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, July 16, 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: June 18, 2019 Minutes*
3. VOTE: 2019 Unified Planning Work Program – Amendment #1*
4. VOTE: 2019 3rd Quarter Amendment to the 2018-22 Transportation Improvement Program*
5. REPORT: Kansas State Transportation Plan Update
6. REPORT: Central Plains Heartland Freight Technology Plan
7. REPORT: Regional Transportation Plan 2050 (RTP2050) Update & Financial Projections
8. REPORT: Household Travel Survey Update
9. Other Business
10. Adjournment

*Action Items

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

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

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our webpage.
Total Transportation Policy Committee
June 18, 2019
Meeting Summary

Members, Alternates Present-Representing
Mayor Carson Ross, Jackson County Municipalities, MO Co-Chair
Commissioner Jim Allen, Johnson County
Perry Allen, MoDOT
Mike Brungardt, Johnson County Municipalities
Cory Davis, KDOT
Matt Davis, Jackson County
Bob Heim, Platte County
Tony Hofmann, City of Overland Park
Dick Jarrold, KCATA
Mayor Leonard Jones, Jackson County
Mike Krass, Cass County
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
Joe Perry, PortKC
Mark Randall, City of Independence
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
Reginald Townsend, Cass County
Commissioner Jim Walters, Unified Govt of WyCo/KCK
Beth Wright, City of Olathe
Beccy Yocham, Johnson County Municipalities

Others Present
Sara Copeland, City of North Kansas City
Randy Gorton, BHC Rhodes
Dave Kocour, Hg Consult Inc.
Kristen Leathers, Affinis
Jeff McKerrow, Olsson
Greg Rokos, City of Raymore
Jennifer Schwaller, HDR
Allison Smith, KDOT
Kip Strauss, HNTB
Drew Thompson, Black & Veatch
Brianna Wagoner, City of Kansas City

MARC Staff Present
Ron Achelpohl, Dir. Of Transportation & Environ.
Karen Clawson, Principal Planner/Air Quality Program
Marc Hansen, Principal Planner
Tom Jacobs, Environmental Program Director
Laura Machala, Transportation Planner II
Martin Rivarola, Assistant Director of Transportation
Land Use Planning
Alex Rotenberry, Transportation Planner III
Amy Strange, Public Affairs Coordinator II
Patrick Trouba, Transportation Intern
Jermaine Whitmore, Program Assistant
Caitlin Zibers, Transportation Planner III
1) **Welcome/Introductions**
Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) **Approval of May 21, 2019 Meeting Summary***
There were no changes to the May 21, 2019 meeting summary. Mayor David Slater moved to approve the meeting summary, Mayor John Smedley seconded and the motion carried unanimously.

3) **2019 3rd Quarter Amendment to the 2018-22 TIP for Public Review & Comment***
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.

One of the committee members inquired about the targeted date for construction to start on the MO 9 project, and Mr. Hansen answered that he isn’t sure without looking at the list; and Griffin Smith interjected that he can get that information sent out for the committee.

Mayor Smedley moved to approve the release of the 2019 3rd Quarter Amendment to the 2018-2022 TIP for Public Review & Comment, Mayor Slater seconded and the motion carried unanimously.

4) **MoDOT Planning Priorities***
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.
State system priorities should be consistent with the goals and objectives of Transportation Outlook 2040 and the updated policy framework for RTP 2050.

A committee member questioned if it would be more beneficial to add 3-4 lanes to I-435 or to address the smaller interstates such as I-29 & I-35. Mr. Hansen responded that more projects will continue to be added to the plan through 2050, so those will most likely be included as well. Another committee member concurred with this point of view.

There was a question about MARC’s role in advocating for additional funding for state system projects. Ron Achelpohl replied that MARC provided a letter of support for MoDOT’s federal INFRA grant application for the I-70 Rocheport bridge which would trigger release of the SCR14 bridge bonding funds and that MARC has consistently included support for additional transportation funding as a top priority in our federal and state legislative agendas. There was another question about why no transit projects were included in this list. These funds are only eligible for highway and bridge improvements on the MoDOT system.

