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

AGENDA

1. Welcome/Introductions
2. VOTE: June 19, 2018 Minutes*
3. VOTE: 2018 3rd Quarter Amendment to the 2018-22 TIP*
4. VOTE: Release 2018 UPWP Amendment #3 for Public Review & Comment*
5. VOTE: 2018 Special Amendment #2 to the 2018-22 TIP for Public Review & Comment*
6. REPORT: Regional Transportation Safety Report
7. REPORT: Regional Green Infrastructure Policy Charrette
8. REPORT: MARC Complete Streets Handbook Update
9. REPORT: Regional Unmanned Aerial Systems (UAS) Strategic Framework
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.
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
Matt Davis, Jackson County
Tom Gerend, Kansas City Streetcar
Tim Gramling, City of Independence
Richard Grenville, PortKC
Tony Hofmann, City of Overland Park
Dick Jarrold, KCATA
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Michael McDonald, Leavenworth County Municip.
Mayor Mike McDonough, Jackson County Municipal.
Mark McHenry, City of Kansas City
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Jack Messer, City of Overland Park
Davonna Moore, KDOT
Josh Powers, Johnson County
Eric Rogers, BikeWalk KC
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Sheila Tracy, Northland Chamber of Commerce
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
Gerri Doyle, MoDOT
Angela Eley, City of Kansas City
Randall Gorton, BHC Rhodes
Art Gough
Cliff Heise, Iteris, Inc.
Nan Johnston, City of Parkville
Dave Kocour, Hg Consult Inc.
Lideana Laboy, Unified Gov’t WyCo/KCK
Brandon McElhinney; Crawford, Murphy, & Tilly
Bill Miller, TranSystems
Agnes Otto, WSP
Jim Schuessler, CFS
Mark Sherfy, BHC Rhodes
Allison Smith, KDOT
Kip Strauss, HNTB

MARC Staff Present
Ron Achelpohl, Director of Transp. and Environment
Beth Dawson, Senior Land Use Planner
Darryl Fields, Senior Transportation Planner
Marc Hansen, Principal Planner
Jim Hubbell, Principal Planner
Laura Machala, Transportation Planner II
Martin Rivarola, Assistant Director of Transportation Land Use Planning
Drew Schifman, Transportation Intern
Patrick Trouba, Transportation Intern
Shawn Urbach, Travel Modeler I
Jermain Whitmore, Program Assistant
1) **Welcome/Introductions**
Councilman Chuck Adams, KS Co-Chair, called the meeting to order and self-introductions followed.

2) **Approval of May 15, 2018 Meeting Summary***
There were no changes to the May 15, 2018 meeting summary. Mayor Carson Ross moved to approve the meeting summary, Dick Jarrold seconded and the motion carried unanimously.

3) **Transportation Outlook 2040 Amendment #7***
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).

<table>
<thead>
<tr>
<th>Figure E.11c (Amendment 5): Financial constraint of Kansas local system projects</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue</strong></td>
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<td>--------------</td>
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<tr>
<td></td>
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<tr>
<td>O&amp;M Preservation</td>
</tr>
<tr>
<td>Available for projects</td>
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<tr>
<td>Non-preservation MTP projects</td>
</tr>
<tr>
<td>Difference</td>
</tr>
</tbody>
</table>
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.

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

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

Beth Wright moved to approve the Transportation Outlook 2040 Amendment #7, Janet McRae seconded and the motion carried unanimously.

4) 2018 3rd Quarter Amendment to the 2018-22 TIP for Public Review & Comment*

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

The proposed 2018 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 measures, 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:
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.

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.

Mark McHenry moved to approve the *Release of the 2018 3rd Quarter Amendment to the FFY 2018-2022 TIP for Public Review & Comment*, Mayor David Slater seconded and the motion carried unanimously.

5) **Kansas City Regional Intelligent Transportation Systems Architecture Update***

As the federally designated metropolitan planning organization (MPO) for the bi-state 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.

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 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.

It was inquired if this component would be paid for through city, county, etc., and Mr. Hansen responded that there are a number of local partners that would contribute. Mr. Achelpohl added that funding for the projects themselves have not been funded, and would seek partners for that.

