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, September 17, 2019, at 9:30 a.m. in the Board Room on the second floor** of the Rivergate Center, 600 Broadway, Kansas City, Missouri.

**A G E N D A**

1. Welcome/Introductions
2. **VOTE: August 20, 2019 Minutes***
3. **VOTE: Draft 2020-2024 Transportation Improvement Program for Public Review & Comment***
4. REPORT: Title VI Program Update and Assurance
5. REPORT: BikeWalkKC Update
6. REPORT: Kansas City Regional Transit Alliance Update
7. REPORT: Raymore Planning Initiatives Update
8. REPORT: Climate Planning Activities
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.
Members, Alternates Present-Representing
Councilman Chuck Adams, Wyandotte County
Municipalities, KS Co-Chair
Mayor Carson Ross, Jackson County Municipalities, MO Co-Chair
Commissioner Jim Allen, Johnson County
Cory Davis, KDOT
Tom Gerend, Kansas City Streetcar
Richard Grenville, PortKC
Bob Heim, Platte County
Darren Hennen, Northland Chamber of Commerce
Tony Hofmann, City of Overland Park
Dick Jarrold, KCATA
Mayor Leonard Jones, Jackson County
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Sherri McIntyre, City of Kansas City
Janet McRae, Miami County
Jack Messer, City of Overland Park
Matt Nolker, Ray County
Eric Rogers, BikeWalk KC
Fred Sherman, Johnson County Municipalities
Mayor John Smedley, Platte County Municipalities
Griffin Smith, MoDOT
Reginald Townsend, Cass County
Mayor Eileen Weir, City of Independence
Doug Whitacre, Johnson County Municipalities
Beth Wright, City of Olathe

Others Present
Lauren Anderson, Leavenworth County
Eric Bunch, City of Kansas City
Lauren Cano, Vireo
Scott Crain, Affinis
Tom Degenhardt, City of Oak Grove
Turo Dexter, FTA
Gerri Doyle, MoDOT
Bryan Dyer, City of Merriam
Terri Griffen, Clay County
Dave Kocour, Hg Consult Inc.
Kristen Leathers, Affinis
Grant Luckenbill, Olsson
Wes Minder, City of Kansas City
Cathy Monroe, FTA
Kate Pfefferkorn-Mansker, Pfefferkorn Engin. & Envir.
Greg Rokos, City of Raymore
Jennifer Russell, Garver

MARC Staff Present
Ron Achelpohl, Dir. Of Transportation & Environ.
Jay Heermann, GIS Manager
Tom Jacobs, Environmental Program Director
Marlene Nagel, Director of Community Development
Martin Rivarola, Assistant Director of Transportation
Land Use Planning
Amy Strange, Public Affairs Coordinator II
Patrick Trouba, Transportation Planner I
Jermain Whitmore, Program Assistant
1) **Welcome/Introductions**
Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

2) **Approval of July 16, 2019 Meeting Summary***
There were no changes to the July 16, 2019 meeting summary. Kent Lage moved to approve the meeting summary, Darren Hennen seconded and the motion carried unanimously.

3) **Buck O’Neil Bridge Project Update**
Gerri Doyle & Wes Minder provided an update on the project. 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](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.

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.

One of the committee members asked if there will be enough room to add more right of way heading north in the future, and Mr. Minder confirmed that they have the option to add more later.

Another committee member inquired how the BUILD grant funding factors in with the different alternatives, and Ms. Doyle responded that right now they have a 50/50 partnership with the city; and will split everything, minus what the BUILD grant covers.

Someone remarked that the adjacent alternatives seems a bit confusing with the 3 options, and if it is a real scenario, then costs need to be added.

There was a question how traffic would be affected if the adjacent option adds pavement to 5th & 6th Street for additional right/left turn lanes, and Mr. Minder answered that it shouldn’t interrupt the existing structure. He also explained how it fits into the PEL study.

Lastly, someone asked if these options take the PEL study into account, and Ms. Doyle acknowledged that it does.

4) **Federal Transportation Issues Update**
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 included in the packet.

5) Merriam Planning Initiatives Update
Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities that impact transportation within their community. Bryan Dyer, Community Development Director of Merriam, Kan., provided an update on recent planning work, the community’s redevelopment, and associated land use impacts.

6) Regional Hazard Mitigation Plan Update
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 current capabilities of local jurisdictions to reduce risks from the priority hazards
- Analysis 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.

7) Regional Transportation Plan 2050 (RTP2050) Project Prioritization Process
Martin Rivarola provided details about the next steps in this process. 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.

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.

8) 2019 Congestion Management Report

The 2019 Congestion Management Report was completed in July 2019 as an update to the travel time studies MARC conducts every few years. 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.

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. It was reviewed by Highway Committee in at the July 2019 meeting.

A committee member inquired if the 2017 data didn’t consider construction projects over a 2-year period, and Patrick Trouba confirmed that is correct and is just over an entire year period.
Someone else asked why July was higher than the rest of the year, and Mr. Trouba acknowledged that they didn’t look into that.