Dick Jarrold moved to approve 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, Jerry Nolte seconded and the motion carried unanimously.

5) Critical Urban Freight Corridors (CUFC) in Kansas*

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.” In urban areas, with population of 500,000 or more, the MPO will develop projects in consultation with the state. In 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 (see the 2020 Kansas CUFC table below).

<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>
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<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>
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<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
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<td><strong>10</strong></td>
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</tbody>
</table>
Janet McRae moved to approve Critical Urban Freight Corridors as recommended by the Goods Movement Committee, with the contingency that the committee work to update the numbers; Beth Wright seconded and the motion carried unanimously.

6) Federal Functional Class System Changes
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.

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.

The MARC Highway Committee reviewed these proposed changes and recommended their approval on May 22, 2019.
### Table 1: Comprehensive Listing of Functional Class 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>Peculiar, Missouri</td>
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<tr>
<td>E. Broadway</td>
<td>Main Street</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 automobiles both before and after school.</td>
<td>Approve</td>
<td>Stub allowed per FHWA criteria, page 11 &quot;2.4 System Continuity&quot;; terminates at Elementary School</td>
</tr>
<tr>
<td>Peculiar Way West</td>
<td>Peculiar Drive</td>
<td>Y Hwy</td>
<td>550</td>
<td>N/A</td>
<td>Major Collector</td>
<td>The demand is (will be) for the planned new roadway, and access to new industry development.</td>
<td>Postpone</td>
<td>Planned new roadway not allowed until construction is complete per FHWA criteria, page 2 &quot;1.1 Overview&quot;; project start date 07/2020</td>
</tr>
<tr>
<td>Harper Road</td>
<td>YY Hwy</td>
<td>Peculiar Way West</td>
<td>NA</td>
<td>Local Collector</td>
<td>Major Collector</td>
<td>The demand on the roadway will be changing with the construction of new public facilities and the connection of Harper Road from MoDOT intersections (YY Hwy and Peculiar Drive) to the new interchange at I-49 &amp; Peculiar Way.</td>
<td>Approve</td>
<td>Modified to end at YY and Peculiar Way West to ensure system continuity</td>
</tr>
<tr>
<td>Peculiar Drive</td>
<td>I-49 &amp; Pec Way c/o S. End</td>
<td>C Hwy</td>
<td>66</td>
<td>Local Road</td>
<td>Major Collector</td>
<td>The demand on the roadway will change with increased traffic from the planned interchange.</td>
<td>Postpone</td>
<td>This would create an unallowable stub at an overpass. A new interchange is proposed in the long range plan, but per FHWA guidance MARC/MoDOT concur this change should be postponed until the overpass is either in the TIP/STIP or finished with construction. Stubbing at Sioux Manufacturing was discussed but there was not enough evidence of a change to traffic patterns/volume to warrant change.</td>
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<tr>
<td>Pleasant Hill, Missouri</td>
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<tr>
<td>Boardman Road</td>
<td>163rd Street</td>
<td>175th Street</td>
<td>550</td>
<td>Local Road</td>
<td>Major Collector</td>
<td>The demand on this roadway has increased considerably since the roadway was asphalted.</td>
<td>Approve</td>
<td></td>
</tr>
<tr>
<td>163rd Street</td>
<td>7 Highway</td>
<td>Boardman Road</td>
<td>1176</td>
<td>Local Road</td>
<td>Major Collector</td>
<td>The demand on this roadway continues to increase as traffic congestion on 7 Highway increased due to increased development and commuter patterns of our community</td>