Mayor Ross moved to adopt the *2018 update of Kansas City Regional Intelligent Transportation Systems Architecture*, Mayor Slater seconded and the motion carried unanimously.

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

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 own 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%

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.

Mr. McHenry moved to **approve Releasing for Public Review & Comment MARC’s 2019 DBE goal**, Commissioner Jim Allen seconded and the motion carried unanimously.

**7) Missouri Hyperloop Feasibility Study**

Drew Thompson with Black & Veatch reported on the status and highlights of the study at the meeting. 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.


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

A committee member asked where the starting spot(s) will be, and if there would be more than one. Mr. Thompson replied that it will most likely have 1 portal each in Kansas City, Columbia and St. Louis, but they first need to determine the general requirements in terms of amount of land needed and basic configuration of the portals before selecting any specific locations.

There was inquiry into the estimate of the amount people it can move per hour, and Mr. Thompson answered that they have capacity estimates, but don’t have any definite numbers.
It was questioned if there is anything to compare this to, and Mr. Thompson remarked that it could be considered a mix of high speed rail and a commuter airline, but on a local/regional level.

Someone asked if the pods will be independent or clustered, and if there are any estimates on how much will be freight and how much will be commercial. Mr. Thompson commented that he isn’t sure, as they are still working on the numbers.

One of the committee members asked if they are looking at the impact this could have on residential areas, and Mr. Thompson said that these types of impacts would be considered in future studies.

It was asked when the feasibility study will complete, and Mr. Thompson answered that it should be completed by the fall.

A guest inquired how they plan on dealing with safety, and Mr. Thompson replied that safety and security considerations are an important part of this study but that no details are available yet.

8) Planning Sustainable Places Project Update

Angela Eley, City of Kansas City, Mo., and Jim Schuessler, CFS Engineers, provided overviews for projects on Independence Avenue in Kansas City, Mo., and Highway 24 in Independence, Mo., respectively. The projects received funding 2017 and further the region’s vision of vibrant, connected and green centers and corridors which are central to both the Creating Sustainable Places initiative and Transportation Outlook 2040 (TO2040), the region’s long-range transportation plan.

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

Ms. Eley outlined the pedestrian safety improvements which were developed and vetted through the Kansas City project. Traffic, the existing roadway infrastructure, sidewalks, and transit accessibility were analyzed and further the momentum for improvements in the corridor in conjunction with previous PSP projects, the Paseo Gateway project and the HUD Choice Neighborhood grant. It has helped property owners to rethink how an improved pedestrian environment can enhance economic development activity. Next steps include eliminating sidewalk gaps, installing of traffic-calming mechanisms, developing standardized intersections in conjunction with KCATA and MoDOT, and being mindful of maintenance needs.

Mr. Schuessler provided an overview of the study area which is a blighted area that is historically significant with strong local support and a culturally diverse community. The project facilitated an open dialogue between Independence, Sugar Creek and MoDOT to address issues with flooding, bike connectivity, and community development. The community was able to identify and set goals and priorities for the community with a community park identified as the highest need. As strategies for moving the planning study forward, the City of Independence has removed blighted buildings within the study area and has created a committee to review and score projects in the area along with identifying finance strategies for those plans. Currently a Bus Rapid Transit Alternative Analysis Study is being conducted in the corridor.

9) “Beyond the Loop” Study

Martin Rivarola provided an update on the status of the study. “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.

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.

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.

There was a question into the decision making process for removal and classified option, and Mr. Rivarola responded that they have the needs assessment, but there may be additional studies and/or assessments needed as this progresses. However, the North Loop & bridge option would be under different projects. A committee member asked if there have been any conversations on continuity for community engagement and other components, and it was assured that any work done in the future would continue to build upon that which was already established.
10) 2018 State Transportation Funding Legislation
Ron Achelpohl provided additional information about these bills at the meeting. 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

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

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

11) Other Business
- Mayor Slater mentioned that there will be an upcoming meeting with MoDOT’s Director, Pat McKenna, at noon on July 12, 2018 at the MPR building.

12) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held July 17, 2018.
TTPC AGENDA REPORT

July 2018
Item No. 3

ISSUE

VOTE: 2018 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 2018 3rd Quarter Amendment to the 2018-22 TIP includes 133 projects:

- 67 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
  - #996104 - SRTS: Local Spokes Across the KC Region - Kansas
    Project was released for public comment in the 2018 2nd Quarter Amendment but was withheld from final approval due to a remaining project administration issue. That issue has been resolved and the project has been added to this amendment for final approval.

- 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. No comments were received.

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

STAFF CONTACT
Marc Hansen
ISSUE
VOTE: 2018 Unified Planning Work Program - Amendment #3 for Public Review & Comment

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

The proposed 2018 UPWP Amendment #3 will make the following modifications:
• Reduce the amount of Kansas CPG by $21,559 to account for the actual final allocation of Kansas CPG funds in 2018.
• Document the use of up to $80,000 of the value of the local funds from the Regional Aerial Orthoimagery project documented in task 2.1 as matching funds for Kansas CPG.
• Increase the amount of Missouri CPG by $90,998 to account for the lower revenue and matching funds associated with Kansas in 2018.
• Add two new tasks funded through the Missouri Traffic Engineering Assistance Program (TEAP) to the Appendix E - Related Activities
  o E.7 - Grandview Intersection Analysis Study- Grandview, MO
  o E.8 - Crooked Road Traffic Study - Parkville, MO

The revisions are detailed at http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/UPWP/UPWP-assets/2018_UPWP_Amend3.aspx. These revisions result in changes to MARC’s budget and work activities for 2018 and should be released for public review and comment.

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

BUDGET CONSIDERATIONS
The amendment results in an increase of MO CPG by $90,998 and a reduction of KS CPG funds by $21,559. The amendment also modifies the sources used to match KS CPG funds.

COMMITTEE ACTION
None.

RECOMMENDATION
Release Amendment #3 to the 2018 UPWP for Public Review & Comment.

STAFF CONTACT
Marc Hansen
ISSUE:
VOTE: 2018 Special Amendment #2 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 Special Amendment #2 to the 2018-22 TIP includes 1 project:

- 345125 - Renner Mixed Use Trail
  - Budget adjustment to reflect the latest estimate

Details of this project are available for review on the Internet at:

http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-Amendment-Archive/Archive-assets/18SA2amend.aspx

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

The project in the proposed 2018 Special Amendment #2 is financially constrained.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
Approve the release of the 2018 Special Amendment #2 to the FFY 2018-2022 TIP for Public Review & Comment.

STAFF CONTACT
Marc Hansen
How to Read the TIP Amendment Project Listings

The project listing is a complete list of all projects in the TIP amendment. The state is noted in the heading. Bistate projects are listed first, followed by Kansas, then Missouri projects.

Below is a sample TIP amendment project listing. The numbered fields are described in the key below.

SAMPLE TIP AMENDMENT PROJECT LISTING

<table>
<thead>
<tr>
<th>Missouri</th>
<th>DRAFT 2011 2nd Quarter Amendment</th>
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<tbody>
<tr>
<td></td>
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<tr>
<td><strong>1</strong> TIP #: 590161</td>
<td><strong>2</strong> Juris: CLAY COUNTY</td>
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<tr>
<td><strong>4</strong> Length (miles):</td>
<td><strong>5</strong> Federal ID#: STP-3301(428)</td>
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<tr>
<td><strong>7</strong> Phase</td>
<td><strong>8</strong> Year of Obligation</td>
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<td>2011</td>
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<tr>
<td>Construction</td>
<td>2011</td>
</tr>
<tr>
<td><strong>12</strong> Description: Smithville Lake Trail (Hwy W to 188th St.)</td>
<td><strong>13</strong> Amendment Description: New project</td>
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<tr>
<td><strong>14</strong> New</td>
<td>Deleted</td>
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1. **TIP #:** The number assigned to TIP project, which is how an agency identifies a project.
2. **Juris:** The lead public agency or municipality responsible for the project.
3. **Location/Improvement:** Name of project, identifying what it is and where it is located.
4. **Project Type:** Projects are classified into descriptive categories.
5. **Federal ID#:** Identification number within a federal funding program.
6. **State ID #:** Identification number within a state funding program.
7. **Phase:** Shows phases of project, classified into categories.
8. **Year of Obligation:** Shows when each phase is scheduled to be obligated.
9. **Type:** Indicates whether federal funds will be used in each phase.
10. **Source:** Indicates funding source abbreviation for each phase.
11. **Total:** Total estimated federal and non-federal funds being spent on the project.
12. **Description:** Provides a short outline of the project. This may include type, scope and major features of the project.
13. **Amendment Description:** Describes what is being modified by the amendment.
14. **Indicates the reason(s) for inclusion in the amendment.**
### Kansas

