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 19, 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: May 15, 2018 Minutes*
3. VOTE: Release Transportation Outlook 2040 Amendment #7*
4. VOTE: 2018 3rd Quarter Amendment to the 2018-22 TIP for Public Review & Comment*
5. VOTE: Kansas City Regional Intelligent Transportation Systems Architecture Update*
6. VOTE: Release MARC’s 2019 Disadvantaged Business Enterprise (DBE) Goal for Public Review & Comment*
7. REPORT: Missouri Hyperloop Feasibility Study
8. REPORT: Planning Sustainable Places Project Update
9. REPORT: “Beyond the Loop” Study
10. REPORT: 2018 State Transportation Funding Legislation
11. Other Business
12. Adjournment

*Action Items

Getting to MARC: Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, can be found online. If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

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

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our webpage.
Members, Alternates Present-Representing
Councilman Chuck Adams, Wyandotte County
Municipalities, KS Co-Chair
Mayor Carson Ross, Jackson Co. Mun., MO Co-Chair
Commissioner Jim Allen, Johnson County
Mike Brungardt, Johnson County Municipalities
Matt Davis, Jackson County
Tom Gerend, Kansas City Streetcar
Tim Gramling, City of Independence
Richard Grenville, PortKC
Darren Hennen, Northland Chamber of Commerce
Tony Hofmann, City of Overland Park
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Michael McDonald, Leavenworth County Municip.
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Jack Messer, City of Overland Park
Jerry Nolte, Clay County
Burt Morey, City of Overland Park
Mike Moriarty, KDOT
Jerry Nolte, Clay County
Mark Randall, City of Independence
Mayor Richard Scharfen, Cass County Municipalities
Fred Sherman, Johnson County Municipalities
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Griffin Smith, MoDOT
Commissioner Jim Walters, Unified Gov’t WyCo/KCK
Mayor Eileen Weir, City of Independence
Doug Whitacre, Johnson County Municipalities
Beth Wright, City of Olathe

Others Present
Mokhten Ahmed, FTA
Edgardo Cordero, FHWA-MO
Chuck Ferguson, KCATA
Paul Foundoukis, FHWA-KS
Randall Gorton, BHC Rhodes
Enos Han, FHWA-MO
Nan Johnston, City of Parkville
Lideana Laboy, Unified Gov’t WyCo/KCK
Darby Logan, Platte County Public Works
Matt McDonald, FHWA-KS
Brad McMahon, FHWA-MO
Christine Murray, KC Chamber of Commerce
Aaron Otto, Johnson County Manager’s Office

Jeremiah Shuler, FTA
Allison Smith, KDOT
Jim Tobaben, WSP USA
Tom Worker-Braddock, Olsson Associates

MARC Staff Present
Ron Achelpohl, Director of Transp. and Environment
Caitlin Campbell, Transportation Intern
Beth Dawson, Senior Land Use Planner
Amanda Graor, Principal Planner/Air Quality Program Manager
Marc Hansen, Principal Planner
Jim Hubbell, Principal Planner
Laura Machala, Transportation Planner II
Martin Rivarola, Assistant Director of Transportation
Land Use Planning
Amy Strange, Public Affairs Coordinator II
Patrick Trouba, Transportation Intern
Shawn Urbach, Travel Modeler I
Jermain Whitmore, Program Assistant
Eileen Yang, Transportation Modeling Manager
1) Welcome/Introductions
Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of April 17, 2018 Meeting Summary*
There were no changes to the April 17, 2018 meeting summary. Jack Messer moved to approve the meeting summary, Mayor David Slater seconded and the motion carried unanimously.

3) 2018 Special Amendment #1 to the 2018-22 Transportation Improvement Program*
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

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

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

Mayor John Smedley moved to approve the 2018 Special Amendment #1 to the FFY 2018-2022 TIP, Mayor Slater seconded and the motion carried unanimously.

4) 2018 Unified Planning Work Program – Amendment #2*
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_A mend2.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 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.

Janet McRae moved to approve Amendment #2 to the 2018 UPWP, Mayor Richard Scharfen 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 regions 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 Involvement Plan requires that proposed amendments to the MTP be released for public review and comment.

