



MID-AMERICA REGIONAL COUNCIL

HIGHWAY COMMITTEE MEETING
Wednesday, March 22, 2023
1:30 – 3:00 PM
MARC, Broadway Room, 1st floor
600 Broadway, Kansas City, Missouri

NOTE: The upcoming Highway Committee meeting will be held in-person and via webinar. To join the meeting via webinar, please follow the virtual meeting and call-in instructions below.

Table with 4 columns: ACTION, AGENDA ITEMS, PRESENTERS, TIME. Rows include Welcome and Introductions, Highway Committee Jan 25th meeting summary, Connected KC 2050 MTP Update, Infrastructure Condition and System Performance Recommended Targets, Missouri Unfunded Needs, Roundtable Updates, and Adjourn.

VIRTUAL MEETING & CALL-IN INSTRUCTIONS

MARCZoom08

Address: https://marc-kc.zoom.us/j/3086746761?pwd=end1eUxnRjdLUURWUEJ4UzRCc3QwUT09

- You may need to run the Zoom opener to join the meeting.
This link also works with the Zoom smartphone app.

Meeting ID: 308-674-6761

Passcode: 976329

Audio:

- We encourage the use of computer audio especially if you are viewing a webcam or sharing your webcam.
Dial Toll-Free
877 853 5247 US Toll-free
888 788 0099 US Toll-free
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NEXT HIGHWAY COMMITTEE MEETING: May 24th, 1:30 – 3:00 PM

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.

Highway Committee

January 25, 2023

Attendance

David Slater, Pleasant Valley
Jack Messer, Overland Park
Michael Spickelmier, City of Lansing
Carl Brooks, City of Harrisonville
Alysen Abel, City of Parkville
Chad Thompson, KCMO
Allison Smith, KDOT
Brandon McElhiney, City of Lenexa
Bill Noll, Leavenworth County
Dick Tuttle, Grain Valley
Chet Belcher, De Soto
Adam Hilgedick, Blue Springs
Patty Hilderbrand, KCMO
Mark Sommerhauser, KC Scout Traffic Management Center
Greg Rokos, Cass County
Melissa Schmitz, MoDOT
Ryan Simms, Johnson County
Mike Krass, Cass County
Krystal Voth, City of Basehor
Melissa Schmitz, MoDOT

MARC Staff:

Martin Rivarola
Selina Zapata Bur
Patrick Trouba
Kayla Zacharias
Beth Dawson, MARC
Ray Webb, MARC

Agenda:

- Welcome and Introductions
- Approval of November 30th Meeting Summary
- Updates: Functional Class Approvals
- Presentation
 - Infrastructure Condition and System Performance Target-Setting
- Discuss
 - 2023 Workplan
- Roundtable Updates

MINUTES

1. Welcome and Introductions (David Slater)

Introductions were made. See attendance for those present.

2. Approve November 30th Meeting Summary (David Slater)

The September 28th Meeting Summary was approved unanimously by committee members.

3. Functional Class Approvals (Kayla Zacharias)

Kayla provided an overview of the functional class system and the call for changes, which occurs twice each year. An online map is put forward and jurisdictions may submit change proposals via that online map. MARC staff review submissions for compliance with federal guidelines, the changes are reviewed by the state Departments of Transportation, and then those recommendations go to the MARC Highway Committee, TTPC, and MARC Board. Once changes are approved by the MARC Board, they are forwarded to the respective state DOTs. Of the several proposals that were received, all are recommended for approval except for one which did not meet system continuity requirements. Coordination will need to be made with the neighboring jurisdiction for a future submission.

4. Infrastructure Condition and System Performance Target-Setting (Selina Bur)

Selina Bur provided an update on the region's 2021 Performance Measures for pavement and bridge condition and system performance. PM 2 and PM 3 targets are updated every four years, with a 2-year optional update. PM 2 and PM 3 targets for 2019 and 2021 were adopted four years ago. State DOTs set their targets first, and MPOs can either adopt state targets or adopt their own. MARC adopts their own targets for the Kansas City region. This year, state DOTs provide their 2-year and 4-year targets by December and MPOs provide their 2-year and 4-year targets 180 days later, sometime in June. The previous approach in 2018 considered trends and proposed targets from MoDOT and KDOT, and the Missouri and Kansas portions of the MARC region. Our approach this year for our next 2-year and 4-year targets for the MPO will consider the same metrics. Selina Bur provided the state DOT targets for PM 2 and PM 3 as well as a timeline for developing the MARC targets and adopting them. A

concern was brought forward by Mike Krass that these performance metrics may not be considered appropriately in scoring for project funding. Martin noted that the scoring criteria is being looked at starting in the next month or so with the MO and KS STP committees. It was noted that the scoring criteria is not an item on the agenda and that MARC staff would follow-up with Mike Krass about his concern. A question was brought up about why the statewide targets are going in the opposite desired direction and whether the MPO can set different targets. It was also noted that there are real reasons discussed by the state DOTs in the previous setting of targets as to why those numbers are going in the opposite desired direction.