<td>Approve</td>
<td></td>
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<tr>
<td>Jackson County, Missouri</td>
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<td></td>
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<tr>
<td>Road Name</td>
<td>City</td>
<td>Type</td>
<td>Classification</td>
<td>Notes</td>
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<tr>
<td>Blue Mills Road/ Buckner Tarsney</td>
<td>State ROW</td>
<td>City Limits</td>
<td>Major Collector</td>
<td>Based on the volume, characteristics, and lack of other through roads running between US 24 and the River MARC/MoDOT Concur it should remain a MC - further discussion is needed.</td>
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<tr>
<td>Edgerton, Kansas</td>
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<td></td>
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<tr>
<td>191st Street Essex Gardner Road</td>
<td>6000</td>
<td>Local Road</td>
<td>Major Collector</td>
<td>Both situations exist. The progression of development to the east of the intermodal facility has increased current demand in the area and the addition of more warehouse/distribution facilities will continue to increase truck traffic demand. Approve Stub allowed per FHWA criteria, page 11 &quot;2.4 System Continuity&quot;; terminates at intermodal facility</td>
<td></td>
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<tr>
<td>Homestead Lane 191st Street 207th St</td>
<td>6500</td>
<td>Local Road</td>
<td>Major Collector</td>
<td>Homestead Lane is the primary access point for the BNSF Intermodal facility from I-35 and should be classified. The facility will also serve additional development currently under construction south of 1-35. Approve</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Four Corners Road 191st Street 199th St</td>
<td>124</td>
<td>Collector</td>
<td>Local Road</td>
<td>The roadway will no longer provide access to the intermodal now that Homestead Lane has been improved and Edgerton is planning to break connectivity on Four Corners into 2 disconnected segments between 191st and 199th. Approve</td>
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</tr>
<tr>
<td>Waverly Road 175th St 191st St</td>
<td>1000</td>
<td>Local Road</td>
<td>Major Collector</td>
<td>Demand will continue to increase with the land use changes, but the demand is now inconsistent with a local road classification as it is collecting traffic to/from the intermodal facility. Approve</td>
<td></td>
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</tr>
<tr>
<td>207th St Gardner Road Homestead Lane</td>
<td>500</td>
<td>Local Road</td>
<td>Major Collector</td>
<td>New development will increase truck demand on this facility in a significant manner. Approve</td>
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<tr>
<td>Gardner, Kansas</td>
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</tr>
<tr>
<td>167th Street Four Corners Road Waverly Road</td>
<td>1780</td>
<td>Local Road</td>
<td>Minor Collector</td>
<td>Demand will increase as this area develops further. Approve Propose change as minor collector and continue to 4 Corners Road</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Moonlight Road 167th Street 151st St</td>
<td>5700</td>
<td>Local Road</td>
<td>Minor Collector</td>
<td>Demand will increase as the area develops further. Approve Propose change as minor collector and continue to 151st</td>
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<td></td>
</tr>
<tr>
<td>Lees Summit, Missouri</td>
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</tr>
<tr>
<td>NE Old Douglas Rd NE Douglas Rd Southern Terminus of NE</td>
<td>&lt;50</td>
<td>Major Collector</td>
<td>Local Road</td>
<td>Decreasing due to the dead end. Approve Note nearby stub allowed per FHWA criteria, page 11 &quot;2.4 System Continuity&quot;; terminates at airport</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