MARC has received an additional requests to amend Transportation Outlook 2040. The details of proposed Amendment #6 appear below.

a) Amend project 346: I-35/119th Street Interchange

- **Sponsor:** Olathe
- **Description:** Modification of the existing interchange to a Diverging Diamond Interchange (DDI) to provide capacity on the interchange ramps and on the bridge over I-35 to meet projected traffic demand. Includes capacity improvements to 119th Street from Renner Blvd. to Strang Line Rd.
- **Category:** Roadway
- **Cost:** $24,000,000
- **Period:** 2021-2030
- **Actions:**
  1. Modify project name and description to add interchange reconstruction.
  2. Modify cost from $2.5 million to $24 million ($21.5 million increase).
- **Financial Constraint:** The financial analysis in Transportation Outlook 2040 assumes there is sufficient local funding capacity to support the additional cost. Financial constraint tables in Appendix E will be amended to reflect the increased expenditure (see figure on following page).
Transportation Outlook 2040 describes how the region will manage, operate, and invest in its multimodal transportation system over the next twenty-five years. The plan describes goals and objectives for the region, policies to help the region make progress toward the goals, and actions to support the policies. It stresses the interrelationships between modes and promotes the integration of individual facilities and services into a system that efficiently and cost-effectively meets the access and mobility needs of the region.

MARC’s Public Involvement Plan requires that proposed amendments to the MTP be released for public review and comment. The appropriate financial constraint analysis has been documented. The proposed amendment to Transportation Outlook 2040 was considered and formally recommended by the MARC Highway Committee on May 7, 2018.

Beth Wright moved to approve the release of the proposed amendments to Transportation Outlook 2040 for Public Review & Comment, Mayor Slater seconded and the motion carried unanimously.

6) Updated Regional Vision Statement, Policy Goals and Transportation Policy Framework to guide development of the RTP 2050*

Martin Rivarola updated the TTPC on these revisions and requested TTPC endorsement of the updated regional vision statement and policy goals, as well as the interim policy framework to guide remaining work for RTP2050. The Mid-America Regional Council (MARC) is responsible for developing and maintaining a metropolitan transportation plan (MTP) to guide federal investments and serve as a blueprint for managing the region’s transportation system. Transportation Outlook 2040, the current MTP, was adopted in 2015 and the next plan will be due by June of 2020.

MARC is now working to develop the regional transportation plan for 2050. The first steps in this process have been to review and update plan goals and objectives based on a regional needs assessment incorporating stakeholder and public input along with data about the transportation system. One of the objectives of this update is to develop a framework that will enhance integration of transportation planning with other regional initiatives under MARC’s purview such as environmental planning, emergency response planning, human services planning etc. As part of this work, staff has proposed redrafting the regional vision statement originally adopted by the MARC Board of Directors in 2009.

Drafts of this updated vision statement have been shared and discussed with various committees. As an outcome of these discussions and further staff review, the updated regional vision statement and policy goals have been refined into the attached version. 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:

<table>
<thead>
<tr>
<th>Figure E.11c (Amendment 5): Financial constraint of Kansas local system projects</th>
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</thead>
<tbody>
<tr>
<td>2015-2020</td>
</tr>
<tr>
<td>Revenue</td>
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<tr>
<td>$1,713,900,000</td>
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<td>($455,600,000)</td>
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<tr>
<td>Difference</td>
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<td>$541,300,000</td>
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• **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.

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.

Commissioner Jim Walters moved to **Endorse the updated regional vision statement and policy goals to guide future MARC planning activities and adopt the transportation policy framework to guide development of the regional transportation plan for 2050,** Mayor Smedley seconded and the motion carried unanimously.

7) **Air Quality and Rideshare Program Updates**

Amanda Graor provided information regarding the 2018 Green Commute Challenge and other Rideshare and Air Quality program updates. The Air Quality Forum approved an update to the regional Clean Air Action Plan at their May meeting. Staff will provide the highlights of the update and a progress report on existing initiatives. Original Clean Air Action Plan documents can be found at [www.marc.org/airq](http://www.marc.org/airq). The 2018 Ozone Season began on March 1 and extends through October 31. Staff will also provide an update on ozone readings through the beginning of this season.


A committee member asked what guidelines are there for the commercial sector in the revised version of the 2018 Clean Air Action Plan, and Ms. Graor responded that they usually leave the commercial efforts to the state department. However, for those entities with state regulations on the books, they will come out and speak to them if they need more information; but will leave those relationships to the state as well, unless they ask for help.

