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, June 18, 2019, 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: May 21, 2019 Minutes*
3. VOTE: 2019 3rd Quarter Amendment to the 2018-22 TIP for Public Review & Comment*
4. VOTE: Federal Functional Class System Changes
5. VOTE: Critical Urban Freight Corridors (CUFC) in Kansas
6. VOTE: MoDOT Planning Priorities
7. REPORT: Missouri Hyperloop Feasibility Study
8. REPORT: North Kansas City Planning Initiatives Update
9. REPORT: State Legislative Update
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
May 21, 2019
Meeting Summary

**Members, Alternates Present-Representing**
Councilman Chuck Adams, Wyandotte County
Municipalities, KS Co-Chair
Mayor Carson Ross, Jackson County Municipalities, MO Co-Chair
Commissioner Jim Allen, Johnson County
Perry Allen, MoDOT
Chet Belcher, City of Olathe
Cory Davis, KDOT
Dick Jarrold, KCATA
Mike Krass, Cass County
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Michael McDonald, Leavenworth County Municip.
Mayor Mike McDonough, Jackson County Municip.
Jerry Nolte, Clay County
Eric Rogers, BikeWalk KC
Mayor Richard Scharfen, Cass County Municipalities
Fred Sherman, Johnson County Municipalities
Kite Singleton, Regional Transit Alliance
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Griffin Smith, MoDOT
Mike Spickelmier, Leavenworth County
Chad Thompson, City of Kansas City
Reginald Townsend, Cass County
Sheila Tracy, Northland Chamber of Commerce
Tim Vandal, Leavenworth County Municipalities
Doug Whitacre, Johnson County Municipalities

**Others Present**
Randy Gorton, BHC Rhodes
Doug Hohulin, Nokia
Dave Kocour, Hg Consult Inc.
Greg Rokos, City of Raymore
Allison Smith, KDOT

**MARC Staff Present**
Ron Achelpohl, Dir. Of Transportation & Environ.
Aaron Bartlett, Senior Transportation Planner
Karen Clawson, Principal Planner/Air Quality Program Manager
Beth Dawson, Senior Land Use Planner
Darryl Fields, Senior Transportation Planner
Marc Hansen, Principal Planner
Tom Jacobs, Environmental Program Director
Laura Machala, Transportation Planner II
Amy Strange, Public Affairs Coordinator II
Patrick Trouba, Transportation Intern
Jermaine 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 April 16, 2019 Meeting Summary*
There were no changes to the April 16, 2019 meeting summary. Mayor David Slater moved to approve the meeting summary, Mayor John Smedley seconded and the motion carried unanimously.

3) Greater Kansas City Chamber of Commerce Big5 Transportation Initiative
Mike DeBacker of Burns & McDonnell is co-champion of the initiative along with Scott Smith, formerly with HNTB; and Mr. DeBacker provided an update on the initiative at the meeting.

In 2019 and 2020 the priorities of the new Big 5 goal are workforce access, regional transportation revenue & investment strategies, transportation safety, and advocacy. More information about the Chamber’s Big 5 initiatives is available at https://www.kcchamber.com/what-we-do/big-5-initiatives

One of the committee members asked if there is a timeframe for wanting to accomplish things, and Mr. DeBacker responded that this work plan should run through 2020.

Another committed member inquired if there is a sense of potential funding for the streetcar expansion, and Mr. DeBacker replied that while they didn’t get a full funding grant agreement this year, they are working on other aspects, such as engineering, to improve their readiness for next year’s process.

There was a question: how will the chamber help to get $150 million for the Buck O’Neil Bridge project, and help MoDOT acquire funding for other bridge work? Mr. DeBacker answered that they have already helped with the Build Grant and working to improve things to attract more funding to the area.

4) KC Rising Overview & Place
Sherri Gonzales-Warren provided the overview of KC Rising to the committee. KC Rising is completing its fourth year and while much has been accomplished, it is at a point where it needs to scale up the impact of its efforts. In particular, more successful peer metros have been effective in incorporating place-based investments into their overall economic strategy. To facilitate this focus, KC Rising is reformulating its committee structure and participants.

To learn more about the initiative, please visit: https://kcrising.com/

5) Regional Transportation Plan 2050 (RTP2050) Update
Martin Rivarola reported on the outcome of the recently conducted “Call for Projects”. As a major next step towards completion of RTP2050, MARC has deployed a process to develop this listing of projects over various months in 2019, which include:
- May-June: Project evaluation and assembly of transportation network/land use scenarios.
- May-September: Completion of Scenario Analysis; Stakeholder outreach, committee engagement and public engagement.
- October-December: Completion of Project Prioritization process.

