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, August 20, 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: July 16, 2019 Minutes***
3. REPORT: Buck O’Neil Bridge Project Update
4. REPORT: Federal Transportation Issues Update
5. REPORT: Merriam Planning Initiatives Update
6. REPORT: Regional Hazard Mitigation Plan Update
7. REPORT: Regional Transportation Plan 2050 (RTP2050) Project Prioritization Process
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.

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**Members, Alternates Present-Representing**
Councilman Chuck Adams, Wyandotte County
Municipalities, KS Co-Chair
Cory Davis, KDOT
Tim Gramling, City of Independence
Bob Heim, Platte County
Darren Hennen, Northland Chamber of Commerce
Tony Hofmann, City of Overland Park
Mary Jaeger, City of Olathe
Dick Jarrold, KCATA
Mayor Leonard Jones, Jackson County
Mike Krass, Cass County
Kent Lage, Johnson County
Michael McDonald, Leavenworth County Municip.
Janet McRae, Miami County
Jack Messer, City of Overland Park
Mike Moriarty, KDOT
Mark Randall, City of Independence
Mayor Richard Scharfen, Cass County Municipalities
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Mike Spickelmier, Leavenworth County
Chad Thompson, City of Kansas City
Reginald Townsend, Cass County
Tim Vandall, Leavenworth County Municipalities
Mayor Eileen Weir, City of Independence
Doug Whitacre, Johnson County Municipalities
Bruce Wilke, Jackson County
Beccy Yocham, Johnson County Municipalities

**Others Present**
David Church, WSP
Gerri Doyle, MoDOT
Chuck Ferguson, KCATA
Terri Griffen, Clay County
Dave Kocour, Hg Consult Inc.
Michael Landvik, MoDOT
Kristen Leathers, Affinis
Cameron McGown, HNTB
Ken Miller, City of Lansing
Kate Pfefferkorn-Mansker, Pfefferkorn Engin. & Envir.
Kathy Renn, City of Basehor
Greg Rokos, City of Raymore
Matthew Volz, HDR

**MARC Staff Present**
Ron Achelpohl, Dir. Of Transportation & Environ.
Beth Dawson, Senior Land Use Planner
Darryl Fields, Senior Transportation Planner
Marc Hansen, Principal Planner
Ashton Hess, Transportation Intern
Laura Machala, Transportation Planner II
Martin Rivarola, Assistant Director of Transportation
Land Use Planning
Alex Rotenberry, Transportation Planner III
Patrick Trouba, Transportation Planner I
Jermain Whitmore, Program Assistant
Eileen Yang, Transportation Modeling Manager
Caitlin Zibers, Transportation Planner III
1) **Welcome/Introductions**
Councilman Chuck Adams, KS Co-Chair, called the meeting to order and self-introductions followed.

2) **Approval of June 18, 2019 Meeting Summary**
There were no changes to the June 18, 2019 meeting summary. Doug Whitacre moved to approve the meeting summary, Mayor David Slater seconded and the motion carried unanimously.

3) **2019 Unified Planning Work Program – Amendment #1**
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](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.

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.

Mayor Slater moved to approve Amendment #1 to the 2019 Unified Planning Work Program (UPWP), Mayor John Smedley seconded and the motion carried unanimously.

4) **2019 3rd Quarter Amendment to the 2018-22 Transportation Improvement Program**
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](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.

Mayor Smedley moved to approve the 2019 3rd Quarter Amendment to the FFY 2018-2022 TIP, Mayor Eileen Weir seconded and the motion carried unanimously.

5) Kansas State Transportation Plan Update
Mike Moriarty provided additional information about the process. The Kansas Department of Transportation (KDOT) has initiated an update to the statewide long-range transportation plan for Kansas. 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.

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

A committee member asked if there is pre-registration for the local consult meetings and if it a timed event, and Mr. Moriarty confirmed there is and would send it out. He acknowledged that it would be timed, but isn’t sure of the schedule at the moment.

6) Central Plains Heartland Freight Technology Plan
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.
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.