There was inquiry into any changes made to the standards under the new EPA administration, and Ms. Graor answered that there hasn’t been any indication that the standards will change; however, there may be some changes to implementation, as well as the cost associated with it that can be considered.

8) **Economic Potential of Fast and Frequent Transit in the Kansas City Region**

Bus Rapid Transit (BRT) is a type of bus service that emulates characteristics of rail operations such as high frequencies, limited stops and enhanced passenger amenities. Transit Oriented Development (TOD) is a strategy to facilitate walkable, mixed-use development and enhance the accessibility of high levels of transit service by concentrating development around existing or planned transit corridors. TOD enhancements often benefit other mobility options, including walking, biking, car-sharing, van-pooling, etc. in addition to transit.

TOD is a relatively new concept in our region but many recent transit investments have potential to support and benefit from TOD. Through Smart Moves 3.0, Kansas City’s MAX services along Main, opened 2005, and Troost, opened 2010, and planned for Prospect Ave are considered fast and frequent service. Connex routes along State Avenue and Metcalf Avenue have offered a “lite” version of the MAX service in Kansas.

The study examined what TOD and economic impacts fast and frequent service has had within the Main and Troost MAX corridors along with estimating what the potential impact may be with the Prospect MAX and other
priority corridors within the region (such as State Avenue and Metcalf Avenue in Kansas; and North Oak
Trafficway, Independence Avenue, 12th Street, 18th Street, 31st Street and 39th Street in Missouri). The study also
examined the Kansas City region in relation to fast and frequent corridors in other cities to gain a better
understanding of variables that may impact TOD and economic development. Overall, the study made the
following findings:

• Fast and frequent transit helps make corridors more “recession proof”,
• Certain zoning classifications in vicinity of existing fast and frequent transit corridors may be driving
speculation,
• Corridors with fast and frequent transit appreciate more than surrounding areas,

The study has recommended our region continue to market our past successes and make a regional case for TOD.

Someone questioned if the study has been made available, and Beth Dawson replied that it is not at the moment,
but will be made available online.

9) KC Regional Transportation Data Pilot – Sidewalk Labs “Replica” Model

Jim Hubbell shared a brief overview of the project, an update on progress and future developments, and
demonstrate an early release of the Kansas City Replica. In fall 2017, MARC entered an agreement with Sidewalk
Labs and regional partners to develop and test an unprecedented transportation data analysis tool for the greater
Kansas City region. The transportation data tool being developed for the Kansas City region is called “Replica,” and
the primary goal of the tool is to help local public agencies better understand how people travel within a
particular region. In addition to MARC, this 1-year pilot project involves KCATA, KC Streetcar, BikeWalk KC, and the
cities of Overland Park, Olathe and Kansas City, MO.

Using a wide variety of data from both public and private sources, Sidewalk Labs is developing a model (Replica)
that “replicates” travel within the Kansas City region for a typical day in a particular quarter (3-month period) in
2018.

Note: Sidewalk Labs is owned by multinational conglomerate Alphabet, Inc., which serves as the parent company
to Google and several former Google subsidiaries. The Replica product does not directly access, display or report
any Google data.

MARC’s transportation planning work requires large amounts of regional data regarding household travel
patterns, origins and destinations, mode share, system speeds and other information in order to calibrate travel
demand models, identify transportation needs and support development of regional plans and programs. MARC
and its regional partners are in constant pursuit of better data and tools to use in support of performance based
planning and programming. Sidewalk Labs’ Replica, and products like it, have the potential to drive better
decisions that ultimately lead to improved transportation outcomes.

It was asked if this will be ongoing or just for one year, and Mr. Hubbell remarked that it is only for one year, but we
have the option to renew. There has been no discussion of that as of yet.

Someone inquired if this project looks at the entire Kansas City area, and what different types of data sets are being
used. Mr. Hubbell said that this looks at the 8 county MARC planning area, and the information comes from a variety
of local data sources, GPS enabled devices, etc.

A committee member asked how much does the Household Travel Survey cost, and what was the response rate. Mr.
Hubbell replied that we budgeted $800,000, and the sample size is about 4,000 to 6,000 households.
10) Other Business
   - Mr. Achelpohl mentioned that the One DOT Listening Session will take place today at 11am in the Heartland Room.
   - Mr. Achelpohl reminded everyone of the MARC Regional Assembly on June 8, 2018.

11) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held May 15, 2018.
ISSUE:
VOTE: Release Transportation Outlook 2040 Amendment #7*

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. Amendments are made to Transportation Outlook 2040 as new projects, funding, or programs arise and MARC’s Public Involvement Plan requires that proposed amendments to the MTP be released for public review and comment.

MARC has received an additional requests to amend Transportation Outlook 2040. The details of proposed Amendment #7 appear below.

a) Amend project 346: I-35/119th Street Interchange
   • Sponsor: Olathe
   • Description: Modification of the existing interchange to a Diverging Diamond Interchange (DDI) to provide capacity on the interchange ramps and on the bridge over I-35 to meet projected traffic demand. Includes capacity improvements to 119th Street from Renner Blvd. to Strang Line Rd.
   • Category: Roadway
   • Cost: $24,000,000
   • Period: 2021-2030
   • Actions:
     1. Modify project name and description to add interchange reconstruction.
     2. Modify cost from $2.5 million to $24 million ($21.5 million increase).
   • Financial Constraint: The financial analysis in Transportation Outlook 2040 assumes there is sufficient local funding capacity to support the additional cost. Financial constraint tables in Appendix E will be amended to reflect the increased expenditure (see figure on following page).
Figure E.11c (Amendment 5): Financial constraint of Kansas local system projects

<table>
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<tr>
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<th>Revenue</th>
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<td>($455,600,000)</td>
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<td>2021-2030</td>
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POLICY CONSIDERATIONS
Transportation Outlook 2040 describes how the region will manage, operate, and invest in its multimodal transportation system over the next twenty-five years. The plan describes goals and objectives for the region, policies to help the region make progress toward the goals, and actions to support the policies. It stresses the interrelationships between modes and promotes the integration of individual facilities and services into a system that efficiently and cost-effectively meets the access and mobility needs of the region.

Per MARC’s Public Involvement Plan, the details of this proposed amendment were advertised for a 14-day public review and comment period. There were no comments received in relation to this amendment.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
The proposed amendment to Transportation Outlook 2040 was considered and formally recommended by the MARC Highway Committee on May 7, 2018.

RECOMMENDATION
MARC staff recommends TTPC approval of Transportation Outlook 2040 Amendment #7.

STAFF CONTACT
Jim Hubbell

*This amendment was previously referred to in error as Amendment 6, but has been corrected to Amendment 7.*
ISSUE:

VOTE: 2018 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 2018 3rd Quarter Amendment to the 2018-22 TIP includes 132 projects:

- 66 new projects to be added, including, but not limited to:
  - #280146 - Discovery Phase of the 18th Street Bridge Replacement Project
  - #380164 - I-435, Guardrail Upgrades in Johnson County
  - #180074 - Bridge #026 on K-92 in Leavenworth County
  - #490179 - Rte. N, Pavement Resurfacing from Rte. D to Rte. 152
  - #690529 - I-435; Bridge rehabilitation at I-470 and I-49 ramp locations

- 66 modified projects
  - Scope
  - Schedule
  - Budget

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and Metropolitan Planning Organizations (MPO) to conduct performance-based planning and programming by tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets related to seven national goals.

Safety is the first national goal identified in the FAST Act and MPO’s must report their safety targets to the State DOT, and include these targets and progress toward meeting them in any Transportation Improvement Program or Metropolitan Transportation Plan amendments after May 27, 2018. MARC has included this information as part of the amendment packet and will incorporate the information into the “Measuring Progress” section of the 2018-2022 TIP.

Details of these projects and safety targets are available for review on the Internet at:

http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/18Q3amend.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.
MARC must its safety targets to the State DOT, and include these targets and progress toward meeting them in any Transportation Improvement Program or Metropolitan Transportation Plan amendments after May 27, 2018.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
Modifications to #420007 were approved by both the Missouri STP Priorities Committee and the Active Transportation Programming Committee at their meetings on June 12, 2018 and June 13, 2018 respectively.

Modifications to #259205 were approved by the Active Transportation Programming Committee at its meeting on May 9, 2018.