5. 2023 Workplan (Selina Bur)

Key tasks and discussion topics for the next year include:

- Support Connected KC 2050 MTP Update: Confirm goals and strategies, update financial capacity analysis, and develop scenario analysis
- Review Complete Street Network Assessment & Complete Street Policy, as necessary
- Consider Functional Classification Changes and ConnectedKC 2050 Plan amendments, as necessary
- Performance management/target setting: Update the required USDOT (FAST Act) performance measures as necessary
- Review Congestion Management policies and processes
- Review updated fiscal constraint analysis reflecting new transportation funding (tentative)

MARC encouraged members of the Highway Committee to share items at any of the Highway Committee meetings in 2023. No other comments were made about the final workplan.

6. Roundtable Updates (Committee)

Southbound 169 closures for Buck O'Neill bridge are forthcoming. Allison Smith noted that KDOT has an Interim Secretary and Interim State Transportation Engineer. No additional committee member updates were shared with the committee during this meeting.

7. Adjourn

The committee adjourned at 2:02 PM.

NEXT MEETING: May 24th, 2023, 1:30-3:00 PM

HIGHWAY COMMITTEE AGENDA REPORT

March 2023

VOTE: Establish Performance Targets for Highway Pavement and Bridge Condition (PM 2) and System Performance (PM 3)

BACKGROUND:

The current and previous federal transportation bills, the Infrastructure Investment and Jobs Act, FAST Act, and MAP-21, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Generally, the performance measures relate to national goals of safety, infrastructure condition, air quality, and transportation system performance.

State DOTs were required to establish performance targets for infrastructure condition (including pavement condition and bridge condition) as well as system performance by December 16, 2022. MPOs have the option of supporting the statewide targets, or establishing their own regional targets within 180 days of the establishment of state targets. State DOTs will have the opportunity to update targets every 2 years, and with each update MPOs will have the option to: (a) support the state targets, or (b) establish regional targets within 180 days.

MARC has elected to establish regional targets to harmonize different statewide targets between Kansas and Missouri. To develop the targets, MARC staff has historically considered historical trends, statewide targets, regional plans, and programmed projects. The methodology to develop targets was developed in 2018 in coordination with State DOT and local partners, as well as subject matter experts.

It is important to emphasize the recommended targets pertain specifically to the National Highway System, which represents a proportion of streets and highways in the MARC region. While some NHS routes are locally owned and operated, the overwhelming majority is operated by State DOTs. Recommended targets are closely linked to statewide targets adopted by KDOT and MoDOT, which are both informed by extensive data analysis and engineering judgement.

Recommended Highway Pavement and Bridge Condition (PM 2) and System Performance (PM 3) targets for the MARC metropolitan planning area include the following:

Infrastructure Condition Performance Measures	2021 Baseline	2023 Target	2025 Target
% of interstate pavement in good condition	72.6%	69.3%	69.6%
% of interstate pavement in poor condition	0.2%	0.3%	0.3%
% of non-interstate NHS pavement in good condition	56.0%	48.4%	48.4%
% of non-interstate NHS pavement in poor condition	1.0%	3.4%	3.4%
% of NHS bridges in good condition (by deck area)	37.2%	36.4%	33.7%
% of NHS bridges in poor condition (by deck area)	5.9%	6.9%	7.0%

System Reliability Performance Measures	2021 Baseline	2023 Target	2025 Target
% of person-miles on interstate highways that are reliable	97.3%	89.8%	89.1%
% of person-miles on non-interstate NHS highways that are reliable	94.6%	90.4%	90.2%
Statewide Truck Travel Time Reliability Index	1.3	1.4	1.4

POLICY CONSIDERATIONS

For each of the performance measures that are federally-required, MARC will establish targets and monitor progress towards achieving those targets. With the establishment of targets, MARC is committing to plan and program in a manner that leads to reasonable progress towards their achievement. The targets established for the Kansas City metropolitan region will ultimately be integrated into the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and regional performance management process.

MARC will report progress towards achieving performance targets in the Annual Performance Measures Report, which will be publicly-available. There is no impact to funding levels or eligibility if MARC does not meet its targets. However, if reasonable progress towards targets is not achieved, it will be necessary to explore and document the reasons why.

BUDGET CONSIDERATIONS

None.

RECOMMENDATION

Approve Highway Pavement and Bridge Condition (PM 2) and System Performance (PM 3) targets for the MARC metropolitan planning area.

STAFF CONTACT

Selina Zapata Bur