We will also be working concurrently with our various regional partners towards development of RTP2050 policy/strategies, land use/population employment and financial forecasting, update of programming policy statement, etc.
The plan identifies needs and budget federal transportation funds that the metro area expects to receive over the next three decades. Currently, TO2040 contains:

- Vision: a long-term vision for the region’s transportation system.
- Goals and strategies: what we want to achieve by the year 2040 and how we plan to do it.
- Transportation projects: major regional transportation investments to help accomplish goals.

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

6) Regional Safety Report

Aaron Bartlett provided an update of the Call for Destination Safe Programs and Projects with the next Regional Safety Report. A total of sixteen (16) applications were submitted. Applications are available for review online. Destination Safe funds education and enforcement strategies to reduce fatalities and serious injuries related to the focus areas outlined in the Together Toward Zero: 2018-2022, Kansas City Regional Transportation Safety Blueprint.

The coalition focuses on the five non-infrastructure-related focus areas that have been a factor, on average, in at least 1,200 combined fatalities and serious injuries in the past five years. These focus areas include:

- Unrestrained occupants
- Aggressive drivers
- Impaired drivers
- Distracted drivers
- Young motorists (ages 15-24)

The Leadership Team will meet on Wednesday, May 29, 2019 to review the applications and develop funding recommendations to MoDOT and KDOT.

2018 Annual Safety Report

In 2017, the region did not achieve its fatality reduction targets. The five-year average fatalities reached 2019, 11 higher than the target for this period. Beginning in 2015 regional fatalities began to rise through 2017. However, 2018 saw the first reduction in annual fatalities ending at 251 fatalities down 35 from 2017. The region achieved its serious injury reduction target. The five-year serious injury average reached 1,206, 10 lower than the target. Nonmotorized fatalities and serious injuries have been increasing in recent years. The five-year average for combined fatalities and serious injuries reached 115 in 2017. This is 7 higher than the target.

This report organizes the 15 focus areas by infrastructure-related, behavior-related and special-user factors. All focus areas recorded more fatalities in 2017 than the five-year (2012-2016) average. In 2018 enforcement and education, programs focused on unrestraint, aggressive driving, impairment and young adult drivers.

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 2018 Annual Safety Report also highlights programs funded in 2018 through the 2019 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 will help. Short-term efforts should focus on reducing speed, distraction and increasing seat belt use.
Long-term there is an expectation that emerging technologies will continue to improve preventing 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.

The region should also invest in infrastructure with proven safety benefits. The FHWA list of “Proven Safety Countermeasures” promotes 20 treatments and strategies that practitioners can implement to successfully address roadway departure, intersection, and pedestrian and bicycle crashes.

The region should strive 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.

A committee member suggested having a report showing the total number of vehicles on the road would help to distinguish what various elements may be causing the trend; whether slow, fast, or steady.

Someone asked if there is any measure showing relation to serious injuries and fatalities to horsepower, and Mr. Bartlett remarked that it is covered at the national level, but he isn’t completely sure how closely related they may be; although, it would make sense that horsepower would play a role.

7) RideshareKC’s Annual Green Commute Challenge
Karen Clawson presented results from the 2018 Green Commute Challenge as well as changes for the 2019 Green Commute Challenge. The 12th Annual Green Commute Challenge begins June 3 and runs through August 30, during the height of the ozone season in Kansas City. Sign-ups to participate in this year’s challenge have begun at www.RideshareKC.org.

_Transportation Outlook 2040, Clean Air Action Plan, and the Smart Moves Regional Transit and Mobility Plan_ promote strategies that increase choices for regional travelers. The Green Commute Challenge supports this goal by informing and encouraging area workers about other travel options than driving alone.

8) Sub-allocated Funding Update
Marc Hansen provided a report on the current status of the CMAQ, STP and TAP funding programs and brief the committee on an upcoming rescission contained in the Fixing America’s Surface Transportation (FAST) Act and its potential impacts to various MARC funding programs.

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.

Of equal importance is the need for continued monitoring of those projects and programs selected to receive funding to ensure efficient use of increasingly scarce resources, the public receives the benefits of them in a timely manner and the funding programs maintain adequate capacity to meet the commitments made.