Figure 1: Central Plains Heartland Freight Technology Plan Study Area

Table 1: Central Plains Heartland Freight Technology Project Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
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</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>
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One of the committee members questioned if this only looks at land transportation and no other modes of transportation, as well as the. Mrs. Zibers mentioned that it looks at several modal types, as the funding consists of more than FHWA funding.
A committee member asked about the different types of technology the study will address and if it will include drone delivery, and Ms. Zibers responded that this will include AV work, platooning, data sharing, etc. As far as the drones, they weren’t specifically named currently; however, they left it broad enough for interpretation and will drill down as the project progresses.

7) Regional Transportation Plan 2050 (RTP2050) Update & Financial Projections

Darryl Fields reported on the outcome of the recently conducted “Call for Projects” and upcoming future steps. 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, 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.

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

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.

Mr. Achelpohl acknowledged that MARC can send out a copy of the presentation if needed but will have a watermark on it since the revenue and cost estimates are still preliminary. Next steps will include working on committee and community engagement in September and October.

There was question regarding if there has been any work on the lack of gas tax on electric vehicles, and Mr. Fields answered that they are still looking into that and have some projections, but they aren’t very appealing.

It was asked if there are any expectations when the benefits from VMT would kick in and if any states were already using this tax already, and Mr. Fields remarked that they have a few projections that show possibly around 2025 or 2030. However, this is still a pilot project at the moment and there are only about 5 states are trying it out.

One of the committee members inquired if there has been any work on looking at the practicality of applying these across state, and how to address it publicly. Mr. Fields admitted that they haven’t looked at that yet, but perceives it could be an issue.

Another committee member added that there should be more emphasis on revenue issues with both the previous & current plans, then figure out solutions. Also, broaden who we invite to those types of conversations to include business and community leaders, and/or campaigning for funding revenues.
8) Household Travel Survey Update
Martin Rivarola updated the committee on the outcomes of the survey collection and upcoming next steps. 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.

A committee member asked if there is age specific data, and Mr. Rivarola confirmed that there is along with other demographic data about the households surveyed.

9) Other Business
• There was no other business.

10) Adjournment
With no further business the meeting was adjourned. The next meeting of TTPC will be held August 20, 2019.
TTPC AGENDA REPORT

August 2019
Item No. 3

ISSUE:
REPORT: Buck O’Neil Bridge Project Update

BACKGROUND:
The US-169/John J. “Buck” O’Neil crossing of the Missouri River is an aging, weight restricted bridge that was recommended for replacement in the “Beyond the Loop” planning/environmental linkages study conducted by MARC, the city of Kansas City, Missouri, MoDOT, KDOT and the Unified Government of Wyandotte County/Kansas City, Kansas. In 2018, MARC agreed to allocate $40 million in Federal Surface Transportation Program (STP) funds to the project over four years starting in FFY 2020.

MoDOT and the city of Kansas City, Missouri are currently conducting an Environmental Assessment (EA) study of different alignment and configuration options for a new bridge to provide improved connectivity for vehicular and non-motorized traffic. An on-line public meeting will be held in August to share information and gather input about four alternatives for the bridge. The EA is expected to be complete in early 2020. Information about the EA is available at: https://www.modot.org/buck-oneil-bridge-environmental-study

In June of 2019, the Missouri STP Priorities Committee, TTPC and the MARC Board of Directors reconfirmed that the Buck O’Neil Bridge is the region’s top priority for new MoDOT funding as part of a planning exercise requested by MoDOT.

On July 25, 2019, the US Department of Transportation announced that MoDOT’s application for INFRA funds to replace the I-70 Rocheport Bridge over the Missouri River had been awarded $81.2 million. This grant award will trigger $301 million in bond funding for select bridges in the Missouri State Transportation Improvement Program. This will allow MoDOT to redistribute an equivalent amount of existing funding through the state’s System Improvement formula. The MARC area should receive approximately $62 million through this redistribution which will be added to the funding plan for the Buck O’Neil bridge.

