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 21, 2020, at 9:30 a.m.

Due to social distancing requirements stemming from the coronavirus pandemic, the meeting will be held via teleconference. Members of the public who wish to participate in this meeting please email transportation@marc.org by Noon on Monday April 20, 2020 for instructions to join the teleconference.

A G E N D A

1. Welcome/Introductions
2. VOTE: March 17, 2020 Minutes*
3. VOTE: 2020 Amendment to the 2020-24 TIP*
4. VOTE: Functional Classification System Changes*
5. VOTE: Revised Congestion Management Process Policy*
6. VOTE: Release Draft Connected KC 2050 Regional Transportation Plan for public review and comment*
7. REPORT: Eisenhower Legacy Transportation Program
8. REPORT: KCMO Vision Zero Initiative
9. REPORT: COVID-19 Transportation Impacts
10. Other Business
11. 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.
Total Transportation Policy Committee
March 17, 2020
Meeting Summary

Members, Alternates Present-Representing
Councilman Chuck Adams, Wyandotte County
Municipalities, KS Co-Chair
Mayor Carson Ross, Jackson County Municipalities,
MO Co-Chair
Perry Allen, MoDOT
Chet Belcher, City of Olathe
Mike Brungardt, Johnson County Municipalities
Cory Davis, KDOT
Tom Gerend, Kansas City Streetcar
Bob Heim, Platte County
Tony Hofmann, City of Overland Park
Dick Jarrold, KCATA
Mayor Leonard Jones, Jackson County
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Michael McDonald, Leavenworth County Municipal.
Mayor Mike McDonough, Jackson County Municipal.
Janet McRae, Miami County
Matt Nolker, Ray County
Josh Powers, Johnson County
Eric Rogers, BikeWalk KC
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Griffin Smith, MoDOT
Chad Thompson, City of Kansas City
Councilman Reginald Townsend, Cass County
Councilman Jim Walters, Unified Govt WyCo/KCK
Doug Whitacre, Johnson County Municipalities
Sabin Yanez, Northland Regional Chamber of Comm.
Beccy Yocham, Johnson County Municipalities

Others Present
Margaret Brown
Kyle Dieckmann, City of Overland Park, KS
Athena Huynh
David Johnson, KCATA
Dave Kocour, HG Consult
Whitney Morgan, KCATA
Bill Noll, Leavenworth County
Chuck Soules, City of Smithville
Mike Spickelmier, City of Lansing
James Tobaben, JEO
Jason Van Nice, KDOT
Rick Walker

MARC Staff Present
Ron Achelpohl, Dir. Of Transportation & Environment
Karen Clawson, Principal Planner/Air Qual. Prog. Mgr.
Beth Dawson, Senior Land Use Planner
Marc Hansen, Principal Planner
Amanda Horner, Safety and Mobility Planner
Jared Islas, Transportation Intern
Frank Lenk, Director of Research Services
Martin Rivarola, Asst. Dir. of Trans. & Land Use Plan.
Alex Rotenberry, Transportation Planner III
Kaleena Salazar, Transportation Intern
Patrick Trouba, Transportation Planner I
Jermain Whitmore, Program Assistant
Eileen Yang, Transportation Modeling Manager
1) Welcome/Introductions
Councilman Chuck Adams, KS Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of February 18, 2020 Meeting Summary*
There were no changes to the February 18, 2020, meeting summary. Mayor Leonard Jones moved to approve the meeting summary, Mayor Mike McDonough seconded and the motion carried unanimously.

3) Update to MARC Transportation Program Local Match Policy and Strategy*
In looking forward to 2021 and beyond, staff has estimated that funds generated by the current policy will not be sufficient to match future federal funds. Also, in recent years several of the state and local projects used as non-cash match for MARC’s planning funds have come in substantially below their original cost estimates, resulting in higher than anticipated charges to MARC’s cash reserves.

Staff discussed this policy with relevant programming committees at their February meetings. The majority favored increasing project fees as the preferred approach to meet MARC’s future match requirements for federal planning funds, albeit unenthusiastically.

Staff recommends increasing project fees to 1% of the value of sub-allocated funds awarded through the MARC programming process, effective with the 2020 call for projects, to replenish MARC’s cash reserves and position the transportation planning program to remain solvent through 2024. Federal planning regulations require a non-federal match of at least 20% to access federal planning funds.

The current local match policy and strategy was adopted in April of 2012. Options to revise the policy were discussed at the Missouri STP Priorities, Active Transportation Programming and Kansas STP Priorities committees on February 11, 12 and 13, respectively.

One of the committee members inquired why there was an increase in cost, and Mr. Achelpohl gave a breakdown of the funding and fees.

Sabin Yanez moved to approve the modification of the MARC Transportation Program Local Match Policy and Strategy to increase project fees to 1% of sub-allocated federal funds awarded through MARC’s transportation programming process effective with the 2020 call for projects, Mayor Leonard Jones seconded and the motion carried unanimously.

4) Authorize 2020 Call for Projects & Funding Allocations*
In anticipation of a call for projects for the Congestion Mitigation Air Quality (CMAQ) program, Surface Transportation Block Grant Program (STP) and Surface Transportation Block Grant Program – Set Aside Program (TAP) program in 2020, staff has worked with the programming committees and other interested parties to review and update project evaluation criteria and processes. This work included changes to programming process that will result from the adoption of the new metropolitan transportation plan for the region currently scheduled for June 2020.