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<tr>
<th>TIP #: 345125</th>
<th>Juris: LENEXA</th>
<th>Location/Improvement: RENNER MIXED-USE TRAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>State #: TE-0428-01</td>
<td>Fed #: TA-T042(801)</td>
<td>Co: JOHNSON</td>
</tr>
</tbody>
</table>

**Description:**
Project is a 10 ft. wide trail along Renner Blvd from 91st to 93rd St. Will provide a key missing link in the Lenexa trail system connecting the Prairie Creek developments with the City Center.

**Amendment Description:**
Increase local funding for construction to reflect the latest estimate.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year of Obligation</th>
<th>Type</th>
<th>Source</th>
<th>Cost($1,000's)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>2018</td>
<td>Federal</td>
<td>TA-KS</td>
<td>$250.0</td>
</tr>
<tr>
<td>Construction</td>
<td>2018</td>
<td>Non-Federal</td>
<td>LOCAL</td>
<td>$218.0</td>
</tr>
<tr>
<td>Engineering</td>
<td>2016</td>
<td>Non-Federal</td>
<td>LOCAL</td>
<td>$31.0</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>2017</td>
<td>Non-Federal</td>
<td>LOCAL</td>
<td>$15.5</td>
</tr>
</tbody>
</table>

**Federal Total:** $250.0  
**Non-Federal Total:** $264.5  
**Total:** $514.5
ISSUE:
REPORT: Regional Transportation Safety Report

BACKGROUND:
This report addresses FY 2019 Destination Safe Program Funding Recommendations and the 1st Quarter, Kansas City Regional Fatalities.

FY 2019 Destination Safe Program Funding Recommendations
The Mid-America Regional Council (MARC) on behalf of the Destination Safe Coalition issued a call for FY 2019 funding applications on February 26. Fourteen applications were ultimately submitted, two of which requested funding in both Kansas and Missouri. The total requested funding exceeded available funding in both Kansas and Missouri.

The Destination Safe Leadership Team met on May 30, 2018, to consider funding scenarios based on project scoring and rank, available funding, requested funding, project scalability and other factors. The Leadership Team voting members considered funding recommendations for Missouri and Kansas programs separately. The funding recommendations are listed in the table below.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Applicant</th>
<th>Recommended Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keeping Elementary School-Age Children Safer in a Crash</td>
<td>Mother &amp; Child Health Coalition/Safe Kids Metro KC</td>
<td>$14,438</td>
</tr>
<tr>
<td>Drive Safe Gardner</td>
<td>City of Gardner</td>
<td>$8,047</td>
</tr>
<tr>
<td>Kansas Healthcare Provider Education Pilot Program On Older Drivers</td>
<td>Americans For Older Driver Safety</td>
<td>$2,515</td>
</tr>
<tr>
<td>Traffic Education and enforcement</td>
<td>Blue Springs Police Department</td>
<td>$6,400</td>
</tr>
<tr>
<td>Speed Awareness and Educational Trailer</td>
<td>Independence Police Department</td>
<td>$16,258</td>
</tr>
<tr>
<td>Aggressive and Impaired Driving Enforcement</td>
<td>Grandview Missouri Police Dept</td>
<td>$12,000</td>
</tr>
<tr>
<td>PLATTE COUNTY BUCKLE UP KIDS/ARRIVE ALIVE</td>
<td>Platte county health Department</td>
<td>$16,368</td>
</tr>
<tr>
<td>ThinkFirst of Greater Kansas City Injury Prevention Program for Teens &amp; RoadWise</td>
<td>ThinkFirst of Greater KC/The Research Foundation</td>
<td>$10,827</td>
</tr>
<tr>
<td>Youth Prevention and Education Project</td>
<td>Tri-County Mental Health Service</td>
<td>$10,000</td>
</tr>
<tr>
<td>Destination Safe Public Outreach Campaign</td>
<td>Mid-America Regional Council</td>
<td>$30,000</td>
</tr>
</tbody>
</table>