A rescission contained in the FAST Act may have impacts to projects currently programmed through funding sub-allocated to MARC.

9) Sub-allocated Programming Review
A variety of federal funds are sub-allocated to MARC as the region’s MPO by the Federal Highway Administration, which fund a range of regional projects. MARC conducts programming activity for the STP, CMAQ and TAP programs on a bi-annual cycle. Given that the project needs from local sponsors most always exceeds the
available resources, MARC committees conduct a programming and project selection process, and ultimately formulate recommendations to the TTPC and the MARC board for inclusion in the TIP. The process of selection of projects is based on the policy framework of the region’s Metropolitan Transportation Plan, Transportation Outlook 2040 (TO2040), which builds on achieving the adopted vision of a “Vibrant, Connected, Green” region. This plan provides guidance to which types of projects should be favorably considered for funding in the various programs MARC is responsible for administering.

Since the completion of the most recent programming process by the MARC Programming Committees, Staff has undertaken a review of the funded project recommendations, and their alignment with the policy goals, recurring strategies and performance measures spelled out in TO2040.

The intent of these presentation is to engage the TTPC on discussion regarding the level of influence the policy direction of TO2040 carries on the sub-allocated funds project selection process. Lessons learned from this work will influence “Programming Policy Statement” update for the Regional Transportation Plan 2050.

10) Other Business
   • Councilman Chuck Adams reminded the committee of the MARC Annual Meeting taking place on June 14 at the Westin Crown Center.

11) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held June 18, 2019.
ISSUE:
VOTE: 2019 3rd Quarter Amendment to the 2018-22 TIP 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 2019 3rd Quarter Amendment to the 2018-22 TIP includes 115 projects:

- 56 new projects to be added, including, but not limited to:
  - #490197 - MO 9: Pavement resurfacing from NW Barry Road to Rte. 45
  - #590265 - MO 1: Pavement resurfacing from I-35 to Rte. 210
  - #690535 - MO 350: Corridor improvements from Laurel Avenue to Westridge Road
  - #790117 - MO 291: Bridge rehabilitation at Middle Big Creek

- 59 modified projects, including, but not limited to:
  - #690421 - I-70: Bridge replacement at Blue Ridge Boulevard/US 40
  - #690519 - US 169: Bridge rehabilitation over Missouri River
  - #980031 - KC Scout Camera and Communication Device Replacement

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/19Q3amend.aspx

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

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
Approve the release of the 2019 3rd Quarter Amendment to the FFY 2018-2022 TIP for Public Review & Comment.

STAFF CONTACT
Marc Hansen
ISSUE:
VOTE: MoDOT Planning Priorities

BACKGROUND:
MoDOT management have directed district staff to work with planning partners including MARC to identify priorities for state-system projects that could be funded with up to $2 billion over 10 years. This exercise is intended to help keep MoDOT’s planning priorities current in the event that additional funds become available through the Governor’s bridge program or other sources.

MoDOT district staff will provide updated project lists to headquarters in June. Since MoDOT and other jurisdictions have also been asked to provide information about projects to be considered for the 2050 update to the region’s transportation plan in April, the Missouri STP Priorities Committee reviewed project information at their May meeting and finalized a recommendation for TTPC to consider at their June meeting.

POLICY CONSIDERATIONS:
State system priorities should be consistent with the goals and objectives of Transportation Outlook 2040 and the updated policy framework for RTP 2050.

BUDGET CONSIDERATIONS:
None.

RECOMMENDATION:
That TTPC concur with the state-system priorities established by the Missouri STP Priorities Committee at their June 11, 2019 meeting and forward those priorities to the MARC Board of Directors.

STAFF CONTACT:
Marc Hansen
Priorities

- Buck O’Neil Bridge Project - $65
- I-70 Corridor Improvements from EIS - $265
- I-70 (I-435 to I-470) Corridor Improvements - $150
- Total - $480

Approved by the Missouri STP Priorities Committee on June 11, 2019
ISSUE  
**VOTE**: Critical Urban Freight Corridors (CUFC) in Kansas

**BACKGROUND**
The FAST Act established the National Highway Freight Network (NHFN), Primary Highway Freight System (PHFS) and the Nation Highway Freight Program (NHFP). Their purpose is to assist the nation’s economy through an efficient movement of freight. The Act provides $6.3 billion in formula funds over five years for states to invest in freight projects on the NHFN.