7
Clay County, Missouri

<table>
<thead>
<tr>
<th>Old Douglas Rd</th>
<th>Ridge Rd</th>
<th>Route JJ</th>
<th>Parman Rd</th>
<th>10</th>
<th>Major Collector</th>
<th>Local Road</th>
<th>Watkins Rd to the North is no longer a through road, reducing traffic volumes for the corridor.</th>
<th>Approve</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parman Rd</td>
<td>Ridge Rd</td>
<td>104th St</td>
<td>10</td>
<td>12</td>
<td>Major Collector</td>
<td>Local Road</td>
<td></td>
<td>Approve</td>
</tr>
<tr>
<td>104th St</td>
<td>Parman Rd</td>
<td>Turner Rd</td>
<td>10</td>
<td>12</td>
<td>Major Collector</td>
<td>Local Road</td>
<td></td>
<td>Approve</td>
</tr>
<tr>
<td>Turner Rd</td>
<td>104th St</td>
<td>106th St</td>
<td>10</td>
<td>12</td>
<td>Major Collector</td>
<td>Local Road</td>
<td></td>
<td>Approve</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>106th St</th>
<th>Turner Rd</th>
<th>Eastern Terminus of Turner Rd</th>
<th>5</th>
<th>Major Collector</th>
<th>Local Road</th>
<th>Approve</th>
</tr>
</thead>
<tbody>
<tr>
<td>112th St</td>
<td>Watkins Rd</td>
<td>Route N</td>
<td>12</td>
<td>Major Collector</td>
<td>Local Road</td>
<td>Approve</td>
</tr>
</tbody>
</table>

Independence, Missouri

<table>
<thead>
<tr>
<th>Swope Dr</th>
<th>MO-78</th>
<th>Truman Rd</th>
<th>646</th>
<th>Local Road</th>
<th>Major Collector</th>
<th>The roadway runs between a principal arterial (78) and minor arterial (Truman) and feeds traffic onto residential roads. It is also adjacent to another Major Collector at the crossing of 78. Changing this section to Major Collector creates a less segmented FC System</th>
<th>Approve</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Swope Dr</th>
<th>Holke Rd</th>
<th>MO-78</th>
<th>1025</th>
<th>Local Road</th>
<th>Major Collector</th>
<th>A section of a former road connecting Holke to MO-78 has been obliterated and this section has become the primary connection between the two facilities.</th>
<th>Approve</th>
</tr>
</thead>
</table>

| Holke Rd | Swope Dr | Western Terminus of Holke Rd | 1000 | Major Collector | Local Road | A section of the roadway was removed and it now dead ends instead of connecting through to Greenwood and 78. Swope Dr to the East is now the primary connector between Holke Rd and MO-78. | Approve |

Mayor Slater moved to **approve 21 of 24 proposed functional class changes as outlined in Table 1 above; Mayor Smedley seconded and the motion carried unanimously.**
Missouri Hyperloop Feasibility Study
Jeff McKerrow and Drew Thompson provided an update on the status of the project. 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.

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


One of the committee members inquired if there is projection for how many passengers can be transported per hour and the projected cost per linear mile. McKerrow responded that they are still doing studies, but they believe it can transport approximately 90,000 passengers an hour. The projected cost per linear mile would be between $30-40 million.

There was question regarding security for the hyperloop and the long-term maintenance costs, and Mr. McKerrow replied that it won’t be quite like TSA, but more so like the British Railway. As for the long-term maintenance costs, they aren’t able to divulge that information as it belongs to Virgin Hyperloop.

Someone asked if there is a concept for them to interface with local transit systems, and Mr. McKerrow answered they plan for about 5 different stop locations and explained how each will integrate into local systems.

North Kansas City Planning Initiatives Update
Sara Copeland, Community Development Director of North Kansas City, Mo., provided an update on recent planning work, the community’s continued redevelopment, and associated land use impacts. Ms. Copeland also provided an update on their 2017 Planning Sustainable Places project, the North Kansas City Bike Master Plan.

A committee member inquired about how the talks were going for the levee trail, and Ms. Copeland commented that they are still working on concerns that need to be addressed, but there has been a lot of interest.

It was asked if there are any physical barriers for cycle tracks which are being considered, and Ms. Copeland replied that it depends on the area, but they are exploring various options.

Update on New State Transportation Legislation
Ron Achelpohl reported on this new legislation. 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)

10) Other Business
• Dick Jarrold informed the committee that they are planning a redesign of the transit system and are gathering input. He also provided a flier with information about the project survey.

11) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held July 16, 2019.
ISSUE:
VOTE: 2019 Unified Planning Work Program - Amendment #1

BACKGROUND:
The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2019 UPWP Amendment #1 will make the following modifications:

- Add a new task for the Central Plains Technology Plan, a project recently awarded funding through FHWA’s “National Economic Partnerships for Innovative Approaches to Multi-Jurisdictional Coordination” program.
- Revise task 3.1, Modeling/Forecasting Activities, to include the completion of the Synthetic Data Pilot project that was started in the 2018 UPWP.
- Revise Appendix C as necessary to account for the modifications noted above.

The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Unified-Planning-Work-Program/UPWP-assets/2019_UPWP_Amend1.aspx. These revisions result in changes to MARC’s budget and work activities for 2019 and should be released for public review and comment.

BUDGET CONSIDERATIONS
The Central Plains Technology Plan adds $250,000 of FHWA “National Economic Partnerships for Innovative Approaches to Multi-Jurisdictional Coordination” program funds and the required non-federal matching funds of $62,500.

Revisions to task 3.1 will result in no change to the previously budgeted federal funds for the task, but will add $150,168 of non-federal funds contributed by MARC’s planning partners for the project.

COMMITTEE ACTION
TTPC approved the release of Amendment #1 for public review and comment at their April 16, 2019 meeting.

RECOMMENDATION
Approve Amendment #1 to the 2019 Unified Planning Work Program (UPWP).

STAFF CONTACT
Marc Hansen
ISSUE:
VOTE: 2019 3rd Quarter Amendment to the 2018-22 Transportation Improvement Program

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

The proposed 2019 3rd Quarter Amendment to the 2018-22 TIP includes 119 projects:

- 58 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

- 61 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. No comments were received.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
Approve the 2019 3rd Quarter Amendment to the FFY 2018-2022 TIP.

STAFF CONTACT
Marc Hansen
ISSUE:
REPORT: Kansas State Transportation Plan Update

BACKGROUND:
The Kansas Department of Transportation (KDOT) has initiated an update to the statewide long-range transportation plan for Kansas. Similar to metropolitan transportation plans in urban areas, the statewide plan is a required part of the state and metropolitan planning process, covers a period of at least 20 years and considers future trends and needs for transportation of people and goods. Unlike metropolitan plans, the statewide plan is not required to be project-specific or fiscally constrained. KDOT’s current statewide plan is available online at: https://www.ksdot.org/lrtp2008/

KDOT plans to combine this plan update with an organizational review and with a new local consult process. The first local consult meeting is scheduled for August 22, 2019, in Overland Park.

KDOT staff will provide additional information about the process at the meeting.

POLICY CONSIDERATIONS
MARC is using both state plans as input in the Regional Transportation Plan for 2050 (RTP2050) development process.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACT
Ron Achelpohl
ISSUE
REPORT: Central Plains Heartland Freight Technology Plan

BACKGROUND
In May of 2018 MARC staff attended FHWA’s Multi-Jurisdictional Coordination for the Central Plains/Heartland Region Workshop held in Kansas City, which was developed to encourage multi-jurisdictional coordination and collaboration around freight. Building on this experience, MARC applied for and was awarded a FHWA grant through the National Economic Partnerships program, which was developed to enhance economic development, share best practices, data sharing, enhance mobility of people and goods, identify common tracking and performance metrics and provide opportunities to meet and collaborate with regional peers.

This grant is funding the Central Plains Heartland Freight Technology Plan. This plan will examine freight connections between metropolitan areas and states, assess potential impacts, and develop recommendations to harmonize the implementation of emerging freight technologies. The Central Plains/Heartland region, consisting of all or parts of Illinois, Iowa, Kansas, Missouri and Nebraska, is a national hub for agriculture, manufacturing and freight distribution (see Study Area map). As such a consortium of regional planning partners was formed for this project, including the five state DOTs and the respective Transportation Management Areas (TMAs) with MARC acting as the lead agency.