KDOT TOTAL: $25,000
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Recipient</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keeping Elementary School-Age Children Safer in a Crash</td>
<td>Mother &amp; Child Health Coalition/Safe Kids Metro KC</td>
<td>$21,147</td>
</tr>
<tr>
<td>Stop the Bleed</td>
<td>Truman Medical Center</td>
<td>$10,000</td>
</tr>
<tr>
<td>Teen Driving</td>
<td>Safety &amp; Health Council of Western MO &amp; KS</td>
<td>$5,000</td>
</tr>
<tr>
<td>Reaching the Teen Driver with Distracted Driving Simulator</td>
<td>MoDOT</td>
<td>$12,000</td>
</tr>
<tr>
<td>Missouri Healthcare Provider Educational Pilot Program on Older Drivers</td>
<td>Americans For Older Driver Safety</td>
<td>$2,655</td>
</tr>
</tbody>
</table>

**MODOT TOTAL** $152,655

Formal submission of the funding recommendations was sent to the MoDOT Traffic and Highway Safety Division and KDOT Bureau of Transportation Safety and Technology on May 31, 2018. Official approval and notification will come from MoDOT and KDOT.

**QUARTERLY FATALITY REPORT ENDING MARCH 31**
The Kansas City Region Fatality Report ending March 31, 2018 is attached. The report tracks 15 Focus Areas identified in the Safety Blueprint. Each quarterly report represents the total recorded year-to-date roadway fatalities for the 13 county area. The Safety Blueprint has a set goal of 211 or fewer fatalities in 2018.

A total of 44 fatalities have been reported through this quarter, this is below the year-to-date 45 or fewer goal. The five-year average 2013-2017 this this period is 46.8. This year fatalities are down 6% over the five-average. The report compares fatalities by county for this time period with the same period for the past five year average. The month-by-month regional fatalities are compared to the five-year monthly average to provide a baseline.

The 15 Focus Areas are categorized into Behavioral, Infrastructure and Special User. In general, fatalities appear to be close to where they were last year. We will continue to monitor fatalities and report again in September of 2018

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

**BUDGET CONSIDERATIONS**
None

**COMMITTEE ACTION**
None

**RECOMMENDATION**
None. Information only.

**STAFF CONTACT**
Aaron Bartlett
Martin Rivarola
The 2018 goal is 211 or fewer fatalities.

YTD fatalities are down 6% from the five-year YTD average.

Roadway fatalities

<table>
<thead>
<tr>
<th>Year-to-date target</th>
<th>45 or fewer</th>
</tr>
</thead>
<tbody>
<tr>
<td>YTD, ending March 31, 2018</td>
<td>44</td>
</tr>
<tr>
<td>Five-year YTD average, ending March 31, 2017</td>
<td>46.8</td>
</tr>
</tbody>
</table>

Roadway fatality locations by county

<table>
<thead>
<tr>
<th>County</th>
<th>YTD 2018</th>
<th>Five-year YTD average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johnson (KS)</td>
<td>6</td>
<td>4.2</td>
</tr>
<tr>
<td>Leavenworth</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Miami</td>
<td>2</td>
<td>1.4</td>
</tr>
<tr>
<td>Wyandotte</td>
<td>3</td>
<td>6.4</td>
</tr>
<tr>
<td>Cass</td>
<td>1</td>
<td>1.6</td>
</tr>
<tr>
<td>Clay</td>
<td>3</td>
<td>4.2</td>
</tr>
<tr>
<td>Jackson</td>
<td>19</td>
<td>16.6</td>
</tr>
<tr>
<td>Johnson (MO)</td>
<td>1</td>
<td>1.8</td>
</tr>
<tr>
<td>Lafayette</td>
<td>2</td>
<td>1.2</td>
</tr>
<tr>
<td>Pettis</td>
<td>2</td>
<td>3.2</td>
</tr>
<tr>
<td>Platte</td>
<td>3</td>
<td>2.2</td>
</tr>
<tr>
<td>Ray</td>
<td>1</td>
<td>0.8</td>
</tr>
<tr>
<td>Saline</td>
<td>0</td>
<td>1.2</td>
</tr>
</tbody>
</table>

Q. What is the five-year YTD average?

A. The five-year average for each quarterly report is an average of total fatalities for the same year-to-date (YTD) period over the previous five years (2013–2017). This report compares YTD 2018 with the same period five-year YTD average.