The Program requires states to develop a fiscally constrained project investment plan that identities statewide projects that supports the NHFN yearly. These projects must provide freight access and connection to the network, intermodal transportation facilities and/or ports to the interstate. In order, to become an eligibly funded freight project it must come from the state’s plan.

To identify the state’s urban freight projects, states will develop Critical Urban Freight Corridors. FHWA defines these corridors as “Public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.” Urban areas, with population of 500,000 or more, the MPO will develop projects in consultation with the state. Urban areas with less than 500,000 the state will develop projects in consultation with the MPO.

The Kansas Department of Transportation has requested MARC to provide the 2020 list of CUFC projects for the Kansas City area. The Goods Movement Committee considered and recommended, as Kansas’s CUFC, projects from the current Transportation Improvement Plan (2020 Kansas CUFC table).

**POLICY CONSIDERATIONS**
*Transportation Outlook 2040* identifies a network of national, regional and local freight corridors as part of the Goods Movement element of the plan.

**BUDGET CONSIDERATIONS**
None.

**COMMITTEE ACTION**
The Goods Movement Committee met on June 4, 2019 and recommended the freight related projects from the current Transportation Improvement Plan listed below as Kansas’s CUFC.

**RECOMMENDATION**
Approve Critical Urban Freight Corridors as recommended by the Goods Movement Committee.
## 2020 Kansas CUFC

<table>
<thead>
<tr>
<th>City</th>
<th>County</th>
<th>MPO</th>
<th>Corridor Identification</th>
<th>Mileage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kansas City</td>
<td>Wyandotte</td>
<td>MARC</td>
<td>I-70 Interchange</td>
<td>3</td>
</tr>
<tr>
<td>Olathe</td>
<td>Johnson</td>
<td>MARC</td>
<td>K-7, Dennis Ave. to Santa Fe St.</td>
<td>1</td>
</tr>
<tr>
<td>Olathe</td>
<td>Johnson</td>
<td>MARC</td>
<td>Lone Elm Rd., Old 56 Hwy. To 151st St.</td>
<td>1</td>
</tr>
<tr>
<td>Kansas City</td>
<td>Wyandotte</td>
<td>MARC</td>
<td>K-32 and Turner Diagonal Interchange</td>
<td>1</td>
</tr>
<tr>
<td>Overland Park</td>
<td>Johnson</td>
<td>MARC</td>
<td>I-35, 67th St. to 75th St</td>
<td>1</td>
</tr>
<tr>
<td>Olathe</td>
<td>Johnson</td>
<td>MARC</td>
<td>I-35 and 119th St. Interchange</td>
<td>0</td>
</tr>
<tr>
<td>Gardner</td>
<td>Johnson</td>
<td>MARC</td>
<td>I-35 and Gardner Road Interchange</td>
<td>0</td>
</tr>
<tr>
<td>Gardner</td>
<td>Johnson</td>
<td>MARC</td>
<td>191st St. Improvements (connection to I-35)</td>
<td>3</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>10</strong></td>
</tr>
</tbody>
</table>
ISSUE
VOTE: Federal Functional Class System 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 March staff began the call for requests, receiving a total of 24 requests shown on Table 1, below. Staff coordinated with the respective state DOT’s 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. Three requests did not meet the established criteria at this time and are also noted in Table 1. MARC staff consulted with the sponsors of the three postponed requests and they may be reconsidered in the future as new information is available.

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 May 22, 2019. TTPC will consider action on these changes on June 18, 2019.

RECOMMENDATION:
Approve 21 of 24 proposed functional class changes as outlined in Table 1 below.

STAFF CONTACT:
Caitlin Zibers
Table 1: Comprehensive Listing of FC Change Requests