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

STAFF CONTACT
Marc Hansen
ISSUE:  
VOTE: 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. Since August 2017, MARC has been working with Iteris, Inc. and regional stakeholders to 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.

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  
None.

COMMITTEE ACTION  
The Highway Committee discussed and expressed support for the strategies and policies documented in the updated Regional ITS Architecture at their meeting on May 7, 2018.

RECOMMENDATION  
Adopt the 2018 update of Kansas City Regional Intelligent Transportation Systems Architecture.

STAFF CONTACT  
Marc Hansen
ISSUE:

VOTE: Release MARC’s 2019 Disadvantaged Business Enterprise (DBE) Goal for Public Review & Comment

BACKGROUND:
The U.S. Department of Transportation’s (USDOT) DBE program is designed to assist small businesses owned and controlled by socially and economically disadvantaged individuals, including minorities and women, in participating in contracting opportunities created by DOT financial assistance programs. The program also helps small non-minority owned business to participate in contracting opportunities. The three major DOT operating administrations involved in the DBE program are Highway (FHWA), Aviation (FAA) and Transit (FTA).

Among other things, DBE regulations require recipients of USDOT financial assistance to establish goals for the participation of disadvantaged entrepreneurs. MARC is required by the USDOT to have a DBE Program because it is a FTA recipient that receives federal planning, capital or operating assistance and will award prime contracts. MARC is required to make every effort to meet an overall established goal.

MARC’s three year DBE Goal calculation:

- MARC’s proposed 2019 - 2021 DBE Goal - 22%.
- MARC’s current 2015 - 2018 DBE Goal - 20% (achieved goal all three years)

Related agencies’ current DBE Goals (rounded)

- KCMO (includes Streetcar) - 24%
- KCMO (KCI) - 22%
- MoDOT - 15%
- KCATA - 13%
- KDOT - 10%

POLICY CONSIDERATIONS
As a requirement to receive and expend federal funds for third party contracts, USDOT requires MARC to establish a DBE goal based on an established USDOT’s goal calculation methodology. The DBE program relates to efforts that support MARC’s non-discrimination requirements under Title VI in which there were no complaints for 2017.
COMMITTEE ACTION
None.

RECOMMENDATION
TTPC approve releasing for public review and comment MARC’s 2019 DBE goal.

STAFF CONTACT
Darryl Fields
Whitney Morgan
**DBE Goal Methodology**

MARC submits its overall goal to USDOT on August 1 every 3 years starting 2010. In accordance with Federal Regulation CFR 49§26.45, MARC employs a two–step process to calculate its DBE program goal.

**MARC 2019 – 2021 DBE Goal = 22%**

**Step 1**
Involves determining a “base figure” for the relative availability of DBEs in the area. The base figure is a percentage calculated as the ratio of available and potentially eligible DBEs to all available firms. The data sources used to derive available DBEs and “all available” firms is as follows:

1. “Available DBEs” is derived from the total number of certified DBEs in the KDOT’s and Missouri Regional Certification Committee (MRCC)\(^1\), DBE directories with the North American Industry Classification (NAICS) of 541820, 541330 and 541320 or whose work type was listed as public relations, architecture and engineering and/or landscape architecture for the nine (9) counties within the Metropolitan Statistical Area (MSA). The 2019 DBE program limited the search to these fields based on the types of contracts anticipated for the upcoming year.

<table>
<thead>
<tr>
<th>Industry code</th>
<th>Industry code description</th>
<th>DBE Firms</th>
<th>Total Firms</th>
<th>DBE%</th>
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<tr>
<td>541820</td>
<td>Public Relations</td>
<td>27</td>
<td>52</td>
<td>51.92%</td>
</tr>
<tr>
<td>541320</td>
<td>Landscape Architecture</td>
<td>14</td>
<td>19</td>
<td>73.68%</td>
</tr>
<tr>
<td>541330</td>
<td>Architecture &amp; Engineering (A&amp;E)</td>
<td>38</td>
<td>420</td>
<td>9.05%</td>
</tr>
</tbody>
</table>

2. “All available” firms is derived from the total number of firms with the NAICS of 541820, 54320 and 541330 found in Census Bureau’s County Business Patterns (CBP) database in the nine (9) counties within the Metropolitan Statistical Area (MSA).