The anticipated outcomes of this work include:

- Harmonized regional regulatory objectives and strategies — The project will develop policy recommendations to avoid or minimize the risks of a patchwork of regulations for new and emerging technologies. Understanding current regional state and metropolitan transportation goals and safety objectives, economic development, environmental sustainability, asset management and other needs are imperative to reducing patchwork regulations.

- Regional data sharing and management recommendations — The project will provide recommendations to public and private sector stakeholders for technical and institutional best practices for data management and exchange between agencies and companies for safe, efficient operation of freight technology systems. The recommendations will protect privacy and intellectual property, ensure cybersecurity, and facilitate public and private sector benefits through their coordinated management and operation.

These anticipated outcomes will result in improved economic performance and harmonized planning and policy development for regional freight-based industries and technology achieved in an approach that can be duplicated.

In collaboration with the project Consortium and FHWA, MARC staff developed and released the RFP for the Central Plains Heartland Freight Technology Plan on June 19th; proposals were
due July 19th. A short list of proposals should be ready by early August; the attached project schedule outlines the project milestones in further detail.

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. Additionally, the RTP2050 identifies Data and Technology as part of the updated policy framework.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION
None.

RECOMMENDATION:
None.

STAFF CONTACT:
Caitlin Zibers

*Figure 1: Central Plains Heartland Freight Technology Plan Study Area*
<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>RFP Released (30 day)</td>
<td>June 19, 2019</td>
</tr>
<tr>
<td>Proposals Due</td>
<td>July 19, 2019</td>
</tr>
<tr>
<td>Interviews</td>
<td>August 7, 2019</td>
</tr>
<tr>
<td>Execute Contract</td>
<td>August 27, 2019</td>
</tr>
<tr>
<td>Notice to Proceed</td>
<td>Mid-September 2019 (anticipated)</td>
</tr>
<tr>
<td>Task 1: Engage Key Regional Public and Private Stakeholders</td>
<td>October - November 2019</td>
</tr>
<tr>
<td>Task 2: Economic Connections Between Heartland Metropolitan Areas and States</td>
<td>December 2019 - February 2020</td>
</tr>
<tr>
<td>Task 3: Harmonize Regional Regulatory Objectives and Strategies</td>
<td>March - May 2020</td>
</tr>
<tr>
<td>Task 4: Regional Data Sharing and Management</td>
<td>June - July 2020</td>
</tr>
<tr>
<td>Task 5: Final Report</td>
<td>August - September 2020</td>
</tr>
</tbody>
</table>
ISSUE:
REPORT: Regional Transportation Plan 2050 (RTP2050) Update & Financial Projections

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 will be due by June of 2020. MARC is now working to develop the regional transportation plan for 2050, “RTP2050”. The MTP must include financially constrained regionally significant 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. At the upcoming TTPC meeting, MARC Staff will further report on the outcome of the recently conducted “Call for Projects” and upcoming future steps, including:
• Financial Capacity Forecast; Completion of Scenario Analysis; Stakeholder outreach, committee engagement and public engagement.
• Completion of Project Prioritization process.

We will also be working concurrently with our various regional partners towards development of RTP2050 policy/strategies, and land use/population employment, update of programming policy statement, etc.

POLICY CONSIDERATIONS
RTP 2050 identifies needs and budget federal transportation funds that the metro area expects to receive over the next three decades. RTP 2050 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

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

RECOMMENDATION
None. Information Only.

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

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

MARC, in partnership with KDOT and MoDOT, contracted with Westat to conduct this work. In addition to updating regional travel behavior information, this project includes the development of a methodology for comparing household survey data with results produced by the Sidewalk Labs Replica model (and similar products using mobile device data). The project has been underway since early in the year and is anticipated to be completed by late-2019.

At the upcoming TTPC meeting, Staff will update the committee on the outcomes of the survey collection and upcoming next steps.

POLICY CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only

STAFF CONTACT
Martin Rivarola
Eileen Yang