<table>
<thead>
<tr>
<th>Route</th>
<th>From</th>
<th>To</th>
<th>AADT</th>
<th>Current Classification</th>
<th>Requested Change</th>
<th>Change Description</th>
<th>Staff Recommendation</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broadway</td>
<td>Main Street</td>
<td>S. 1st Street</td>
<td>780</td>
<td>Local Road</td>
<td>Major Collector</td>
<td>Broadway is the main thoroughfare for the mixed use and parking lots and serves both before and after school</td>
<td>Approve</td>
<td>This change is on a PFD criteria, page 11, 2.4 System Continuity; terminates at Elementary School</td>
</tr>
<tr>
<td>Broadway Way West</td>
<td>Peculiar Drive</td>
<td>City Ave</td>
<td>143</td>
<td>Park</td>
<td>Major Collector</td>
<td>The demand on the roadway will increase with the creation of new public facilities and the connection of Harper Rd from I-290 to the new interchange at I-290 &amp; Peculiar Way.</td>
<td>Approve</td>
<td>New demand per wonderful criteria, page 11, 2.4 System Continuity; terminates at interchange</td>
</tr>
<tr>
<td>Harper Road</td>
<td>I-70 Hwy</td>
<td>Peculiar Way West</td>
<td>45</td>
<td>Local Collector</td>
<td>Major Collector</td>
<td>The demand on the roadway will increase with traffic congestion on 141 Highway increased due to increased development and commuter patterns of our community.</td>
<td>Approve</td>
<td>New demand per wonderful criteria, page 11, 2.4 System Continuity; terminates at interchange</td>
</tr>
<tr>
<td>Swope Dr</td>
<td>I-70 Highwa y I/70</td>
<td>City Ave</td>
<td>600</td>
<td>Local Road</td>
<td>Major Collector</td>
<td>The demand on the roadway will increase with traffic congestion on 141 Highway increased due to increased development and commuter patterns of our community.</td>
<td>Approve</td>
<td>New demand per wonderful criteria, page 11, 2.4 System Continuity; terminates at interchange</td>
</tr>
<tr>
<td>Blue Mills Road</td>
<td>Tucke r Terrace</td>
<td>City Limits</td>
<td>240</td>
<td>Major Collector</td>
<td>Local Road</td>
<td>No explanation given.</td>
<td>Approve</td>
<td>This change is on a PFD criteria, page 11, 2.4 System Continuity; terminates at interchange</td>
</tr>
<tr>
<td>Gillson Street</td>
<td>E. Broadway</td>
<td>E. 3rd Street</td>
<td>7080</td>
<td>Local Road</td>
<td>Major Collector</td>
<td>E. Broadway is the main through fare for the school buses and parents both before and after school</td>
<td>Approve</td>
<td>This change is on a PFD criteria, page 11, 2.4 System Continuity; terminates at interchange</td>
</tr>
<tr>
<td>Moonlight Road</td>
<td>167th Street</td>
<td>151st St</td>
<td>5700</td>
<td>Local Road</td>
<td>Minor Collector</td>
<td>Demand will increase as the area develops further.</td>
<td>Approve</td>
<td>This change is on a PFD criteria, page 11, 2.4 System Continuity; terminates at interchange</td>
</tr>
<tr>
<td>207th St</td>
<td>Gardner Road</td>
<td>Homestead Lane</td>
<td>6500</td>
<td>Local Road</td>
<td>Major Collector</td>
<td>Demand will continue to increase with the land use changes, but the connectivity on Four Corners into 2 disconnected segments between Homestead Lane has been improved and Edgerton is planning to break up the remaining islands.</td>
<td>Approve</td>
<td>This change is on a PFD criteria, page 11, 2.4 System Continuity; terminates at interchange</td>
</tr>
<tr>
<td>NE Douglas Road</td>
<td>NE Douglas Rd</td>
<td>Southern Terminal of NE Douglas Rd</td>
<td>110</td>
<td>Major Collector</td>
<td>Local Road</td>
<td>NE Douglas Rd is a local road decreasing due to the dead end.</td>
<td>Approve</td>
<td>This change is on a PFD criteria, page 11, 2.4 System Continuity; terminates at interchange</td>
</tr>
<tr>
<td>Southwestern Missouri</td>
<td>Page Rd</td>
<td>St. Joe</td>
<td>Missouri Collector</td>
<td>Missouri Collector</td>
<td>Missouri Collector</td>
<td>The roadway runs between a principal arterial (US 71) and minor arterial (Branson) and serves traffic from residential roads. It is also adjacent to another Missouri Collector at the crossing of US 71. Changing this section to Missouri Collector creates a more segmented system.</td>
<td>Approve</td>
<td>This change is on a PFD criteria, page 11, 2.4 System Continuity; terminates at interchange</td>
</tr>
<tr>
<td>Page Rd</td>
<td>St. Joe</td>
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</tr>
<tr>
<td>Southwest Missouri</td>
<td>NE Douglas Rd</td>
<td>Missouri Collector</td>
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<td>Approve</td>
<td>This change is on a PFD criteria, page 11, 2.4 System Continuity; terminates at interchange</td>
</tr>
<tr>
<td>Swope Dr</td>
<td>NE-78</td>
<td>Throckmorton Rd</td>
<td>140</td>
<td>Local Road</td>
<td>Major Collector</td>
<td>The roadway runs between a principal arterial (US 71) and minor arterial (Branson) and serves traffic from residential roads. It is also adjacent to another Missouri Collector at the crossing of US 71. Changing this section to Missouri Collector creates a more segmented system.</td>
<td>Approve</td>
<td>This change is on a PFD criteria, page 11, 2.4 System Continuity; terminates at interchange</td>
</tr>
<tr>
<td>Swope Dr</td>
<td>76th Rd</td>
<td>I-70</td>
<td>160</td>
<td>Local Road</td>
<td>Major Collector</td>
<td>A section of a former road connecting to I-70/76 has been disconnected and this section has become the primary connection between the two facilities.</td>
<td>Approve</td>
<td>This change is on a PFD criteria, page 11, 2.4 System Continuity; terminates at interchange</td>
</tr>
<tr>
<td>76th Rd</td>
<td>Western Terminal of 76th Rd</td>
<td>NE Douglas Rd</td>
<td>110</td>
<td>Major Collector</td>
<td>Local Road</td>
<td>A section of the roadway was removed and a new road was instead of connecting through to Greenwood and 76. Swope Dr to the East is now the primary connector between neither road and MO-78.</td>
<td>Approve</td>
<td>This change is on a PFD criteria, page 11, 2.4 System Continuity; terminates at interchange</td>
</tr>
</tbody>
</table>
ISSUE:
REPORT: Missouri Hyperloop Feasibility Study