\(^1\) MRCC – regional certification committee is the Missouri “one stop” DBE certification group. The Committee (MoDOT, KCMO, KCATA, Metro and Lambert Airport St. Louis, EWGCC, and MARC) is the statewide DBE certification certifiers. If certified by one of these agencies your certification is good throughout MO and those state that have reciprocal certifications with MO.
3. "Potentially eligible" DBEs is determined based upon the CBP, regional Disparity Study and the City of Kansas City, Missouri’s Disadvantaged/Minority and Women’s Business Enterprise Directory. Listed firms’ functions were evaluated to determine their eligibility to bid for proposed contracts (as listed below), and the resulting list was checked to ensure that no firms listed in the certified DBE list was repeated.

<table>
<thead>
<tr>
<th>% of funding for Contracting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract Type</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>Public Relations*</td>
</tr>
<tr>
<td>Landscape Architecture*</td>
</tr>
<tr>
<td>A&amp;E*</td>
</tr>
<tr>
<td>Available funds for contracting</td>
</tr>
</tbody>
</table>

* Anticipated

<table>
<thead>
<tr>
<th>Industry code</th>
<th>DBE Firms**</th>
<th>Total Firms</th>
<th>DBE%</th>
</tr>
</thead>
<tbody>
<tr>
<td>541820</td>
<td>27</td>
<td>52</td>
<td>51.92%</td>
</tr>
<tr>
<td>541320</td>
<td>14</td>
<td>19</td>
<td>73.68%</td>
</tr>
<tr>
<td>541330</td>
<td>38</td>
<td>420</td>
<td>9.05%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>79</strong></td>
<td><strong>491</strong></td>
<td><strong>16.09%</strong></td>
</tr>
</tbody>
</table>

Regulations encourage “Wherever Possible, Use Weighting” in your base figure goal calculation. Weighting helps ensure accuracy of the “Step One Base Figure.” While weighting is not required by regulation, it makes the goal calculation more accurate. For instance, since 74% of MARC contract dollars will be spent on Architect/Engineering related projects and 24% on marketing/public engagement, MARC weighted the calculation of the relative availability of firms by the same percentages. This method resulted in a weighted base percent 25.07%.

<table>
<thead>
<tr>
<th>Industry code</th>
<th>DBE Firms**</th>
<th>Total Firms</th>
<th>DBE%</th>
</tr>
</thead>
<tbody>
<tr>
<td>541820</td>
<td>(27/52) = 51.92%</td>
<td>3.17%</td>
<td>1.65%</td>
</tr>
<tr>
<td>541320</td>
<td>(14/19) = 73.68%</td>
<td>22.68%</td>
<td>16.71%</td>
</tr>
<tr>
<td>541330</td>
<td>(38/420) = 9.05%</td>
<td>74.15%</td>
<td>6.71%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>541320</strong></td>
<td><strong>491</strong></td>
<td><strong>25.07%</strong></td>
</tr>
</tbody>
</table>
Therefore the base goal 16.09% (rounded to 16%) is increased to 25.07% (rounded to 25%).

Step 2:
The second step involves examining available evidence to determine what adjustment, if any, is needed to the base figure in order to arrive at the overall goal that reflects as accurately as possible the DBE participation MARC would expect in the absence of discrimination.

A. Proposed Goal
B. MARC 3yr
\[
\frac{(A \times B)}{2} = \text{Goal Adjustment}
\]

To determine what types of adjustments, if any, are needed to the base figure, additional sources of evidence were examined:
1. The current capacity of DBEs to perform work in MARC’s DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.
2. Reviewed the last three (3) year bi-annual reports (years 2015 through 2017) of DBE participation (20%) reported to the FTA.

<table>
<thead>
<tr>
<th>Last 3 Year</th>
<th>Goal</th>
<th>Achieved Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>20%</td>
<td>20%</td>
</tr>
<tr>
<td>2016</td>
<td>20%</td>
<td>20%</td>
</tr>
<tr>
<td>2017</td>
<td>20%</td>
<td>20%</td>
</tr>
</tbody>
</table>

To calculate the DBE goal, MARC averaged the base weighted figure calculation (25%) was averaged with the median of the volume of work DBEs performed in recent years (20%) thus providing the average of the two measures.

\[
\frac{25\% + 20\%}{2} = 22.5
\]