Staff has also worked with appropriate committees and stakeholders to update the online GIS resources relevant to the project evaluation process to reflect changing demographics, land use, and local planning efforts. These resources are provided to project sponsors as part of the application process.

Given the completion of these activities, staff requests authorization to proceed with a call for projects for CMAQ, STP and TAP funds in 2020. MARC plans to conduct the 2020 call for projects in two phases. The first phase will begin in April and will assess project applications for consistency with regional plans and policies. The second
phase will evaluate project applications using the scoring methodologies established by the various programming committees as in previous funding rounds.

Staff recommends that this call for projects fully fund FFY 2023 and FFY 2024 for CMAQ, STP and TAP as noted in the following table:

<table>
<thead>
<tr>
<th></th>
<th>Kansas</th>
<th>Missouri</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CMAQ</strong></td>
<td>$5,600,000</td>
<td>$6,600,000</td>
</tr>
<tr>
<td><strong>STP</strong></td>
<td>$25,000,000</td>
<td>$41,000,000</td>
</tr>
<tr>
<td><strong>TAP</strong></td>
<td>$2,000,000</td>
<td>$3,100,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$32,600,000</td>
<td>$50,700,000</td>
</tr>
</tbody>
</table>

All funding amounts shown are subject to change.

In recent years, MARC has received approval to fund several projects outside of the project selection process. This allows the following regionally significant projects to proceed with an appropriate level of financial stability.

<table>
<thead>
<tr>
<th></th>
<th>Kansas</th>
<th>Missouri</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CMAQ 2023-2024</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Active Transportation Program</td>
<td>$72,000</td>
<td>$72,000</td>
</tr>
<tr>
<td>Air Quality Public Education</td>
<td>$555,000</td>
<td>$555,000</td>
</tr>
<tr>
<td>Rideshare</td>
<td>$300,000</td>
<td>$300,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$927,000</td>
<td>$927,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Kansas</th>
<th>Missouri</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STP 2023-2024</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operation Greenlight</td>
<td>$420,000</td>
<td>$980,000</td>
</tr>
<tr>
<td>Buck O’Neil Bridge</td>
<td>$-</td>
<td>$20,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$420,000</td>
<td>$20,980,000</td>
</tr>
</tbody>
</table>

MARC will collect fees in 2021 from applicants awarded funds in this programming cycle as detailed in the Transportation Program Local Match Policy and Strategy.

Mayor McDonough moved to approve the authorization of the call for projects in 2020 for FFY 2023-2024 CMAQ, STP and TAP funds and approve funding for the projects noted, Janet McRae seconded and the motion carried unanimously.

5) **2020 2nd Quarter Amendment to the 2020-24 TIP for public review and comment**

The proposed 2020 2nd Quarter Amendment to the 2020-24 Transportation Improvement Programs includes 22 projects:

- 15 new projects to be added, including but not limited to:
  - #180076 – K-16; Intersection improvements at Parallel Road
  - #280162 – US-73/K-7; Construct turn lanes at Hollingsworth Road
- #380182 – US-56; Reconstruction from Sycamore to Moonlight in Gardner
- #590266 – I-435; Scoping for operational improvements at 48th St/Parvin Road
- #690547 – Buck O’Neil Corridor Design Build Project
- #868001 – Intersection improvements at Baptiste Drive and Hedge Lane
- 7 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/20Q2amend.aspx

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

Mayor McDonough moved to approve the release of the 2020 2nd Quarter Amendment to the FFY 2020-2024 TIP for public review and comment, Janet McRae seconded and the motion carried unanimously.

6) RideKC Next System Redesign
David Johnson provided more information to the committee. The Kansas City area Transportation Authority (KCATA) is conducting a comprehensive review of transit services in Kansas City, Missouri to rebalance the share of services provided for high ridership with those provided for coverage in areas of lower demand.

KCATA has recently released a draft of this RideKC Next Service plan and is currently conducting surveys to gather community input into the system redesign. These materials are available online at: https://ridekc.org/planning/ridekc-next

The Regional Transit Coordinating Council has received briefings on this project.

Someone questioned how does KCATA define still serving 99% of what is being served now and within what distance. Mr. Johnson answered that it will be within a ½ mile, and 80% of the riders are within the service area or at least walking distance.

7) Johnson County Transit Adjustments proposal and public comment process
Josh Powers provided a brief status update on this proposed service adjustment plan and public input process to the committee. The Johnson County Board of County Commissioners has authorized a public comment process for possible adjustments to the RideKC in Johnson County fixed route transit system. That process has now begun. The details of the proposed changes to six fixed routes in Johnson County are described here and a map can be viewed here. The public was able to provide feedback through a series of open houses or a public only survey (which remains available online).

It was asked if the multi-family buildings on Metcalf had any impact on ridership, and Mr. Powers commented that there has been an increase in ridership through micro-transit and the fixed route system. However, ridership growth has developed slower than expected.

8) Update on draft county population and employment projections through 2050
Connected KC, the region’s long-range transportation plan, requires MARC to estimate the demand for travel along road and transit networks in 2050. In turn, that requires MARC to forecast the number and location of people, homes and jobs in 2050. MARC uses a top-down process to make these forecasts. It starts with a forecast
for the region, based on a regional economic model of how the region competes against other parts of the country for a share of the nation’s economic growth. MARC then allocates the regional forecast to counties based on examining the trends in each county’s share of the region’s growth. Finally, MARC distributes the county forecasts to sub-county areas called Transportation Analysis Zones (TAZ), using a model that considers the attractiveness to and capacity for development in each TAZ.