MoDOT staff will provide an update on the project at the meeting.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
TTPC and the MARC Board of Directors reconfirmed replacement of the Buck O’Neil bridge as the region’s top priority for new MoDOT funding at their June meetings.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl
ISSUE:
REPORT: Federal Transportation Issues Update

BACKGROUND:
In July, Tom Gerend, Executive Director of the Kansas City Streetcar Authority, and Ron Achelpohl, with MARC, each visited Washington, DC to discuss regional transportation issues with various federal officials. Mr. Gerend provided testimony to the House Transportation and Infrastructure (T&I) Committee and met with Jane Williams, administrator of the Federal Transportation Administration. Mr. Achelpohl represented MARC on a delegation of “major metro” officials organized by the National Association of Regional Councils (NARC) and met with committee staff for the House T&I Committee, Senate Environment and Public Works (EPW) Committee and policy staff for Senate Minority Leader Charles Schumer. Other members of the NARC delegation met with staff from the House Problem Solvers Caucus, Speaker of the House Nancy Pelosi, Senate Majority Leader Mitch McConnell, House Majority Leader Steny Hoyer, House Democratic Whip Richard Durbin, Rep. Dina Titus and Senator Patty Murray.

During the NARC meetings, the Senate EPW Committee released draft legislation covering reauthorization of the Highway Title of the FAST-Act. The following week, the EPW committee voted to recommend the bill to the full Senate. A copy of NARC’s summary of the proposed bill along with their position paper on transportation reauthorization is attached.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl
An Overview of the Senate EPW Reauthorization Bill

The U.S. Senate Environment and Public Works (EPW) Committee transportation reauthorization proposal – the “America’s Transportation Infrastructure Act of 2019” (S.2302) – is a five-year bill (fiscal years 2021 to 2025) with $287B in contract authority ($259B of which would be distributed by formula) for fiscal years 2021 to 2025. The bill passed out of committee on a unanimous 21-0 vote earlier this week and marks an important first step toward reauthorizing the current FAST Act authorization, which expires on September 30, 2020. The ATIA is only the highway title, so everything discussed below is relative only to that portion of the bill. Rail, transit, and other portions of the overall reauthorization are the jurisdiction of other Senate committees which have not yet acted. It is anticipated that when the full bill comes together, it will total approximately $500B over five years. Raising the funds to cover that price tag will be left to the Finance Committee, which has probably the toughest job of all.

The EPW bill largely maintains the existing structure of the overall federal transportation program. The three core apportioned programs (National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBGP), and Highway Safety Improvement Program (HSIP)) remain in the same form and function and funding is divided between them in the same ratio as in the past. Where the bill really stands apart is in two primary areas, which are covered more below: a new and first-ever climate title and a slew of new programs to deal with a range of issues.

Some thoughts and observations about specific elements of the EPW highway reauthorization bill:

**STBGP:** The suballocated portion of STBGP is not increased under the Senate bill and would remain at 55%. The program’s structure also remains largely unchanged. The bill adds eligibilities for projects to reduce wildlife-vehicle collisions and natural infrastructure projects.

Funding for STBGP increases by about 6% in the first year of the bill (by contrast, NHPP increases by 12%) and totals a little over $62B over five years. (note: I am noting first year increases for all programs because that’s where the biggest jump in funding occurs. After that, most programs grow by 2% annually). There are two grant programs (discussed below) that create incentives for the preparation of specific documents that would allow for spending of some funds on STBGP-eligible projects. If enacted, these provisions could help increase the
overall level of STBGP funding an MPO (and state) receives under ATIA.

**Transportation Alternatives Program (TAP):** The EPW bill makes several significant (and positive) changes to TAP:

1. Increases funding to $1.2B in the first year (from $850M, a 41% increase)
2. Provides obligation authority with the contract authority
3. Increases the suballocated portion of the program to 57.5% (from 50% currently)
4. Makes MPOs in urbanized areas under 200,000 population eligible to compete for TAP funding

Taken together, these changes would ensure more TAP funds going to more MPOs that is easier to spend. Other changes to the program would allow a state to allocate 100% of its TAP funds locally if it chooses and creates flexibility in how match is calculated.

**Metropolitan Planning (PL) Funds:** PL funding increases by about 7% in the first year of the bill and would receive just over $2B over the five years. The bill does not change the distribution formula for PL funds, so it would remain pegged to 2009 levels under the EPW bill.