3. The Step 2 adjustment to the base figure the goal is 22%.

MARC 2019 – 2021 DBE Goal = 22%

Step 3:
Regulations state you must demonstrate the percentage of your goal met solely through race-neutral measures, or whether race-conscious program elements such as DBE contract goals are also needed. Race-neutral program elements are initiatives that help all businesses or small businesses in general, including — but not limited to — DBEs. You must meet the maximum feasible portion of your overall DBE goal by using race/gender-neutral means.
• Race Conscious = 16%
• Race Neutral = 6%

The following is a summary of the basis of our estimated breakout of race-neutral and race-conscious DBE participation:

<table>
<thead>
<tr>
<th>Last 3 Year</th>
<th>Goal</th>
<th>Race* Neutral (R/N)</th>
<th>Race Conscious</th>
<th>Achieved Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>20%</td>
<td>2%</td>
<td>18%</td>
<td>20%</td>
</tr>
<tr>
<td>2017</td>
<td>20%</td>
<td>2%</td>
<td>18%</td>
<td>20%</td>
</tr>
<tr>
<td>2018</td>
<td>20%</td>
<td>2%</td>
<td>18%</td>
<td>20%</td>
</tr>
</tbody>
</table>

*Anything over 16% is considered achieved by race–neutral means

A) Third party contracting % of funds for A&E = 74%
B) DBE Goal subcontracting opportunities = 22%
C) A * B = Race Conscious 16%
D) C - B = Race Neutral 6%

Race Conscious 16%
Race Neutral 6%

*In the Kansas City area 91% of available firms for A & E prime contracting opportunities are non DBE)

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1 Regional Disparity Study was completed for the Kansas City region in 2017. Study was conducted through the guidance of the City of Kansas City, Kansas City Area Transportation Authority, Jackson County, MO and the Kansas City Public Schools to evaluate minority owned firms availability in the Kansas City region.
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, has 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 underway in the US and internationally. Black & Veatch is leading the consulting team for the study, which is expected to be complete in 2018. Drew Thompson with Black & Veatch will report on the status and highlights of the study at the meeting.

More information about this initiative is available at: https://hyperloop-one.com/blog/missouri-one-step-closer-hyperloop-depth-feasibility-study

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: Planning Sustainable Places Project Update

BACKGROUND:
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.

In 2012, MARC’s Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee joined forces to launch Planning Sustainable Places (PSP), a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors and centers. Three rounds of projects have been funded in 2013, 2015, and 2017. A call for projects is currently open to fund a fourth round of projects for 2019. The Sustainable Places Policy Committee (SPCC) provides oversight to the PSP program which continues to serve as a single local government assistance program intended to specifically respond to these goals and facilitate the following objectives:

Program Objectives:
- Support the development and implementation of local activity center plans consistent with CSP principles and the land use policy direction outlined in TO2040.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of land use strategies, transportation projects, and sustainable development initiatives that help advance the objectives identified in the CSP initiative, TO2040, and the MARC Board’s adopted policy statement on regional land use.
- Support the conceptualization, development, and implementation of CSP projects.

The 2017 Planning Sustainable Places funding cycle has three projects that have concluded their work. The City of Independence’s Highway 24 project, the City of Kansas City, Mo.’s Independence Avenue project, and the Unified Government’s Rosedale project will each provide a report.

POLICY CONSIDERATIONS
The Planning Sustainable Places Program represents a key implementation mechanism for numerous related adopted plans, including TO2040.

BUDGET CONSIDERATIONS
$955,000 in KS/MO Surface Transportation Program funds FY 2019 - Funds awarded to MARC to be used as support of local planning initiatives selected from the PSP Call for Projects.

COMMITTEE ACTION
None.
RECOMMENDATION
None. Information Only.