At each step of the way, the forecasts are reviewed by MARC’s Technical Forecast Committee (TFC), which is comprised principally of local government planners from around the region, who are involved in monitoring development trends. The development of regional and then county population totals, the number of households and employment, constrain the review at the TAZ level. If one portion of a county is felt to have too low a forecast, any adjustment upward must be matched by reductions elsewhere in the county. Constraining the review process in this way has repeatedly been shown to produce realistic forecasts.

The regional forecasts were presented to the MARC Board in March 2018. Recently, the TFC approved the county-level forecasts as part of its process for review of the TAZ level forecasts. These forecasts provide a useful and understandable method to communicate anticipated trends. These are considered draft forecasts while the review at the TAZ level is on-going. The final forecasts will be presented for adoption with the adoption of Connected KC.

These forecasts have been approved by the Technical Forecast Committee and presented to the Connected KC 2050 Steering Workgroup and the MARC Board of Directors.

9) Connected KC 2050 Update
Martin Rivarola provided a brief status update on plan development to the committee. A draft working version of an online plan has been posted at http://connectedkc.org/. Content will continue to be added and refined. Major final upcoming steps include:

- TTPC Release for Public Review and Comment April 21
- Public Engagement Efforts April – May
- TTPC/Board Anticipated Plan Approval

Connected KC 2050 identifies needs and budget federal transportation funds that the metro area expects to receive over the next three decades. The plan contains:

- Vision: a long-term vision for the region’s transportation system.
- Goals and strategies: what we want to achieve by the year 2050 and how we plan to do it.
- Proposed regional transportation projects,
- Reasonably expected regional transportation investments to help accomplish goals.

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

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

10) Low RVP Gasoline Regulations
The Low RVP rule sets a maximum vapor pressure (psi) at 7.0 or less for gasoline during the summer (June 1 through September 15), which is considered the height of “ozone season” when weather conditions, i.e. hot, dry, and sunny, are most conducive to ozone formation. The rule requires “boutique” gasoline blends that are specialized for the Kansas City region. There are, however, other regions in the U.S. that have similar RVP requirements.
As part of Executive Order 17-03 Red Tape Reduction Review—requiring all parts of state government to review rules and regulations for continued relevance, applicability, and effectiveness—MDNR conducted a model-based analysis to determine whether the Low RVP Rule continued to provide emissions benefits to the Kansas City region. Modeling compared base-year 2017 emissions to two 2020 scenarios, one with the existing Low RVP Rule in place, and one with relaxed RVP limits aligning with national requirements.

The findings show that both 2020 scenarios result in lower emissions compared to 2017 due to fleet turnover and improved emissions technology, regardless of the rule. However, in comparing the two 2020 scenarios, the scenario based on the existing Low RVP Rule results in slightly less emissions compared to the scenario with relaxed RVP requirements. Based on these findings, the MoDNR has determined that a rescission of the Low RVP Rule will not interfere with the Kansas City region’s ability to comply with the Clean Air Act’s ozone standard and will proceed with the rescission process.

Karen Clawson briefed the committee on this issue and outlined continued concerns that will be shared in a final public comment letter due in April. The Air Quality Forum provided comments and questions to MoDNR on the Regulatory Impact Report for this issue in December 2019 and will submit final comments to MoDNR and the Missouri Air Conservation Commission ahead of the public comment period end date on April 2, 2020.

11) Other Business
   • Mr. Achelpohl informed the committee that the Kansas House & Senate have passed the bill for the Moving Forward Program.

12) Adjournment
    With no further business the meeting was adjourned. The next meeting of TTPC will be held April 21, 2020.
ISSUE:
VOTE: 2020 2nd Quarter Amendment to the 2020-24 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 both a quarterly cycle and as needed to accommodate changes to projects in the TIP.

The proposed 2020 2nd Quarter Amendment to the 2020-24 Transportation Improvement Programs includes 22 projects:

- 15 new projects to be added, including but not limited to:
  - #180076 - K-16; Intersection improvements at Parallel Road
  - #280162 - US-73/K-7; Construct turn lanes at Hollingsworth Road
  - #380182 - US-56; Reconstruction from Sycamore to Moonlight in Gardner
  - #590266 - I-435; Scoping for operational improvements at 48th St/Parvin Road
  - #690547 - Buck O’Neil Corridor Design Build Project
  - #868001 - Intersection improvements at Baptiste Drive and Hedge Lane

- 7 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/20Q2amend.aspx

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. One comment was received via phone expressing concern that people on fixed incomes can’t afford internet to be able to comment on the TIP. The commenter also inquired about the availability of programs in Kansas City that subsidize internet services for low-income people.

MARC has been researching options for low-cost internet in the Kansas City area and has identified several options. This information will be added to any future public comment advertising and the MARC website. Additionally, as part of a scheduled review of the Public Participation Plan in 2020, MARC will explore additional ways by which information can be conveyed to the public.
BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
Approve the 2020 2nd Quarter Amendment to the FFY 2020-2024 TIP.

STAFF CONTACT
Marc Hansen
ISSUE
VOTE: Approve Functional Class Changes

BACKGROUND
The highway functional classification system is essentially a network of roadways grouped into a hierarchical set of categories, or classes, each defined according to its general purpose with respect to transportation. This system was introduced by the Federal Highway Administration (U.S. Department of Transportation) towards the end of the 1960s.