**New Programs:** As mentioned, the bill creates many new programs to contend with a variety of issues, including climate change, resilience, congestion, bridges, and more. Some of the most relevant:

- **Bridge Investment Program:** Provides $6.53B over five years (half from HTF, half from General Fund) for a new competitive bridge program. MPOs with population over 200,000 are eligible to receive grants under the new program
- **Safety Incentive Programs:** This new program has both a formula and a competitive element. The formula funds are required to be suballocated at 65%, with a share going to MPOs over 200,000 population. Takes into account rates of serious injury and fatalities of “vulnerable road users” (ie. nonmotorists) and MPOs and states with higher than average rates must use funds on projects to benefit those users. Otherwise, the funds can be used generally on safety projects. Additionally, incentivizes the creation of a “vulnerable road user assessment;” states that have prepared one (and MPOs in those states) can use 50% of the formula funding on any project (safety or not) that is eligible under STBGP at 100% federal share. The formula program would receive $500M per year. The competitive program would reward states and MPOs that reduce fatalities and serious injuries or experience a slower growth in the rate of injuries and fatalities. The grant program would receive $100M per year.
- **Wildlife Crossing Safety:** MPOs and RTPOs are eligible to receive grants ($5M-$30M at 100% federal share) to reduce wildlife-vehicle collisions. Funded at an average of $50M per year.
- **Accessibility Data Pilot Program:** MPOs and RTPOs are eligible to participate in this pilot program regarding accessibility data.
• **Prioritization Process Pilot Program**: MPOs and RTPOs are eligible for grants under this pilot program to implement project scoring to help prioritize projects in their planning documents. Funded at $10M per year.

• **Charging and Fueling Infrastructure Grants**: MPOs are eligible to receive funding for grants to support acquisition and installation of electric vehicle charging and alternative fueling infrastructure. Funded at an average of $200M per year.

• **Carbon Reduction Incentive Programs**: Structured similarly to the “safety incentive programs” explained above. Would have a formula component, and states that prepare a carbon reduction plan (and their MPOs) could spend 50% of the formula funding on STBGP-eligible projects. The funding can be spent on a variety of project types, including most CMAQ eligible projects. The formula funding is suballocated at 65%, with a share of that going to MPOs over 200,000 population. The formula program is funded at $600M per year. The competitive part of the program rewards states and MPOs that slow the rate of growth of or reduce carbon emissions. This portion is funded at $100M per year.

• **Congestion Relief Program**: Discretionary grants for MPOs over 1M population or for states to spend in smaller urbanized areas to be spent on eligible projects that would reduce congestion. Funded at $40M per year.

• **PROTECT Grants**: Contains a formula and a competitive element. Formula funds require a 2% set-aside for planning activities and MPOs are eligible to receive resilience planning grants, for developing a resilience plan or other resilience planning activities. Creates three grant programs: resilience improvement grants, at-risk coastal infrastructure grants, and community resilience and evacuate route grants. The program also incentivizes the creation of a resilience plan by increasing federal share by 7% for MPOs that have one; and incentivizes incorporating this plan into the MTP by increasing federal share by another 3% for MPOs that do so. Formula program is funded at $786M per year; grants at $200M per year.

• **Disaster Relief Mobilization Pilot Program**: MPOs and RTPOs are eligible recipients for grants to conduct disaster preparedness plans and response plans that include the use of bicycles. Funded at $1M per year.

• **Community Connectivity Pilot Program**: MPOs are eligible for grants to study and, if appropriate, carry out the removal or rebuilding of a transportation facility that creates a barrier to community activity. Planning grants are funded at an average of $10M per year; capital grants funded at $14M per year.

What’s Next?: As one Senator commented during the markup for the bill, this is the end of the beginning, even for the Senate bill. There is a long way to go. Policy still has to be written regarding public transportation, safety, rail, and more. Then there is paying for the bill, finding floor time in a crowded legislative calendar, and contending with the crowding out of policy concerns as we draw closer to the 2020 Presidential election. And that’s not even counting what must occur in the House.

**Resources:**
• **NARC's complete section-by-section analysis of the bill** (contains much more detail about many of the programs mentioned above)
• Some applicable red lines of changes the bill makes to STBGP and the planning section
• **The current version of the bill as passed by the EPW Committee**
 ISSUE:
REPORT: Merriam Planning Initiatives Update

BACKGROUND:
Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities that impact transportation within their community. Merriam, Kan., will provide an update on recent planning work, the community’s redevelopment, and associated land use impacts.

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

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RECOMMENDATION
None. Information only.

