MARC has kicked-off the next steps to optimize our transportation network. Our Metro area is embarking to formally plan and implement Integrated Corridor Management (ICM). This is the next logical step to synthesize our modal resources to keep I-35 corridor working as well as it can.

Thursday, April 28, 2016

MARC, Board Room, 1:30 – 3:00 pm

“FINAL” MEETING MINUTES

Handouts including the Agenda, Presentation and Organizational Self-Assessment were made available to each attendee.

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WELCOME AND INTRO

RON ACHELPOHL, MARC

Ron thanked everyone for coming to the meeting and gave a short introduction of the I-35 Integrated Corridor Management (ICM) project as it relates to transportation within MARC Region. Ron introduced Jennifer Russell who facilitated the meeting on behalf of the consultant team.

KDOT’S SUPPORT OF ICM

MIKE FLOBERG, KDOT

Mike participated in the meeting by conference call. Mike stressed the following points:

- Take advantage of the existing transportation system and infrastructure we have today
- Efficient uses of funding are becoming more important
- “Bus-on-Shoulder” current strategy along I-35
- Operation Green Light (OGL) and KC Scout – better operations on arterials and freeways
- Look to technology
  - Ramp Metering (soon to be constructed along the I-35 corridor)
  - Incident Management through KC Scout and OGL
• “Gateway” Project will ...
  o Change traffic patterns on both I-35 and I-435 when completed
• Integrated Corridor Management (ICM) along I-35 will positively affect transportation and communities along the corridor

**TAKING IT TO THE NEXT LEVEL**

RANDY JOHNSON, KC SCOUT

Randy shared KC Scout’s Mission which is: “To enhance safety and improve traffic reliability while reducing congestion, fuel consumption and air pollutants throughout the bi-state area”. He also stated that if you look at the live traffic map on KC Scout’s homepage during peak travel periods, that you see “yellow” and “red” sections along the I-35 corridor. Much of this congestion during peak travel times occurs daily as a result of the local commute. Working together to implement ICM along I-35 can have many positive effects that are right in-line with KC Scout’s Mission.

**ON-GOING I-35 PROGRAMS**

JIM HUBBELL, MARC

Jim asked the question: “Why ICM on I-35”? Transportation Outlook 2040 has identified I-35 as a “Potential ICM Corridor” from Edgerton to 7th Street (downtown). With System Preservation being the present focus, and reoccurring congestion a reality, utilizing a “Systems Approach” for I-35 is valid.

Jim said that the Kansas City Region is nationally recognized as being able to work together to solve problems.

The focus on I-35 is nothing new as we have current and recently completed initiatives that have focused on I-35 transportation issues and solutions including:

  o I-35 Ramp Metering Study and Deployment Plan
• 5-County Study (Phase I and II) ([https://kdotapp.ksdot.org/5CountyStudy/](https://kdotapp.ksdot.org/5CountyStudy/))
• TSMO (Transportation Systems Management & Operations)

In addition, we also have:

• Smart Cities Pilot ([http://www.eenews.net/assets/2016/03/31/document_pm_06.pdf](http://www.eenews.net/assets/2016/03/31/document_pm_06.pdf))
• Kinetic: focusing on the future of transportation ([http://www.marc2.org/transfutures/Feb2016.htm](http://www.marc2.org/transfutures/Feb2016.htm))

**OVERVIEW DEFINITION OF ICM AND WHAT IT MEANS TO I-35**

ICM TEAM

Jennifer Russell (WSP / Parsons Brinckerhoff) asked the group of stakeholders to make self-introductions so that we knew who was present for this initial meeting (self-introductions were made).

Jennifer then introduced Nick Thompson (WSP / Parsons Brinckerhoff), who has experience implementing ICM along interstate corridors in Minnesota, to give a brief ICM refresh.
Nick’s discussion included the following highlights:

- The ICM concept has been around for a long time.
- ICM is what you make of it (if you put a lot of effort in to the process, you can get a lot of benefit out)
- System-wide perspective
  - Multi-modal
  - Maximize use of existing capacity
  - Pro-active approach
  - Utilize both state and local transportation systems
  - Lots of cooperation between stakeholders is needed
  - Need an organizational structure that is in-place (MARC)
  - Utilize different “layers” in the system
- The customer does not care who owns the system. They just want to get from one place to another safely and efficiently.
- The goal of ICM is not to funnel highway traffic to the local street system but to have both systems work better together.
- There can be a lot of benefits, but it takes a lot of coordination.

Nick asked the stakeholders what “ICM” on I-35 means to them (facilitated discussion):

- **Tim Green, City of Lenexa**: “Effective movement of traffic”
- **Jose Leon, City of Roeland Park**: “Communication and Collaboration”; ramp metering example - need to give stakeholders time to review information and provide feedback as it relates to what is going on in their community.
- **Davonna Moore / David Schwartz, KDOT**: “Getting all of the pieces to work together”
- **Randy Johnson, KC Scout**: “Manage” and “Plan”; it takes both communication and cooperation
- **Ray Webb, MARC/OGL**: Has a unique perspective having been a Manager for KC Scout and now managing OGL. ICM is an “active approach to transportation”. Looking at getting great benefits from ICM in the Kansas City Metro Area.
- **Ty Nagle, City of Overland Park**: Alternative modes to and from the downtown core. Light rail and heavy rail connections.
- **Mark Sommerhauser, KC Scout**: Performance measures information; personal user level / personal experiences; education process; utilizing processes or data you have in-place; flexible schedules – work at home.
- **Cary Gerst, Johnson County Emergency Management**: Could this be used for emergency management? Nick Thompson – Yes, it is used daily so you can better manage emergency management in areas where ICM has been implemented.
- **Davonna Moore, KDOT**: One of the outcomes may not be reducing congestion. Nick Thompson – manage and balance traffic; “make the system more reliable”
- **Jim Hubbell, MARC**: Unlock the “full potential” of the investments we have made with these systems and technology.