According to U.S. Code (23 CFR, Section 134), in urban areas having a population of 50,000 or greater inhabitants, it is the responsibility of the region’s Metropolitan Planning Organization (MPO) to coordinate the development and maintenance of the functional classification system of roadways within its official planning boundary. As part of this responsibility, the duties of an MPO include communication and cooperation with local units of government and the corresponding State Department(s) of Transportation.

As such, MARC conducts a call for functional class change requests twice a year, as scheduled in the Highway Committee Work Plan. In February staff began the call for requests, receiving a total of 2 requests (only Kansas side requests were received) shown on Table 1, below. Staff coordinated with KDOT to review each request, using FHWA’s Functional Classification Concepts, Criteria and Procedures (2013) and the Official MARC Procedures for Roadway Functional Classification (2013) as guidance.

POLICY CONSIDERATIONS:
Eligibility for some federal funding programs and some project types is related to the functional classification of corresponding roadway segments. For example, STP funds to widen roadways require a functional classification of “collector” or higher in urban areas.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
The MARC Highway Committee reviewed these proposed changes and recommended their approval on March 25, 2020.

RECOMMENDATION:
Approve proposed functional class changes as outlined in Table 1 below.

STAFF CONTACT:
Caitlin Zibers
### Kansas Functional Classification Updates

<table>
<thead>
<tr>
<th>Route</th>
<th>From</th>
<th>To</th>
<th>AADT</th>
<th>Current Classification</th>
<th>Requested Change</th>
<th>Staff Recommendation</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lexington Avenue</td>
<td>Urban Boundary</td>
<td>K10</td>
<td>7300</td>
<td>None</td>
<td>Minor Arterial</td>
<td>Upgrade entire portion as minor arterial</td>
<td></td>
</tr>
<tr>
<td>95th Street</td>
<td>Lexington Avenue</td>
<td>Kill Creek Rd</td>
<td>750</td>
<td>None</td>
<td>Minor Collector</td>
<td>This does not qualify to end at Corliss under FHWA criteria for stubs, upgrade from Lexington to Kill Creek Rd.</td>
<td></td>
</tr>
</tbody>
</table>

### Missouri Functional Classification Updates

No requests were received from local municipalities. Due to ongoing work with MoDOT to clean up databases there may be segments for further review at the time of the meeting.
Proposed by DeSoto:
Recommended by KDOT/MARC:

Upgrade entire portion of Lexington as minor arterial from urban boundary to K10

This does not qualify to end at Corliss road under FHWA criteria for stubs, allow upgrade of 95th between two existing major collectors
ISSUE:
VOTE: Updates to the Congestion Management Policy

BACKGROUND:
MARC’s Congestion Management Process (CMP) is a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on a region’s multi-modal transportation systems; evaluating and recommending alternative strategies to manage current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage congestion. The CMP also responds to requirements set forth by federal transportation legislation (23 CFR 450.320).

The FHWA and FTA Guidebook, Advancing Metropolitan Planning for Operations, outlines an 8-step framework for the development of a CMP.

1. Develop Congestion Management Objectives
2. Identify Area of Application
3. Define System/Network of Interest
4. Develop Performance Measures
5. Institute System Performance Monitoring Plan
6. Identify and Evaluate Strategies
7. Implement Selected Strategies and Manage Transportation System
8. Monitor Strategy Effectiveness

In accordance with this guidance MARC has developed and maintained an eight-step approach within this policy, which was adopted by the MARC Board of Directors in 2011.

POLICY CONSIDERATIONS:
Within the policy, it is MARC’s responsibility to review the policies and procedures governing the CMP and revise them to address changes to regional transportation goals and/or federal rules and requirements. With the update of the long-range plan, Connected KC 2050, the Congestion Management Policy is proposed for an update to reflect and support the outcomes and strategies within the plan. These updates include:

- General consolidation and clarification of narrative. Much of the narrative was repetitive and was condensed to provide a more user-friendly document. Additionally, a new transportation bill, the FAST Act, has been passed since the last update; language was updated to reflect the change in federal requirements.
- Better integration with the transportation planning process. Timelines were reviewed and updated to reflect more timely updates of data for planning activities, i.e. consolidating reports in advance of the sub-allocated programming call for projects every 2 years instead of every 4 years to better inform funding decisions.
- Clarification of terms such as congestion and capacity to better align with our most up to date congestion report and data. As well as clarification around what constitutes an
exemption from the policy to reduce the burden of this policy on projects that are exempt. (added detail below)

- This policy reemphasizes and clarifies existing MARC policy around congestion mitigation efforts. Policy continues to indicate:
  - **Added emphasis:** In order to justify the addition of single occupant vehicle (SOV) capacity, a project sponsor shall conduct and document a congestion mitigation analysis during the planning stage of project development showing that additional SOV capacity is necessary to manage existing and documented congestion.
  - **Added emphasis:** Analysis should include consideration of non-capacity strategies such as travel demand management (TDM), transportation system management (TSM) and management and operations strategies.
  - **Clarification and revision:** Policy is adjusted to clarify that data collected within the 8 step management process and compiled in [MARC’s Transportation Congestion and Reliability in Kansas City](#) shall be referred to as resource to determine where existing congestion/unreliability has been an area of concern.
  - **Clarification and revision:** Policy is adjusted to indicate that project sponsor may provide a study which documents that congestion/system unreliability is occurring or anticipated to occur given recently completed development.
  - **Clarification and revision:** Policy is adjusted to clarify projects/programs which are exempted from these requirements.