9) Other Business
   - Ron Achelpohl reminded everyone of KDOT’s Local Consult Meeting coming up Thursday, August 22 in Overland Park.

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

VOTE: Draft 2020-2024 Transportation Improvement Program for Public Review & Comment

BACKGROUND:

MARC has prepared the Draft 2020-2024 Transportation Improvement Program (TIP) for public review and comment. The Draft TIP includes all federally funded surface transportation projects, and all regionally significant surface transportation projects regardless of funding source, planned for the Kansas City metropolitan area in Federal Fiscal Years 2020-2024.

The Draft 2020-2024 TIP has been developed by MARC in accordance with regulations contained in the FAST Act, the most recent legislation governing the federal transportation program. In accordance with these regulations the Draft 2020-2024 TIP includes:

- A financial plan that accounts for inflation and includes system-level estimates of operation & maintenance costs and revenues
- An environmental justice analysis that examines transportation investments and other considerations
- Discussion as to the effect of the programmed investments toward achieving performance targets
- Visualization techniques to help convey information

The complete Draft 2020-2024 Transportation Improvement Program is available for review at:


BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RECOMMENDATION:

That TTPC release the Draft 2020-2024 Transportation Improvement Program (TIP), including the Financial Plan and Environmental Justice analysis for Public Review & Comment.

STAFF CONTACT:

Marc Hansen
ISSUE:
REPORT: Title VI Program Update and Assurance

BACKGROUND:
As the Kansas City Metropolitan Planning Organization, MARC is required to maintain and update a policy outlining procedures related to Title VI of the Civil Rights Act of 1964 (Title VI). Title VI centers on the statement that,

No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. (see Policy Statement and Authorities)

The current MARC Title VI program expires in October of 2019. The updated program will run from 2019 to 2021. MARC staff has prepared a draft update of the program for review and comment by TTPC, the MARC Board, and our partner transit agencies. It is not required that MARC release the document for public review and comment, though once adopted by the agency the policy will be available to the public on the MARC website or in hard copy, if requested.

The draft Title VI Program document may be viewed on the Internet by going to: https://www.marc.org/Transportation/Equity/Programs/LEPP

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
Currently, MARC is asking TTPC members to review the draft document and make suggestions, with an intent of asking for action at the October TTPC meeting.

RECOMMENDATION:
Review the draft document and make suggestions.

STAFF CONTACT:
Darryl Fields
Policy Statement and Authorities

The Mid-America Regional Council (MARC) assures that no person shall, on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. MARC further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not. In the event MARC distributes federal aid funds to another governmental entity, MARC will include Title VI language in all written agreements and will monitor for compliance. MARC’s Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing required reports, and other MARC responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

David Warm, Executive Director

Date
TTPC AGENDA REPORT

September 2019
Item No. 5

ISSUE:
REPORT: BikeWalkKC Update

BACKGROUND:
BikeWalkKC is a non-profit organization that provides advocacy, education, consulting and bike-sharing services to promote biking and walking in greater Kansas City and currently holds one of four community organization seats on TTPC. In 2019, BikeWalkKC added electric scooters to their portfolio. Executive Director Eric Rogers will provide an update on the organization’s current initiatives at the meeting. More information is also available at: https://bikewalkkc.org/

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl
ISSUE:
REPORT: Kansas City Regional Transit Alliance Update

BACKGROUND:
The Kansas City Regional Transit Alliance is a non-profit organization that advocates and educates to expand, enhance, and improve mass transit in the Kansas City region and currently holds one of four community organization seats on TTPC. Board Chair Sarah Frost will provide an update on the organization’s current initiatives at the meeting. More information is also available at: https://kcrta.org/

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Ron Achelpohl
ISSUE:
REPORT: Raymore 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. Raymore, Missouri, 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 David Gress.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Beth Dawson
Martin Rivarola
ISSUE:
REPORT: Climate Planning Activities

BACKGROUND:
MARC staff will report on climate protection and resilience planning activities associated with the regional transportation plan, and with the Metro Kansas City Climate Action Coalition.

On September 14, 2019, the Coalition sponsored a regional Climate Summit at Johnson County Community College. The sold-out event included participation from dozens of local and state elected officials, presentations by national and internationally recognized keynote speakers, and discussions among local thoughts leaders on a variety of panel discussions.

MARC continues to work closely with the Climate Action Coalition to develop a regional greenhouse gas inventory and a climate risk and vulnerability assessment by December 2019. Those work products will support the development of a climate action plan by fall of 2020.

Additionally, MARC’s metropolitan transportation plan (RTP 2050) includes goals related to climate resilience and greenhouse gas emissions reductions. Accordingly, transportation models are being developed to estimate greenhouse gas emissions under different transportation scenarios. Subsequently, area stakeholders will be engaged to assess alternative strategies for inclusion in the plan.

BUDGET CONSIDERATIONS:
None.

COMMITTEE ACTION:
None.

RECOMMENDATION:
None. Information only.

STAFF CONTACT:
Tom Jacobs
Karen Clawson