Jennifer Russell continued with the presentation focused on identifying critical areas along the corridor, future/planned development and potential use cases.
• Kansas City ICM Workshop held at MARC in October 2014 (FHWA) – focused on modeling aspects of ICM
• Treat the I-35 corridor as “one transportation system” with each stakeholder as part of that system
• Limits are from the Miami County/Johnson County line (south of Edgerton, KS) to the Kansas/Missouri state line (approximately 40 miles)
• We have a lot of existing plans that all agree on 3-key points (Transportation Outlook 2040, 5-County Study, I-35 Moving Forward):
  o Coordination is needed between
    ▪ Disciplines
    ▪ Agencies and governments
  o Prepare for major changes in transportation behavior
  o Create a framework for a sustainable & equitable future of the corridor
• Determine potential “Use Cases” based on what is happening along the corridor (obtained feedback from stakeholders)
  o Overland Park – New mixed-use development downtown; Prairie Fire
  o Lenexa – I-435 City Center; I-35 Amazon development; K-10 residential
  o Edgerton – A lot of warehouses; industrial developments; Amazon – 1,000 employees
  o KCNO CBD – High-density residential
  o KCATA – Jobs in the suburbs; reverse commute trend (live in inner-city, commute to the suburbs for jobs)
  o MARC – Workers traveling from one county to another county for work; jobs in the Northland
• New Origin / Destination Pairs?
  o “Refill” development is happening along the I-35 corridor
  o Lenexa – They have seen a large increase in apartments and senior living developments
• Potential Use Cases (1 – 4) – for stakeholder review and comment (technology absent)
  o Person traveling from Olathe to downtown KCMO for work
  o Person traveling from downtown KC, KS to College Blvd. for work
  o Person traveling from 63rd to 67th St. & Antioch area to BNSF Intermodal Facility for work
  o Person driving commercial truck from BNSF Intermodal Facility to Armourdale in KC, KS
• Stakeholder Comments on Potential Use Cases:
  o Jim Hubbell (MARC) – KCI to College Blvd.?
  o David Schwartz (KDOT) – Should we have a “senior” Use Case (probably)
  o Ron Achelpohl (MARC) – Potential Bus Use Case; Cross-corridor Use Case (crossed I-35 on an arterial from Shawnee to the Country Club Plaza)?
  o Tim Green (Lenexa) – with the limited funding available through KDOT, cities has lessened the amount of funds that are going to transportation projects.
  o Matt Volz (HRD) – Use Case scenarios are a single user going from point A to point B. All transportation modes will be reviewed. Sharing vehicles and new generation not owning vehicles is something we need to consider.
• Scope of the I-35 ICM Project
  o Create a “Concept of Operations”
    ▪ Planning document
    ▪ Use Cases
    ▪ Build on existing plans
  o Identify opportunities for future funding
Several new grant opportunities exist in the FAST Act and our region needs to be prepared to pursue them.

Jennifer Russell described the ICM Capability Maturity Model (CMM) to the group (see attached). This is a matrix that focuses on Institutional Integration, Technical Integration and Operational Integration at different levels (1 – 5). Level 1 (Silo) is the lowest, followed by Level 2 (Centralized), Level 3 (Partially Integrated), Level 4 (Multimodal Integrated) and Level 5 (Multimodal Optimized). The three consultant team task leaders discussed each type of integration:

- **Institutional Integration** - Matt Volz (HDR):
  - Inter-Agency Cooperation
  - Funding – There is a lot of joint funding taking place in Kansas City already and this is an area where we are fairly advanced. Operation Greenlight, KC Scout, and MARC project funding programs are good examples.

- **Technical Integration** – Tom Evans (TREKK Design Group):
  - Traveler Information
  - Data Fusion

- **Operational Integration** – David Church (WSP / Parsons Brinckerhoff):
  - Performance Measures
  - Decision Support System

Jennifer assigned “homework” to the stakeholders asking each to complete the “Organizational Self-Assessment” as it related to the ICM CMM and to submit it to David Church (WSP / Parsons Brinckerhoff) by Friday, May 13, 2016 by e-mail (church@pbworld.com).

Instructions to completing the “Organizational Self-Assessment” as it related to the ICM CMM include:

- Focus on where your agency is now (mark with an “X”) within the model and where you would like it to be in five years (mark it with an “O”) for each row within the matrix
- Include your name and contact information on the sheet
- Scan and send via e-mail to David Church (WSP / Parsons Brinckerhoff) by Friday, May 13, 2016 by e-mail (church@pbworld.com).

Jennifer said that the “Organizational Self-Assessment” would not be publicized, will be used internally and rolled into the overall I-35 assessment.

There will be a second stakeholder meeting later this year which will focus on a review of the selected Use Cases, prioritization and reaching consensus on a Use Case to implement. The consultant team will be in contact with the stakeholders to schedule this future meeting. In the meantime, you may be asked to review and comment on project documents. Your prompt attention and assistance is greatly appreciated.