- Updates to the review and update process outlined within the document, to ensure timelines sync with planning products and processes to clarify MARC’s responsibilities in implementing this process and policy.

**COMMITTEE ACTION:**
This has been reviewed by the Connected KC Steering Work Group and the Goods Movement Committee. The Highway Committee has recommended approval of revisions to this policy (March 25th committee meeting). Other committees have also been advised of upcoming revision to policy (BPAC, RTCC Tech Team, Air Quality Forum, etc.). No objections were raised in either of these meetings.

**RECOMMENDATION:**
The Highway Committee recommends approval of updates to the MARC Congestion Management Process Policy as presented.

**STAFF CONTACT:**
Caitlin Zibers
Martin Rivarola
MARC Congestion Management Process Policy
Adopted by the MARC Board of Directors on ________

BACKGROUND
In the transportation industry, congestion can be generally defined as a condition where the volume of users or vehicles on a transportation facility, approaches or exceeds the capacity of that facility. Congestion is characterized by reduced travel speeds, increased travel times and delay, and, in some cases, increased traffic crashes, which can lead to uncertainty, frustration, discomfort and dissatisfaction of transportation system users. Some secondary impacts of congestion include decreased productivity and increased greenhouse gas emissions. While many correlate economic growth with an increase in traffic, there are many ways to address an increase in traffic so that it does not become congestion. Therefore, transportation planners, engineers, and decision makers should seek to manage congestion rather than totally eradicate it.

Based on 2017 Highway Statistics compiled by the Federal Highway Administration (FHWA), the Kansas City urbanized area has the highest ratio of roadway miles to population in the United States. This level of existing highway capacity contributes to the relatively low levels of traffic congestion the Kansas City region experiences compared to areas of similar population and economic activity. Despite these low levels of congestion, traffic monitoring services such as KC Scout and Operation Green Light (OGL) indicate that some areas do experience peak period congestion, most often during rush hour, in certain locations throughout the region.

The Kansas City metropolitan area is classified as a Transportation Management Area (TMA) because its population is greater than 200,000. Under current federal policy, Transportation Management Areas (TMAs) that are in non-attainment of ozone or carbon monoxide (CO) standards, federal funds may not be advanced for any new project that will significantly increase the carrying capacity for single-occupant vehicles (SOVs) other than projects that address bottlenecks or safety needs unless the project results from a CMP. Essentially, the overwhelming majority of projects that add travel lanes would not be eligible for federal funds. While the region currently in attainment, area design values for ground level ozone are very close to the current National Ambient Air Quality Standards and therefore remains at risk of becoming a non-attainment area in the future.

With limited funding available, air quality concerns and the public’s desire for additional transportation options than single occupant vehicles, the region should focus on addressing recurring and non-recurring congestion using a wide range of strategies before adding additional lanes.

PURPOSE & SCOPE
MARC’s Congestion Management Process (CMP) is a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on a region’s multi-
modal transportation systems; evaluating and recommending alternative strategies to manage current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage congestion. The CMP also responds to requirements set forth by federal transportation legislation (23 CFR 450.320).

The FHWA and FTA Guidebook, *Advancing Metropolitan Planning for Operations*, outlines an 8-step framework for the development of a CMP.

1. Develop Congestion Management Objectives
2. Identify Area of Application
3. Define System/Network of Interest
4. Develop Performance Measures
5. Institute System Performance Monitoring Plan
6. Identify and Evaluate Strategies
7. Implement Selected Strategies and Manage Transportation System
8. Monitor Strategy Effectiveness

In accordance with this guidance MARC has developed an eight-step approach within this policy.

**INTEGRATION WITH METROPOLITAN TRANSPORTATION PLANNING**

The MARC CMP is one component of the metropolitan planning process. It is integrated with the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and corridor studies, including those being conducted in accordance with the National Environmental Policy Act (NEPA), through its data and analysis functions as well as through the CMP Toolbox. These relationships are summarized below.

*Relationship to the Metropolitan Transportation Plan (MTP)*

The MARC CMP is related to the regional Long-Range Transportation Plan in four ways:

- The MTP provides a set of congestion management related strategies and performance measures that are applied through the CMP;
- The MTP development process includes an evaluation and prioritization of transportation projects and strategies structured around advancing these identified CMP objectives and measures;
- The MTP provides system performance information in support of the CMP which is used by MARC and its planning partners to identify corridors or segments for detailed analysis in corridor or other special studies, as recommended by the MTP; and
- The CMP Toolbox provides alternative congestion management strategies for consideration in corridor and other studies, which ultimately are reflected in project design and are incorporated into the MTP’s fiscally constrained project listing.

*Relationship to the Transportation Improvement Program (TIP)*

The MARC CMP is related to the development of the regional Transportation Improvement Program in four ways:

- The CMP provides system performance information for use by MARC in
evaluating projects nominated for inclusion in the TIP;

- The CMP provides system performance information for project sponsors, which may influence their recommended projects for incorporation in the TIP;
- The CMP provides information about alternative congestion management strategies considered for SOV capacity projects to be advanced using federal funds; and
- The CMP objectives are integrated with the application scoring process used to select and prioritize projects in the TIP.