BACKGROUND:
Hyperloop is a surface transportation technology currently under development by Virgin Hyperloop One and other companies. The concept is for vehicles carrying passengers and or freight to travel through a system of depressurized pipelines using electric propulsion and magnetic levitation to reach airline speeds.

The Missouri Hyperloop Coalition, led by the University of Missouri, Columbia, commissioned a feasibility study for a potential route along the I-70 corridor Kansas City to Columbia and St. Louis. This is one of a handful of similar studies in the US and internationally, and is the first to be completed in the US. Since completion of the study earlier this year, Lt. Gov. Mike Kehoe and Speaker of the House, Elijah Haahr announced plans to develop a task force to look deeper into a hyperloop system for the state of Missouri.

Members of the study team will provide an update on the status of the project at the meeting. More information is available at: https://chambermaster.blob.core.windows.net/userfiles/UserFiles/chambers/9395/CMS/New s_Room/Hyperloop_Page/Virgin-Hyperloop-Facts.pdf

POLICY CONSIDERATIONS
Chapter 16 of Transportation Outlook 2040 supports high speed connections between Kansas City and St Louis.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACT
Ron Achelpohl
ISSUE:
REPORT: North Kansas City Planning Initiatives Update

BACKGROUND:
Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities that impact transportation within their community. North Kansas City, Mo., will provide an update on recent planning work, the community’s continued redevelopment, and associated land use impacts. They will also provide an update on their 2017 Planning Sustainable Places project, the North Kansas City Bike Master Plan.

Updates on all of these planning initiatives will be provided by Sara Copeland, Community Development Director.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACT
Beth Dawson
Martin Rivarola
ISSUE:
REPORT: Update on New State Transportation Legislation

BACKGROUND:
The 2019 legislative sessions are complete in both Kansas and Missouri and both states passed bills that will impact transportation funding including:

Kansas
- HB2007 -- Senate Substitute for HB 2007 by Committee on Transportation - Authorizing certain toll projects for new projects or expanded capacity with approval from local units of government, the KTA and the state finance council; changing the requirement to fully fund toll projects solely through toll revenue (restricts tolls to new facilities or new capacity)
- HB2214 -- Senate Substitute for HB 2214 by Committee on Transportation - Providing for an increase in registration fees for electric and hybrid vehicles. ($50 for hybrid electric, $100 for all-electric)

Missouri
- SCR14 -- Authorizes and directs the Office of Administration to execute and deliver a financing agreement for payment of debt service on transportation bonds issued by the Highways and Transportation Commission ($301 million, subject to approval of a federal grant for the Rocheport I-70 bridge)

Staff will report on this new legislation at the meeting.

BUDGET CONSIDERATIONS:
None.

POLICY CONSIDERATIONS:
MARC’s 2019 state legislative agendas emphasized new funding as a priority for both Kansas and Missouri.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl