</table>

Please note that in any given crash there may be multiple contributing factors from one or more priorities affecting the outcome.

### Run-off-road

Involves a vehicle crossing into an adjacent lane of traffic or leaving the roadway.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>76</td>
<td>98</td>
<td>42%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>425</td>
<td>354</td>
<td>31%</td>
</tr>
</tbody>
</table>

### Fixed object

Involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>106</td>
<td>123</td>
<td>53%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>506</td>
<td>414</td>
<td>36%</td>
</tr>
</tbody>
</table>

### Horizontal curves

A crash that occurred in a roadway change in the horizontal alignment or direction of a road.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>52</td>
<td>73</td>
<td>31%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>250</td>
<td>224</td>
<td>20%</td>
</tr>
</tbody>
</table>

### Intersections

A crash that occurs at a road junction, where two or more roads either meet or cross.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>62</td>
<td>66</td>
<td>28%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>640</td>
<td>535</td>
<td>47%</td>
</tr>
</tbody>
</table>

### Head-on collisions

A crash that results from two opposing vehicles colliding.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>18</td>
<td>19</td>
<td>8%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>101</td>
<td>98</td>
<td>8%</td>
</tr>
</tbody>
</table>
Toward Zero Deaths

Preliminary total fatalities for 2017 are 285, which is higher than the Coalition’s reduction goal for 2017. Fatalities increased 23 percent from 2016 to 2017. The region’s rolling five-year average is rising. The Coalition calls for increased safety education, traffic law enforcement and engineering safer roadways.

Behavior-related priorities

Unrestrained occupants

Not using safety belt or restraint device.

<table>
<thead>
<tr>
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<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>77</td>
<td>87</td>
<td>38%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>262</td>
<td>229</td>
<td>20%</td>
</tr>
</tbody>
</table>

Aggressive driving

Involves a combination of moving traffic offenses (primarily speeding) that endanger other persons or property.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>102</td>
<td>111</td>
<td>48%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>554</td>
<td>483</td>
<td>42%</td>
</tr>
</tbody>
</table>

Impaired driving

Caused by a driver who is impaired by alcohol, drugs or other substance.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>64</td>
<td>57</td>
<td>25%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>202</td>
<td>150</td>
<td>13%</td>
</tr>
</tbody>
</table>

Unlicensed driver

Caused by a driver who is not licensed or whose license is revoked or suspended.

<table>
<thead>
<tr>
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<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>50</td>
<td>57</td>
<td>25%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>224</td>
<td>221</td>
<td>19%</td>
</tr>
</tbody>
</table>

Distracted driving

Involves a driver whose attention is diverted from the primary task of driving — manually, mentally or visually.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>24</td>
<td>27</td>
<td>12%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>279</td>
<td>151</td>
<td>13%</td>
</tr>
</tbody>
</table>

Kansas has a primary seatbelt law; Missouri has a secondary seatbelt law. Seatbelt use remains a priority on the 2018 legislative agenda.

Speeding — a common aggressive behavior — was a factor in 80% of fatalities and 57% of serious injuries in this category.

The region appears to be making progress in this area, however, a lot of work remains and it is still a significant problem for young drivers.

In 2017, 25% of fatalities and 19% of serious injuries were caused by a driver who was either unlicensed or whose license was revoked or suspended.

Distracting driving was involved in 12% of fatalities and 13% serious injuries. However, this cause is difficult to prove and is likely under reported based on national research.
Special user priorities

### Motorists 15–24 years old
Involves a driver between the ages of 15 and 24.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>61</td>
<td>78</td>
<td>34%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>508</td>
<td>389</td>
<td>34%</td>
</tr>
</tbody>
</table>

### Motorcycle/moped
Involves a person operating a motorcycle or moped.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>34</td>
<td>34</td>
<td>15%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>180</td>
<td>167</td>
<td>15%</td>
</tr>
</tbody>
</table>

### Motorists 65 years old and older
Incident involves an older adult driver over the age of 65.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>36</td>
<td>43</td>
<td>14%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>203</td>
<td>206</td>
<td>18%</td>
</tr>
</tbody>
</table>

### Pedestrians
Occurs with a person not in or on a vehicle.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>29</td>
<td>32</td>
<td>14%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>78</td>
<td>55</td>
<td>5%</td>
</tr>
</tbody>
</table>

### Large trucks
A fatality involving a vehicle that exceeds 10,000 pounds.

<table>
<thead>
<tr>
<th></th>
<th>Five-year average</th>
<th>2016</th>
<th>Percent of incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>27</td>
<td>18</td>
<td>8%</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>91</td>
<td>104</td>
<td>9%</td>
</tr>
</tbody>
</table>

Youth driver fatalities increased in 2016 while serious injuries continue to decline.

The Coalition continues to emphasize helmet laws in both states. According to the CDC, helmets reduce the risk of death by 37% and the risk of serious injuries by 69%.

Older driver fatalities increased in 2016. As the regional population continues to age, this remains an important focus area.

Pedestrians represent 14% of all fatalities and 5% of serious injuries.

In 2016, fatalities involving large trucks decreased and serious injuries increased over the five-year average. The Coalition continues to monitor this focus area.

Safety Blueprint Fatality Reduction Targets

Destination Safe set a goal of an average of 180 or fewer roadway fatalities annually over the period of its current plan, 2013 to 2017.

![Annual fatalities compared to targets](chart.png)

- **Annual fatalities**
- **Target set for year by Destination Safe**

- **2013**: 235 fatalities
- **2014**: 240 fatalities
- **2015**: 210 fatalities
- **2016**: 190 fatalities
- **2017**: 230 fatalities

Destination Safe set a goal of an average of 180 or fewer roadway fatalities annually over the period of its current plan, 2013 to 2017.

- **2013**: 235 fatalities
- **2014**: 240 fatalities
- **2015**: 210 fatalities
- **2016**: 190 fatalities
- **2017**: 230 fatalities

**Safety Blueprint Fatality Reduction Targets**

Destination Safe set a goal of an average of 180 or fewer roadway fatalities annually over the period of its current plan, 2013 to 2017.
ISSUE
REPORT: Kansas City Regional Intelligent Transportation Systems Architecture Update

BACKGROUND
As the federally designated metropolitan planning organization (MPO) for the bistate Kansas City metropolitan area, MARC is responsible for the development, update, and ongoing maintenance of the Kansas City Regional Intelligent Transportation Systems (ITS) Architecture. The development and implementation of the ITS Architecture creates a regional framework that ensures institutional agreement and technical integration for the implementation of ITS projects. A functional ITS Architecture is required by the Fixing America’s Surface Transportation Act (FAST Act) and all ITS projects funded from the Highway Trust Fund are required to be in conformance with ITS Architecture requirements and appropriate standards.

The Kansas City Regional ITS Architecture was adopted in 2004, and last updated in 2012. In 2018, MARC will complete an update to the Regional ITS Architecture to detail new systems and services operating in the region and will consider the impacts on regional transportation operations and ITS architecture requirements of new technologies including those for autonomous and connected vehicles and private ride hailing services. Staff will brief the committee on the status of the update and the schedule for completion.

POLICY CONSIDERATIONS
A functional ITS Architecture is required by the Fixing America’s Surface Transportation Act (FAST Act) and all ITS projects funded from the Highway Trust Fund are required to be in conformance with ITS Architecture requirements and appropriate standards.

BUDGET CONSIDERATIONS
Funding for this project is supported by FY 2018 Consolidated Planning Grant (CPG) funds currently identified in the MARC Budget and in the 2018 Unified Planning Work Program (UPWP).

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACT
Marc Hansen