**Relationship to Corridor Studies**

The MARC CMP is related to the development of corridor studies and related NEPA documents in two ways:

- The CMP provides system performance information which is used by MARC to identify corridors or segments for detailed analysis in corridor or NEPA studies; and
- The CMP Toolbox provides alternative congestion management strategies for consideration in corridor studies and related NEPA documents. When traffic congestion is referenced in the Purpose and Need statement for an Environmental Assessment (EA), Environmental Impact Statement (EIS), or Planning and Environmental Linkages (PEL) the EA/EIS/PEL shall consider the congestion management strategies included in the MARC CMP Toolbox as a starting point for the development of alternative strategies. This does not preclude the EA/EIS/PEL from considering other strategies that may not be in the CMP Toolbox, nor does it require that the EA/EIS/PEL select a strategy from the CMP Toolbox as the preferred alternative. However, the EA/EIS/PEL document must include a discussion of how the CMP Toolbox strategies were addressed.

**Relationship to the Regional Intelligent Transportation Systems (ITS) Architecture**

All ITS strategies implemented from the CMP Toolbox will be consistent with the Regional ITS Architecture. MARC will ensure that both the Regional ITS Architecture and the CMP Toolbox are reviewed for consistency and reconciled as necessary when either is updated.
MARC CONGESTION MANAGEMENT PROCESS

1. **Develop Congestion Management Objectives**

The CMP is an objectives-driven, performance-based approach to managing congestion. The development of congestion management objectives allows stakeholders to focus on specific aspects of congestion and provides a way to measure the effectiveness of congestion management strategies.

The region’s MTP includes specific system performance and congestion performance measures and associated strategies in addition to a broader range of regional transportation objectives. Each objective is supported with specific transportation system performance measures which establish a desired trend for each measure over the timeframe of the plan. As congestion management objectives and measures are developed and refined in future updates to the MTP, the CMP will reflect those changes.

2. **Identify Area of Application**

The CMP applies to the geographic area defined by the MARC Metropolitan Planning Area (MPA) boundary, including the counties of Johnson, Leavenworth, Miami and Wyandotte in Kansas, and Cass, Clay, Jackson and Platte in Missouri. This area corresponds to the area covered by the Kansas City Regional ITS Architecture and the MARC regional travel demand model.

3. **Define System/Network of Interest**

For the purposes of data collection and system monitoring, MARC has identified a subset of the regional street and highway network as the Congestion Management Network (CMN). These facilities include:

- All National Highway System routes;
- All routes with average daily mid-block traffic volumes of 25,000 or more for segments of 2 miles or more in length; and
- All routes with high levels of transit service.

MARC will maintain a map of the CMN, which will be reviewed and updated as necessary at least every five years with the development of the MTP.

4. **Develop Performance Measures**

System performance measures used for the CMP are derived from requirements outlined in federal planning rules and support the congestion management objectives established in the MTP. These measures allow MARC to identify the location, duration, extent, and causes of recurring and non-recurring congestion.

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1 The level of transit service depends on such factors as ridership and frequency and hours of service. MARC will consult with transit providers in the region to ensure that appropriate transit routes are considered when designating and updating the congestion management network.
Through the CMP, congestion related performance measures will be tracked over time, allowing MARC to monitor progress towards meeting the congestion management objectives. Additional details about performance measures are provided in the MTP document.

5. **Institute System Performance Monitoring Plan**

The MARC CMP currently incorporates the following data collection and system monitoring activities for the CMN:

- MARC will analyze and report Census Transportation Planning Program (CTPP) data products collected by the American Community Survey (ACS). The CTPP reports data on variety of transportation performance measures.
- Observed traffic volumes are collected by the State Departments of Transportation and several local units of government on an annual basis. MARC will update and analyze traffic volume data on the CMN annually, or as often as the data are made available.
- A variety of data will be used by MARC to calculate congestion related performance measures. MARC will conduct a regional travel time study at least every 4 years. Speed data is continually collected on the KC Scout system and is made available to MARC for analysis.
- Incident clearance time data for crashes is collected by Kansas City Scout (on the Scout system) and law enforcement agencies. MARC will incorporate the annual average incident clearance times for crashes occurring on the KC Scout system within its travel time studies as that data is made available.
- Crash data are collected and reported by the State Departments of Transportation. MARC will update crash data on the CMN annually.
- MARC will develop, apply, and maintain the regional travel demand model. The model outputs will allow MARC to forecast system performance measures on the CMN. The model network will be updated in advance of each MTP update.
- Transit ridership and bus route performance data are collected by two local transit agencies (KCATA and Johnson County Transit), as well as the National Transit Database. MARC will obtain and analyze transit performance data from these sources.
- MARC periodically surveys registered users of the regional Rideshare program to estimate participation levels and associated benefits to the transportation system. MARC will compile and report this data as part of its travel time studies, based on the availability of data.

The information and data collected through the system performance monitoring plan will be compiled and analyzed in advance of regular sub-allocated calls for projects, based on the availability of data. As new, additional sources and types of data become available, MARC will incorporate them into its system performance monitoring plan.

The Performance Measurement Report will identify the location, duration, extent, and causes of congestion on the CMN, and will summarize the various performance measures used by the CMP.
6. **Identify and Evaluate Strategies**

   The information and data contained in the Performance Measurement Report will be used to identify appropriate congestion management strategies for the MARC region. The identification and selection of strategies for a particular segment or corridor should be tailored to the specific cause or causes of congestion. MARC will work collaboratively with its transportation planning partners to identify and advance appropriate strategies for managing congestion.

   The MARC CMP provides information about a wide range of congestion management strategies applicable to the Kansas City region. These strategies are detailed in the CMP Toolbox. The intent of the CMP Toolbox is to provide a reference for the development of alternative strategies for consideration in corridor studies and NEPA documents, which may be conducted and developed within the context of the Kansas City metropolitan transportation planning process.

   Congestion reduction strategies will be evaluated for the purposes of developing the MTP, TIP, NEPA documents, and corridor studies. Evaluation of implemented CMP strategies may be conducted as “before and after” studies for individual projects, through modeling exercises or through literature reviews of the benefits and costs of project types, as appropriate. These evaluations may be conducted by MARC or by individual project sponsors. However, at a minimum, the network for the regional travel demand forecasting model will be updated in advance of each MTP update, to incorporate implemented CMP strategies involving highway or fixed guideway transit capacity into the existing network.

7. **Implement Selected Strategies and Manage Transportation System**

   Information developed through the CMP will be applied to establish priorities for the MARC transportation planning products, thereby facilitating the implementation of the CMP. During the development of the MTP and TIP, congestion management objectives and performance measures will be used to rank and select strategies. For the purpose of scoring project applications for both the MTP and TIP, MARC awards points to projects that:

   - Facilitate alternative modes of transportation
   - Implement strategies from the CMP Toolbox
   - Address congested segments on the CMN and
   - Support adopted land use objectives

   The TIP and Annual Listing of Projects will allow MARC to track implementation of congestion management strategies at the system-wide level. Projects that add SOV capacity to roadway segments that have not been identified through the system monitoring plan described above and otherwise do not demonstrate congestion through independent studies are not considered aligned with this policy.

8. **Monitor Strategy Effectiveness**

   The CMP is an iterative process, and MARC will work closely with operating agencies to monitor the effectiveness of congestion reduction strategies implemented in the Kansas City region. Data collected through the System Performance Monitoring Plan (see Step 5 above),
as well as data reported by operating agencies such as KC SCOUT and the State DOTs will provide performance measures that can be used to evaluate the effectiveness of implemented strategies. This information will be incorporated into the Performance Measurement Report that will be prepared by MARC on an regular basis, providing feedback that will be used to update and refine the CMP.

Information on the effectiveness of congestion management strategies over time will also inform revisions and updates to the CMP Toolbox. As strategies are implemented and monitored, the benefits or impacts to congestion will be incorporated into the Toolbox to inform the selection and prioritization of future strategies.

SINGLE OCCUPANT VEHICLE (SOV) CAPACITY PROJECTS
In TMAs designated as nonattainment areas for ozone or carbon monoxide pursuant to the Clean Air Act, federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for single-occupant vehicles (SOVs), unless the project is addressed through a CMP. While the Kansas City region is not currently designated as a nonattainment area, it is prudent to identify projects that may be subject to these provisions should this status change in the future. For the CMP, the definition of a regionally significant capacity project is consistent with the definition used for the purposes of air quality conformity analysis and should remain consistent with that definition over time. For the MARC TMA, a project that adds significant SOV capacity is currently defined as adding one or more travel lanes, turn lanes or auxiliary lanes for a distance of one-half mile or more on a facility classified as minor collector or higher on the FHWA functional classification system.

The CMP SOV worksheet must provide an appropriate analysis of reasonable travel demand reduction and operational management strategies for the corridor in which a project that will significantly increase in SOV capacity is proposed. If the analysis demonstrates that travel demand reduction and operational management strategies alone cannot provide an acceptable level of mobility and additional SOV capacity is warranted, then the CMP shall identify all reasonable strategies to manage the facility safely and effectively. An acceptable level of mobility is defined by the project sponsor based on agency standards and practices. All identified reasonable travel demand reduction and operational management strategies must be incorporated into the SOV capacity project or committed to by the project sponsor for implementation.

In the MARC TMA, in order to justify the addition of SOV capacity, a project sponsor shall conduct and document a congestion mitigation analysis during the planning stage of project development showing that additional SOV capacity is necessary to manage congestion. Sponsors should refer to MARC’s Transportation Congestion and Reliability in Kansas City report as a resource to determine where existing congestion/unreliability has been identified as an area of concern. Alternatively, a project sponsor may provide a study which documents that congestion/system unreliability (as defined in MARC’s report) is occurring or anticipated to occur given recently completed development. The analysis should include consideration of non-capacity strategies such as travel demand management (TDM) and transportation system management (TSM). Furthermore, the documentation must indicate how the capacity project includes management and operations strategies. MARC will include a report that documents and summarizes the congestion mitigation analyses with MTP and TIP planning documents.

EXEMPT PROJECTS
The following projects are exempt from the SOV capacity analysis process:

- Projects that do not add SOV capacity such as bike/pedestrian improvements
- Projects intended to improve mobility for non-highway modes of transportation, and
- Projects that will not use federal funding.

The flowchart in Figure 1 describes the screening process MARC will use to determine which projects must be addressed by the CMP.
MARC CMP
SOV Analysis Screening Process

New Project Application

Will the project use federal funding?

NO
Project is exempt from SOV Analysis

YES
Does the project add SOV capacity*?