Produced in partnership with

Drive to Zero

ARRIVE ALIVE

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

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

<table>
<thead>
<tr>
<th>Behavioral priorities</th>
<th>Infrastructure-related issues</th>
<th>Special user priorities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unrestrained occupants</strong>&lt;br&gt;A fatality in which the person killed was not using safety belt or restraint device.</td>
<td><strong>Lane departure</strong>&lt;br&gt;A fatality that involves a vehicle crossing into an adjacent lane of traffic or leaving the roadway.</td>
<td><strong>Motorists 15–24 years old</strong>&lt;br&gt;A fatality of a person of any age that involved a driver between the ages of 15 and 24.</td>
</tr>
<tr>
<td>22</td>
<td>50%</td>
<td>25.2</td>
</tr>
<tr>
<td><strong>Aggressive driving</strong>&lt;br&gt;A fatality involving a combination of moving traffic offenses (primarily speeding) that endanger other persons or property.</td>
<td><strong>Fixed object</strong>&lt;br&gt;A fatality that involves a vehicle that leaves its lane and runs into a ditch, an object or a barrier.</td>
<td><strong>Motorcycle/moped</strong>&lt;br&gt;A fatality of a person operating a motorcycle or moped.</td>
</tr>
<tr>
<td>19</td>
<td>43%</td>
<td>20.2</td>
</tr>
<tr>
<td><strong>Impaired driving</strong>&lt;br&gt;A fatality caused by a driver who is impaired by alcohol, drugs or other substance.</td>
<td><strong>Horizontal curves</strong>&lt;br&gt;A fatality resulting from a crash that occurred in a roadway change in the horizontal alignment or direction of a road.</td>
<td><strong>Motorists 65 years old and older</strong>&lt;br&gt;A fatality of a person of any age that involved an older adult driver over the age of 65.</td>
</tr>
<tr>
<td>6</td>
<td>14%</td>
<td>17.8</td>
</tr>
<tr>
<td><strong>Unlicensed driver</strong>&lt;br&gt;A fatality caused by a driver who is not licensed or whose license is revoked or suspended.</td>
<td><strong>Intersections</strong>&lt;br&gt;A fatality that occurs at a road junction, where two or more roads either meet or cross.</td>
<td><strong>Pedestrians</strong>&lt;br&gt;A fatality of a person not in or on a vehicle.</td>
</tr>
<tr>
<td>36</td>
<td>82%</td>
<td>40.2</td>
</tr>
<tr>
<td><strong>Distracted driving</strong>&lt;br&gt;A fatality involving a driver whose attention is diverted from the primary task of driving — manually, mentally or visually.</td>
<td><strong>Head-on collisions</strong>&lt;br&gt;A fatality that results from two opposing vehicles colliding.</td>
<td><strong>Large trucks</strong>&lt;br&gt;A fatality involving a vehicle that exceeds 10,000 pounds.</td>
</tr>
<tr>
<td>3</td>
<td>7%</td>
<td>5.2</td>
</tr>
</tbody>
</table>
ISSUE
REPORT: Regional Green Infrastructure Policy Charrette

BACKGROUND
In 2016, MARC completed a regional Green Infrastructure Framework, composed of an Atlas and Playbook. The framework is designed to spur action by supporting direct implementation of integrated green infrastructure projects. This framework redefines green infrastructure beyond stormwater and MetroGreen to include a variety of nature-based infrastructure solutions. Rather than focusing on best practices or specifications, the framework reflects an integrated systems approach to show how connecting layers of information and multiple projects can create a better state of health and vitality.

In 2017, MARC completed a Green Infrastructure Playbook, with a focus on two case study projects including the Rock Island Line and the Shawnee Mission School District. The Playbook articulates a methodology in two different contexts to frame and develop multi-benefit green infrastructure solutions.

In 2018, with funding from the Environmental Protection Agency, MARC will convene two policy workshops with cross-sector stakeholders to frame opportunities to advance green infrastructure from a policy perspective. The first event will be held at 8am on August 2, 2018 at the Kauffman Foundation Conference Center. The second event will be held in late September. Transportation sector representatives are encouraged to participate.

POLICY CONSIDERATIONS
- The Eco-Logical Action Plan recommended the development of regional mitigation strategy, based upon ecosystem or watershed approaches, to achieve linked conservation and transportation objectives.
- Transportation Outlook 2040 includes policy goals related to the protection of natural resources. The plan further recommended incorporation of green infrastructure into regional complete streets policies.
- The regional complete streets policy was updated in December of 2015. The APWA/MARC Manual of Best Management Practices to Protect Water Quality provides a basis for protecting water quality within the complete street approach.
- The Planning Sustainable Places Program provides a framework for advancing integrated, multi-benefit land use, transportation and environmental projects.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACTS
Tom Jacobs
ISSUE
REPORT: MARC Complete Streets Handbook Update

BACKGROUND
MARC published the first version of the Complete Streets Handbook in 2012 to serve as a guide and reference for local communities who wish to implement complete streets facilities and supportive policies. MARC staff coordinated with active transportation stakeholders to update the document to reflect current best practices and showcase local examples of Complete Streets. The update also includes information on green streets techniques to reflect the 2015 revision of the MARC Complete Streets Policy.

The Handbook Update was presented to the Bicycle-Pedestrian Advisory Committee (BPAC) and the Highway Committee and their feedback has been incorporated into the document.


POLICY CONSIDERATIONS
MARC adopted its Complete Streets Policy in 2012 to guide planning, policymaking, and programming activities. The policy was updated in 2015.

Complete streets strategies were key components in addressing the region’s ten overarching policy goals in Transportation Outlook 2040.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
The Handbook Update was presented to the Bicycle-Pedestrian Advisory Committee (BPAC) and the Highway Committee and their feedback has been incorporated into the document.

RECOMMENDATION
None. Information and discussion only.

STAFF CONTACT
Kaitlyn Service
ISSUE
REPORT: Regional Unmanned Aerial Systems (UAS) Strategic Framework

BACKGROUND
During the months of May, June and July 2018, the Mid-America Regional Council hosted a series of facilitated stakeholder engagements to discuss the development of a regional unmanned aerial systems (UAS) framework. This framework will develop actionable steps that MARC and the region can implement to address opportunities and challenges associated with UAS.

The initiative was led by Greg Williams, founder of the Regional Drone Users Group and captain with the Kansas City, Missouri, Police Department, and Larry Peet, acting executive director of the Johnson County Airport Commission. The leadership team members represented a blend of city and county managers, information technology specialists, professors, local airport officials, public works employees, public safety and zoning/codes administration, attorneys and legal experts.

The scope of work and purpose for the process was to:

1. Create a leadership group that can build capacity and provide sustainable commitment.
2. Create a regional strategic framework that includes a vision, values and guiding principles.
3. Build the key components of a first-year UAS work plan.

MARC staff will provide a brief overview and summary of the process with time for discussion and feedback from TTPC members.

POLICY CONSIDERATIONS
The Regional UAS Strategic Framework will serve as a guide for MARC and its member agencies to support successful implementation and safe operation of UAS technologies in the greater Kansas City region. Additionally, key elements of the framework will be integrated with the Autonomous Vehicles Strategic Framework and technology considerations in the 2050 Regional Transportation Plan.

BUDGET CONSIDERATIONS
None.
COMMITTEE ACTION
No formal committee action has been taken. However, the MARC Aviation Advisory Committee has served as a technical resource throughout the process of developing the Regional UAS Strategic Framework. Input will be solicited from other non-transportation MARC committees including the Regional Homeland Security Coordinating Council (RHSCC) and its Law Enforcement Subcommittee, the Managers’ Roundtable and others.

RECOMMENDATION
None - Information only.

STAFF CONTACT
Whitney Morgan
Jim Hubbell