STAFF CONTACT
Beth Dawson
Martin Rivarola
TTPC AGENDA REPORT

August 2019
Item No. 6

ISSUE:
REPORT: Regional Hazard Mitigation Plan Update

BACKGROUND:
The Federal Emergency Management Agency (FEMA) requires local jurisdictions to develop and adopt a Hazard Mitigation Plan every five years to be eligible for certain federal grants for hazard mitigation. Over the past 15 years, MARC has prepared a Regional Hazard Mitigation Plan for Missouri side local jurisdictions (cities, counties, school districts, colleges and universities and special districts) to support them in meeting the FEMA requirements. A new plan for the Missouri side of the metro area is due to FEMA by May 1, 2020.

A kick-off meeting for the plan was held in early April, and a series of public meetings are scheduled for early September. A project steering committee and participants at the kick-off meeting confirmed that the new plan will focus on five priority natural hazards - severe winter weather, heat/drought, severe thunderstorms, tornadoes, and flooding/dam and levee failure.

The plan will include the following:

- Updated profile of the five-county region with a new online tool for local jurisdictions to evaluate map data
- Updated analysis of the threats and risks faced by each of the five priority hazards, including information on events that have occurred since the last plan was prepared in 2014
- Analysis of how changes in climate or other conditions could affect future hazard events
- Updated information on the current capabilities of local jurisdictions to reduce risks from the priority hazards
- Updated information on steps taken over the past five years by local jurisdictions to address mitigation actions identified in the 2014 plan
- Goals and mitigation actions that local jurisdictions are willing to take over the next five years

There are risks to transportation infrastructure in each of the five priority hazards being evaluated in the new plan. Flooding threats may require the need to address low water roadway crossings that create safety hazards or make areas inaccessible during high water. The presence of green infrastructure, including tree plantings, could be important strategies to reduce stormwater runoff during flooding events or reduce air temperatures during heat and drought events. Tree plantings along highways could be an effective strategy to reduce blowing snow and protect access during severe winter storms.

An important aspect of the planning process is the engagement of local officials. MARC is scheduling two rounds of county level meetings - one in early September and a second set in
early November. Information will be sent to each local jurisdiction to review and help update data prior to the September meetings.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Marlene Nagel
Jay Heermann
ISSUE:
REPORT: Regional Transportation Plan 2050 (RTP2050) Project Prioritization Process

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 this plan, MARC’s planning and policy committees will prioritize submitted projects over the Fall of 2019. We will also work concurrently with our various regional partners towards development of RTP2050 policies and strategies, land use, population and employment forecasts, update of the programming policy statement, and continuing community engagement activities.

At the upcoming TTPC meeting, staff will provide details about the next steps in this process.

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: 2019 Congestion Management Report

BACKGROUND:
The 2019 Congestion Management Report was completed in July 2019 as an update to the travel time studies MARC conducts every few years. This report provides information about the performance of the region’s roadway network, identifies congested or unreliable segments and is supported by MARC’s Congestion Management Process (CMP) which identifies strategies to reduce congestion and improve reliability.

The report uses several performance measures to assess congestion and reliability in the region, including:

- Travel Time Index
- Planning Time Index
- Level of Travel Time Reliability*
- Truck Travel Time Reliability Index*
- Hours Lost in Congestion per Driver
- Average Incident Clearance Time

Some of these measures were historical measures continued from travel time studies, others were added on the recommendation of the Highway Committee, and those noted with an asterisk are required federal performance measures under the FAST Act. Overall, these measures indicated that while there are segments that experience congestion, when compared with peer metros Kansas City does not experience severe congestion. Additionally, the report not only identified areas of concern but highlighted regional ongoing efforts to improve reliability such as Operation Green Light (OGL) and KCScout.

Unlike previous MARC travel time studies, the 2019 Congestion Management Report is comprised of two parts: an online document made using Esri Story Maps, and a short technical appendix available in PDF format. These documents are published on the MARC website on the Congestion Management Process page.

POLICY CONSIDERATIONS:
MARC’s Congestion Management Process Policy identifies an 8-step process to address congestion in the Kansas City area. The 2019 Congestion Management Report applies to several aspects of this process including identifying the network of interest, developing performance measures, and system performance monitoring. Congestion management continues to be a criteria for project evaluation and prioritization.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
Reviewed by Highway Committee in at the July 2019 meeting.

RECOMMENDATION:
None. Information Only.

STAFF CONTACT:
Patrick Trouba