STAFF CONTACT
Martin Rivarola
Beth Dawson
ISSUE:
REPORT: “Beyond the Loop” Study

BACKGROUND:
“Beyond the Loop”, a study to explore the future of the Broadway/O’Neil Bridge and the I-70 North Loop, is now complete. The objective of this study was to identify reasonable strategies to improve multi-modal connectivity, safe travel and traffic flow on the US-169 corridor (including the Buck O’Neil Bridge) and improve connections to and around downtown on the adjacent stretch of I-70. The study considered a wide range of issues, not just traffic flow across the Missouri River, but also how transportation improvements might improve connections in the surrounding areas. “Beyond the Loop” determined and documented a “Purpose and Need Statement” and then identified, screened and documented “reasonable alternatives” for future National Environmental Policy Act (NEPA) work on US-169 and I-70 in the near vicinity of downtown. The study developed priorities for different segments of independent utility within the study area. The study included a robust public stakeholder engagement process. A webpage with additional information including a final draft of the documents has been created and can be visited here: http://www.beyondtheloopkc.com/

MARC coordinated the work and provided project management between consultants/partner agencies (MoDOT/KDOT/KCMO/UG), various stakeholder groups and the public. A consultant team led by Burns & McDonnell helped conduct the study.

An immediate follow up Environmental Assessment (EA) study to further evaluate replacement options for the Buck O’Neil Bridge has been launched by MoDOT and the City of Kansas City, MO.

At the upcoming TTPC meeting, Staff will provide an update on status of the study.

POLICY CONSIDERATIONS
A “Purpose and Need” statement (study goals and objectives) has been drafted for the study and is posted online at http://www.beyondtheloopkc.com/project-updates/#info-data. This statement builds on the policy framework identified in TO2040, the region’s Metropolitan Transportation Plan.

This study has produced a set of reasonable alternatives for various corridors. A great amount of consensus and support has emerged over majority of these alternatives. However, one particular alternative has proved controversial. It should be noted that the Unified Government did not concur with one of the “reasonable alternatives” for the I-70 North Loop, the “Remove and Reclassify” alternative, and requested for this alternative to be screened out. Reasons for the concerns included potential added delay for some trips through the downtown loop, particularly those with origins and destinations in the Fairfax Industrial District. The SMT determined to retain this particular alternative as a “reasonable alternative” due to public support, potential for economic development and the ability to
provide improved connectivity between the CBD the River Market and the Columbus Park neighborhood. The “Beyond the Loop” study formally documents this objection from the UG and indicates that the concerns from the UG will need to be fully understood and addressed as this particular project moves forward into a future NEPA study.

All of the alternatives proposed by the study will require additional analysis before implementation and some may also require amendments to Transportation Outlook 2040 or future plan updates.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

Multiple briefings on this study have been held before a large number of government and other organizations throughout the duration of the study. A “Technical Advisory Group” of agency staff from throughout the region have participated and provided input into the Study.

A “Study Management Team” of staff representing MARC, Kansas City, Unified Government, MoDOT and KDOT have provide direction to the consultant team regarding study recommendations.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACT**

Ron Achelpohl & Martin Rivarola
ISSUE:
REPORT: 2018 State Transportation Funding Legislation

BACKGROUND:
MARC supports increased funding for transportation in both Kansas and Missouri as a longstanding legislative priority. In 2018, both state legislatures took action towards this goal.

In Kansas, House Sub. for Senate Bill 391 establishes a new Joint Legislative Transportation Vision Task Force charged with evaluating the progress of the current transportation program, making recommendations regarding the future needs of the state transportation system and identifying additional necessary transportation projects, among other duties. The task force will be comprised of 33 voting members including committee leaders and members of the House and Senate, Kansas residents, industry stakeholders, local government representatives, and four non-voting members representing cabinet secretaries. It will report its findings to the legislature by January 31, 2019. Text of the legislation as enacted is here: [https://legiscan.com/KS/text/SB391/2017](https://legiscan.com/KS/text/SB391/2017)

In Missouri, House Bill 1460 authorizes a public vote to increase the state motor fuels tax by 10 cents per gallon, to be phased in over 4 years. If enacted by voters, this is estimated to generate up to $288 million per year in new revenue for the State Road Fund and up to $128 million per year for local governments by 2023. This legislation also creates a new Emergency State Freight Bottleneck Fund for certain state highway system projects that address freight safety and congestion. Ballot language for this proposal is anticipated to be available for review in August of 2018. Text of the legislation as enacted is here: [https://house.mo.gov/billtracking/bills181/hlrbillspdf/4687S.06T.pdf](https://house.mo.gov/billtracking/bills181/hlrbillspdf/4687S.06T.pdf)

Staff will provide additional information about these bills at the meeting.

POLICY CONSIDERATIONS
MARC’s 2018 state legislative priorities for Kansas and Missouri both support additional funding for transportation.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACT
Ron Achelpohl