NO
Project is exempt from SOV Analysis

YES
Complete SOV analysis worksheet

*Projects that add one or more travel, turn or auxiliary lanes for a distance of one-half mile or more on a roadway facility classified as minor collector or higher
**CMP Review and Update Process**

All elements of the MARC CMP will be reviewed and updated periodically to reflect changes to the region’s transportation goals and objectives and transportation system.

At a minimum:

- Congestion management objectives will be reviewed and revised as necessary in coordination with updates to the Metropolitan Transportation Plan;
- The CMN will be reviewed and updated as necessary every five years, with the development of the MTP. Changes to the CMN will be approved by the MARC Highway Committee;
- Travel time data will be collected and analyzed every four years by MARC, in advance of each update to the MTP;
- CMN performance will be updated and analyzed on a cycle consistent with the availability of current, supporting data.
- A Performance Measurement Report will be updated and published regularly by MARC, based on available data.
- The regional travel demand forecasting model network will be updated in advance of each update to the MTP;
- Observed traffic volumes will be incorporated into the transportation database as they are made available to MARC;
- In collaboration with the MARC Highway Committee the CMP Toolbox will be reviewed and updated by MARC at least every four years;
- Policies and procedures governing the CMP will be reviewed and revised as necessary to address changes to regional transportation goals and/or federal rules and requirements; and
- These and other elements of the CMP may be reviewed and updated on a case-by-case basis in consultation with the MARC Highway Committee.
ISSUE:
VOTE: Release Connected KC 2050 for Public Review and Comment

BACKGROUND:
The Mid-America Regional Council (MARC) is responsible for developing and maintaining a metropolitan transportation plan (MTP) to guide federal investments and serve as a blueprint for managing the region’s transportation system. Adoption of the next plan, “Connected KC 2050”, will be due by June of 2020. Major elements of work to date have included:
- Regional vision statement update, Needs assessment & Policy framework
- Travel demand modeling
- Financial revenue forecasting, project prioritization & new potential revenue analysis
- Performance measures
- Federal funding programming process adjustments

Major final upcoming steps include:
- TTPC Release for Public Review and Comment April 21st
- Public Engagement Efforts April-May 2020
- TTPC/Board action – June 2020

At the upcoming TTPC meeting, Staff will provide a status update on plan development and will seek TTPC authorization for release of plan for public review and comment.

A final draft of an online plan has been posted at http://connectedkc.org/.

POLICY CONSIDERATIONS:
Connected KC 2050 includes a financial plan with reasonably anticipated transportation revenues and expenditures through 2050 and is organized around a core set of strategies to address regional needs and make progress towards a vision of Greater Kansas City as a region of opportunity whose robust economy, healthy environment and social capacity support the creativity, diversity and resilience of its people, places and communities.

These strategies focus on:
- Centers and corridors
- Climate protection and resilience
- New funding sources
- Prioritized investments, and
- Data and technology

Once adopted, this plan will guide transportation investments in our region in future years.

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

RECOMMENDATION:
Approve to release Connected KC 2050 for Public Review and Comment.

STAFF CONTACT:
Ron Achelpohl
Martin Rivarola
ISSUE:
REPORT: Eisenhower Legacy Transportation Program

BACKGROUND:
The Kansas legislature and Governor have enacted a new 10-year statewide transportation program. The Eisenhower Legacy Transportation Program will provide funding for multi-modal transportation needs across the state. In addition to commitments to complete remaining TWORKS projects and prioritize highway preservation, it includes several new provisions including a new rolling program to add new projects at multiple points over the life of the plan and new programs for broadband internet and new technology investments.

KDOT staff will provide an update on the program and next steps at the meeting.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl
ISSUE:
REPORT: Kansas City, Missouri Vision Zero Traffic Safety Update

BACKGROUND:
There are currently an average of 50 to 100 traffic fatalities and many more serious injuries each year in Kansas City, Missouri and vulnerable users such as pedestrians and bicyclists are over-represented in these numbers. Many US cities have adopted Vision Zero goals and strategies to eliminate traffic deaths. MARC’s Destination Safe Coalition is also working towards a goal of zero traffic deaths in the Kansas City region and has developed regional targets and strategies to make progress towards this goal.

The Mayor and City Council are currently considering a resolution that would establish a citywide goal of zero traffic fatalities by 2030 and direct the city manager to convene a task force and develop an action plan to meet this ambitious safety goal by September of 2020.

Councilman Eric Bunch is co-sponsoring the resolution in cooperation with the Regional Transit Alliance, BikeWalkKC and others and a representative will provide an update at the meeting.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl
ISSUE:
REPORT: COVID-19 Transportation Impacts

BACKGROUND:
The COVID-19 pandemic and associated safe-at-home orders and economic impacts have impacted regional transportation in a variety of significant ways. In the near-term, traffic volumes and transit ridership have both declined sharply. As traffic volumes have declined, speeding has increased on some facilities resulting in increased severity of traffic crashes, while traffic crashes have also declined in number. As the economy has contracted, revenues for transportation and other public services have also declined impacting state and local agency budgets.

MARC’s aging services, emergency services and early education programs have provided direct support to local governments, area non-profits and vulnerable populations in the early response to the outbreak. Operation Green Light is also making adjustments to traffic signal timing to serve changing travel patterns and MARC transportation staff is supporting the Kansas City Area Transportation Authority and other regional transit providers to coordinate needs assessments to support distribution of federal relief funds for public transportation services impacted by the pandemic.

Staff will provide additional information at the meeting.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl