



MID-AMERICA REGIONAL COUNCIL

**HIGHWAY COMMITTEE MEETING**  
Wednesday, November 20, 2024  
1:30 – 3:00 PM  
MARC, Westview Room, 2<sup>nd</sup> floor  
600 Broadway, Kansas City, Missouri

**NOTE:** This 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.

ACTION	AGENDA ITEMS	PRESENTERS	TIME
	Welcome and Introductions	Co-chair	1:30
Approve	Highway Committee 9/25/24 meeting summary	Co-chair	1:35
Presentation	Reconnecting Communities – Reconnect Westside	Nic Bosonetto, KCMO	1:50
Presentation	MARC Safe Streets and Roads for All Grant	Alicia Hunter, MARC	2:10
Presentation	MARC Performance Measures Update	Bobby Evans, MARC	2:30
Discussion	Roundtable	Committee	2:50

**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
- **One tap mobile**
  - +18778535247,,3086746761#
  - +18887880099,,3086746761#

**NEXT HIGHWAY COMMITTEE MEETING:**

**Regular Meeting:** January 22<sup>nd</sup>, 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](#).

## MARC HIGHWAY COMMITTEE

September 25, 2024

### ATTENDANCE

Michael Park, Lee's Summit (MO Co-Chair)  
Bill Noll, Leavenworth County  
Michael Spickelmier, City of Lansing  
Carl Brooks, City of Harrisonville  
Tim McEldowney, City of Gardner  
Juan Yin, MoDOT  
Dan Harper, City of Parkville  
Krystal Jolly, MoDOT  
Matt Nolker, City of Lawson  
Melissa Schmitz, MoDOT  
Sherri McIntyre, City of Liberty  
Catherine Patrick, FHWA  
Allison Smith, KDOT  
Wes Minder, Platte County

Patty Hilderbrand, City of Harrisonville  
Cedric Owens, Operation Green Light  
Cecily Cochran, FHWA  
Cheryl Lambrecht, City of Olathe  
Donald Schoenborn, MoDOT

#### **MARC Staff:**

Martin Rivarola  
Darryl Fields  
Bobby Evans  
Cy Smith  
Lukas Yanni  
Patrick Trouba

#### **Agenda:**

- Welcome and Introductions (Co-Chairs)
- Approve Highway Committee 7/24/2024 meeting summary (Co-Chairs)
- Connected KC 2050 – Financial Capacity & Project Prioritization (Martin Rivarola, MARC)
- Lewis and Clark Construction Traffic Impacts (Ryan Barrett, KDOT)
- USDOT Decarbonization Report (Cy Smith, MARC)
- MARC Federal Performance Measures (Bobby Evans, MARC)
- Roundtable
- Adjourn

#### **MINUTES**

##### **Welcome and Introductions (Co-Chairs)**

Welcome and introductions made by Missouri Co-Chair, Michael Park. See attendance for those present.

##### **Highway Committee 3/27/24 meeting summary (Co-Chairs)**

Michael Park opened for a motion to approve the 7/24/24 Meeting Summary. Bill Noll made a motion, and Sherri McIntyre seconded the motion to approve the 7/24/24 Meeting Summary. The motion passed unanimously.

##### **Connected KC 2050 Update (Martin Rivarola, MARC)**

Martin discussed what was presented at the previous Highway Committee meeting and that MARC staff is preparing for a public engagement effort in November and will share the list of projects along with a demand model. Martin updated the timeline of the project which will be completed in June of 2025. Martin then detailed how the projects were prioritized categorized based on forecasted funding and project scoring, among other factors.

## MARC HIGHWAY COMMITTEE

September 25, 2024

Martin summarized the financial capacity and forecast and methodology as it relates the project prioritization. Next steps in the project include sharing the draft list of projects and the public outreach and engagement (in-person and online) on November 14<sup>th</sup>, 2024. Feedback from this engagement effort will factor in the final write up in Q1 and Q2 of 2025.

Michael Park opened the floor for any questions. Wes Minder complimented the staff on their work.

### **Lewis and Clark Construction Impacts (Ryan Barrett, KDOT)**

Ryan started by asking what kind of information the committee would like to hear. Martin suggested discussing the nature of the work, traffic impacts and reroutes.

Ryan listed the reason for the closure of the bridge and followed up with the associated road closures and detours. Ryan then detailed the detour route. He then discussed how traffic flow has operated how KDOT staff expected. Next steps are steel repairs to bridge which should be completed by the end of 2024. He then asked for questions.

### **USDOT Decarbonization Report (Cy Smith, MARC)**

Cy covered the contents of the USDOT Decarbonization report including the existing carbon emission levels and sources of emissions. He then detailed the future targets for carbon emissions, the infrastructure and policy change scenarios to reach those targets. Next, Cy discussed several land use and infrastructure opportunities to complement the work done in the transportation sector. Lastly, Cy related the USDOT report findings to the work done by MARC. MARC's work on EV infrastructure and education along with land use changes will help achieve goals set out in the report. Cy discussed the actions that could be taken regionally and locally to help achieve the goals laid out in the report.

Cy then asked for questions. Matt Park asked a question was asked about how the electrical system would need to be changed to address the increase in EVs. Cy stated that the report has strategies to address the necessary infrastructural changes as well as additional sources and funding programs to achieve the EV infrastructure changes. Another question was asked about the loss of funding from the gas tax. Cy mentioned the strategy of local congestion pricing would address this loss of gas tax funding. Martin mentioned that this report is shared as a report from DOT and not a MARC report and that many of the strategies are included in MARC's studies and reports. He noted that MARC conducted a region-wide survey and that about half of those surveyed were willing to purchase an EV in the next 10 years – which does not line up with the 80% EV absorption in the DOT study. He noted that road user charges and VMT fees had a low acceptance rate in the survey.

Matt Park asked about how our roadway infrastructure could cope with the demands of EVs as they are being produced because of weight – if there were any suggestions for changes to roadway design. Cy answered that DOT report prioritized maintenance over increasing capacity and decreasing VMT by promoting transit and active transportation. Matt reiterated that the vehicles would be heavier and that AASHTO would need to factor this in.

Matt Park asked about progress among the various sectors in reducing GHG emissions since the peak in 2005. Cy mentioned the energy sector reduced GHG noticeably but that the freight sector increased GHG emissions at higher rate.

### **MARC Performance Measures (Bobby Evans, MARC)**

## MARC HIGHWAY COMMITTEE

September 25, 2024

Bobby began by briefly discussing the history of federal requirements for federal performance measures. He detailed how performance measures are factored into decision making and the 15 performance measures. He then covered each of the federally required performance measures and how they are calculated. Bobby then covered the voluntary performance measures that MARC reports on including. Bobby then discussed how the target setting methodology is more complicated than reporting on performance.

Martin mentioned that the next couple of Highway Committee Meeting will cover some of the performance measures in more detail.

Matt asked about disaggregating the performance measures by the communities within the MARC region to track the contribution of each community. Bobby mentioned that safety would be a good indicator for this type of analysis. Matt mentioned that many communities don't have access to all of the relevant data and asked if MARC could share the data.

### **Roundtable Updates**

Bobby invited committee members to present at future meetings and asked for presentation topics. Wes mention 92 highway bridge in Platte City, MoDOT got the bridge back open before the first day of school

### **Meeting Adjourned**

The meeting adjourned at 2:50 p.m.

**NEXT MEETING: November 20<sup>th</sup>, 1:30 – 3:00 PM**



# Highway Committee

September 25, 2024

Please enter your name and organization in the chat window so that we may have an accurate record of attendance

## Agenda

- 1) Welcome
- 2) VOTE: JULY 24, 2024 meeting summary
- 3) Connected KC 2050 – Financial Capacity & project prioritization presentation
- 4) Lewis and Clark Construction Traffic Impacts
- 5) USDOT Decarbonization Report
- 6) MARC Federal Performance Measures
- 7) Roundtable updates

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**VOTE: Approve the July 24 Meeting Summary**

2



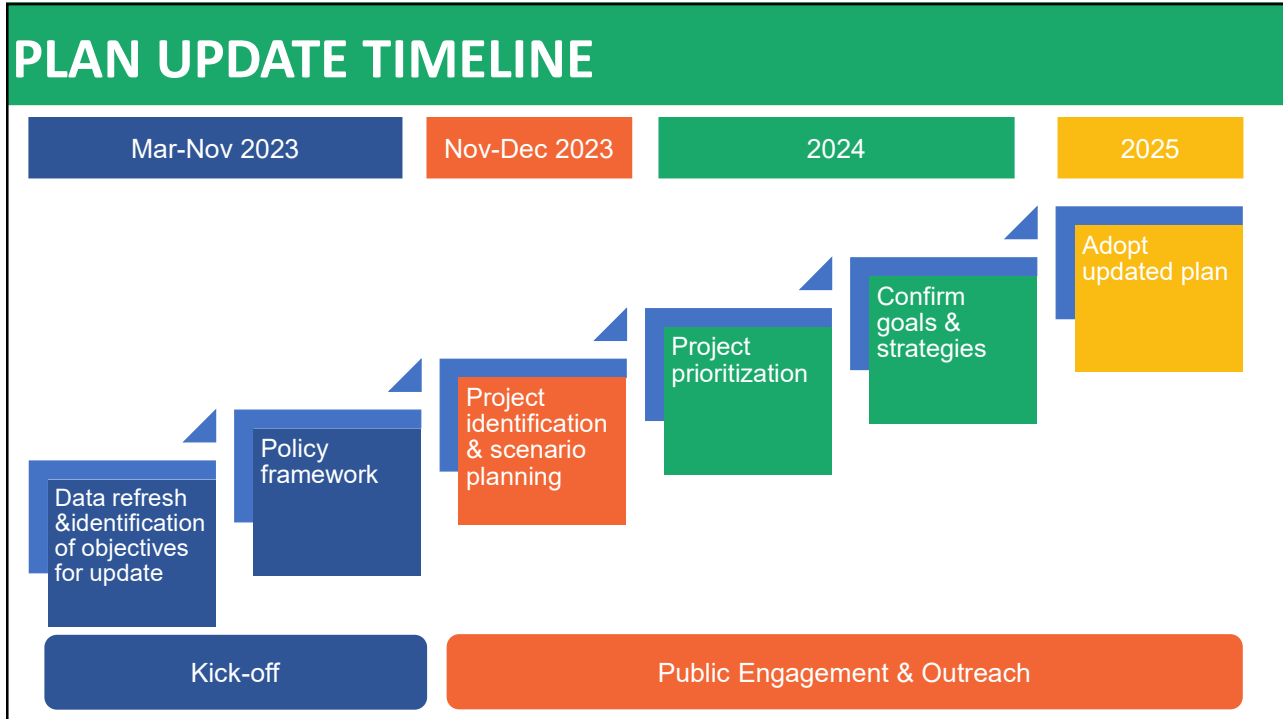
## REPORT: Connected KC 2050 – Financial Capacity & Project Prioritization

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Plan Update  
September 2024

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## Completed Work

**CKC2050 Update Kick Off**


- Data refresh & Identification of objectives for update
- Policy framework overview and evaluation

**Scenario Planning & forecasting**

- Land use scenarios tested w/ MARC models
- Land use & population/employment growth forecasts updated



<https://connectedkc.org/2025-update/>



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## Completed Work

### Public outreach and engagement


- **Pop-up events** in each MARC county: Late Oct – mid Nov 2023
- **Public open house & online meeting:** Nov 2023 & online
- **2 Surveys:**
  - **Self-select online survey** distributed by MARC
  - **Randomly selected**, statistically valid (ETC Institute)
- **Speaker’s bureau** (requested & targeted presentations)

### Project prioritization

- **Call for projects and project prioritization**
- **Identification of financially constrained/illustrative projects**
- **Stakeholder committee & public vetting of project lists**



<https://connectedkc.org/2025-update/>



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## CONNECTED KC 2050 – GOALS & STRATEGIES

### WHAT WE WANT...

- ✓ Access to opportunity
- ✓ Public health and safety
- ✓ Healthy environment
- ✓ Transportation choices
- ✓ Economic vitality

➔

### HOW WE’LL GET THERE

- ✓ Focus on centers and corridors
- ✓ Promote climate resiliency
- ✓ Find new funding sources
- ✓ Prioritize investments
- ✓ Leverage data and technology

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## SYSTEM PERFORMANCE

### MARC System Performance Report - April 2023

Performance metrics reflect a persistent lack of progress (or even backsliding) on policy goals related to safety, system condition, asset management, public health, and environment and resilience.

Areas with consistent lack of progress or decline include:

- Fatalities and serious injuries
- Serious injury rate
- Number of non-motorized fatalities and serious injuries
- % of pavement and bridges in good condition.
- Daily Vehicle Miles Traveled (VMT) Per Capita
- Greenhouse gas emissions reduction goals
- Transit Accessibility
- Air Quality

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## SYSTEM PERFORMANCE

Progress towards various targets:

Topic	Measure	On Track?
Safety	Number of fatalities	No, but improving
	Number of serious injuries	No
	Serious injury rate	No
	Fatality Rate	No
	Non-motorized fatalities and serious injuries	No
State of good repair	% Interstate pavement in good condition	Yes
	% Interstate pavement in poor condition	No
	% non-interstate NHS pavement condition	No
	% bridges in good condition	No
	% bridges in poor condition	Yes
System performance & reliability	Non-interstate travel time reliability	Yes, but getting worse
	Interstate travel time reliability	Yes, but getting worse
	Truck travel time reliability	Yes, but getting worse
Daily Vehicle Miles Travelled per capita	(Voluntary MARC measure)	No, but improving
Greenhouse gas emission	(Voluntary MARC measure)	No, but improving
Transit accessibility	(Voluntary MARC measure)	No
Air Quality	Ozone/PM 2.5	Yes, but getting worse

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## PROJECT PRIORITIZATION

### Project Prioritization

- Plan must include list of regionally significant projects
- Call for CKC2050 projects held in late 2023
- Inclusion in the plan is a requirement in some cases and a boost in others for future funding opportunities
- Project listing is updated every 5 years, and
- By amendments in interim period
  - Total of 8 amendments since 2020



2023 Call for projects

[View project listing](#)

[View project listing](#)

[View DRAFT project priorities](#)



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## PROJECT PRIORITIZATION

### Project Prioritization

#### Call for projects outcomes

- 456 projects in current MTP
  - 392 to consider retaining in plan update
  - 132 NEW projects submitted and scored.
- All submitted projects (524) available for public review and comment



2023 Call for projects

[View project listing](#)

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## PROJECT PRIORITIZATION

### Project Prioritization

- All projects to be considered for listing in the MTP sorted by:
  - KS local and state system projects
  - MO local and state system projects and
  - Transit system projects
  - Includes: re-submitted and new projects
- Projects to be categorized as “high”, “medium” and “low” priority projects
  - Similar scoring ‘breaks’ as those used in original plan, 2019
    - 90+ points – high priority
    - 70-90 points – medium priority
    - >70 points – low priority



**2023 Call for projects**

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## PROJECT PRIORITIZATION

### Project Prioritization

- State system projects:
  - Constrained: DOTs envisioned as project lead
  - Constrained: Projects proposed by planning partners, supported by DOTs
  - Illustrative: Projects proposed by planning partners, DOTs may support in future pending consideration of scope/funding, etc.
- Local system projects
  - Constrained: High priority projects. All others illustrative
- Transit Projects: All illustrative



**2023 Call for projects**

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# PROJECT PRIORITIZATION

## Financial Capacity & Forecast

1. Revenues reasonably expected
  - a) Assume conservative revenue growth rate
  - b) Assume continued Federal and State transportation plans
2. Coordinated with planning partners (KDOT, MoDOT, & KCATA)
 

State revenues are unaltered by MARC
3. Account for taking care of system
  - a) Operations & Maintenance
  - b) Transportation Asset Management (TAM)
4. Transit
  - a) Continued “No Fare” policy
  - b) Loss of COVID relief
  - c) Reduced Local funding



**2023 Call for projects**


[View project listing](#)

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# PROJECT PRIORITIZATION

## Financial Capacity & Forecast

- Local system funding balance available for CKC2050 projects
  - **\$ 3.38 b in Kansas**                      **\$ 2.06 b in Missouri**
- State system funding balance available for CKC2050 projects
  - **\$ 2.71 b in Kansas**                      **\$ 4.76 b in Missouri**
- Transit system funding balance available for CKC2050 projects
  - **\$ (0.18) b in Kansas**      **\$ (0.98) b in Missouri**



**2023 Call for projects**


[View project listing](#)

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# PROJECT PRIORITIZATION

## Project Prioritization

CKC2050 Projects				
	Constrained (#)	Illustrative (#)	O&M (#)	Total (#)
MO State	22	6	32	60
KS State	8	34	12	54
MO Local	40	83	54	177
KS Local	24	138	47	209
Transit	0	24	0	24
<b>Total</b>	<b>94</b>	<b>285</b>	<b>145</b>	<b>524</b>

CKC2050 Projects				
	Constrained (\$\$)	Illustrative (\$\$)	O&M (\$\$)	Total (\$\$)
MO State	\$1,575,952,000	\$316,522,000	\$2,457,511,000	\$4,349,985,000
KS State	\$1,343,271,000	\$4,625,296,000	\$1,071,324,000	\$7,039,891,000
MO Local	\$1,534,758,000	\$3,251,905,000	\$1,061,699,000	\$5,848,362,000
KS Local	\$847,668,000	\$2,715,292,000	\$632,986,000	\$4,195,946,000
Transit	\$0	\$3,603,137,000	\$0	\$3,603,137,000
<b>Total</b>	<b>\$5,301,649,000</b>	<b>\$14,512,152,000</b>	<b>\$5,223,520,000</b>	<b>\$25,037,321,000</b>



**2023 Call for projects**

[View project listing](#)

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# PROJECT PRIORITIZATION


## Project Prioritization

### • Next steps

- Share draft financially constrained project listing shared with modal committees (September '24)



- Share draft financially constrained project listing shared with public committees (November '24)



**2023 Call for projects**

[View project listing](#)

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[View DRAFT project priorities](#)

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## NEXT STEPS

- CKC 2050 Policy goals & strategy – review language and consider revisions (3Q ~ 4Q 2024)
- Development of land use, population household and employment forecasts (1Q ~ 4Q 2024)
- Project prioritization & development of financially constrained project listing (3Q – 4Q 2024)
- Travel demand modeling, EJ analysis (3Q ~ 4Q 2024)
- Public outreach & engagement (4Q 2024)
  - In person and online public meeting(s)
    - **NOVEMBER 14<sup>th</sup>, 2024!**
  - Targeted stakeholder group discussions
- Final plan write up (1Q ~ 2Q 2025)



**THANK YOU!**

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**Plan Update  
September 2024**

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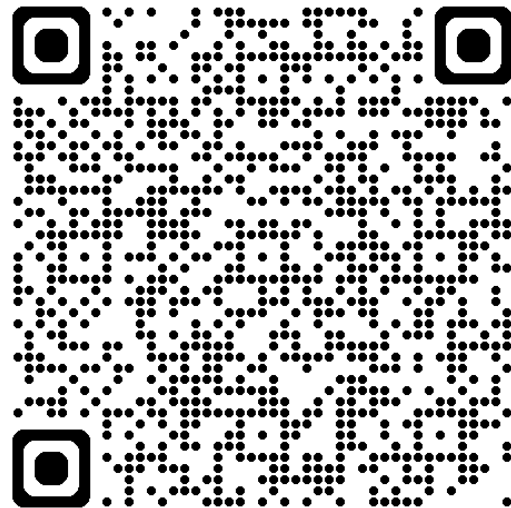
**REPORT: Lewis & Clark Viaduct Construction Impacts**

***Ryan Barrett, KDOT***

Presenter: Martin Rivarola, MARC

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Department of  
Transportation  
Report to Congress:  
Decarbonizing U.S.  
Transportation



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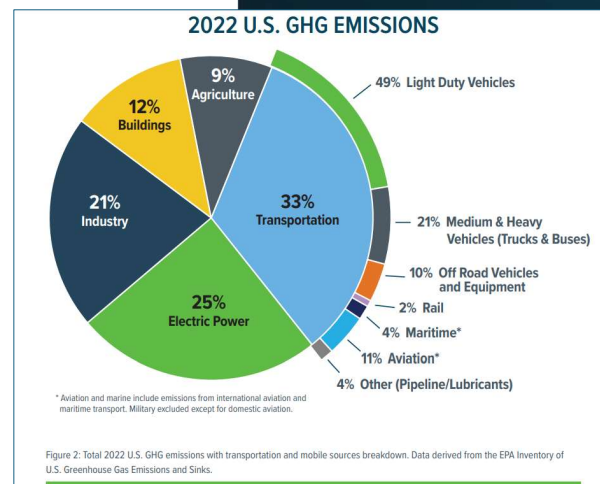
- The U.S. Department of Transportation, in response to the unprecedented funding and incentives that support green house gas (GHG) emission reduction, constructed a Report to Congress that outlines the strategy and actions for decarbonizing transportation systems in the U.S.
- This presentation summarizes some of the key findings and strategies outlined in the report.



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## State of Transportation Sector Emissions

- According to the USDOT's Report, the transportation sector accounts for about one third of U.S. Greenhouse Gas (GHG) emissions, more than any other individual sector of the economy.
- DOT has committed to rapidly decarbonizing the transportation sector while achieving a clean, safe, secure, accessible, affordable, and equitable transportation system for everyone.

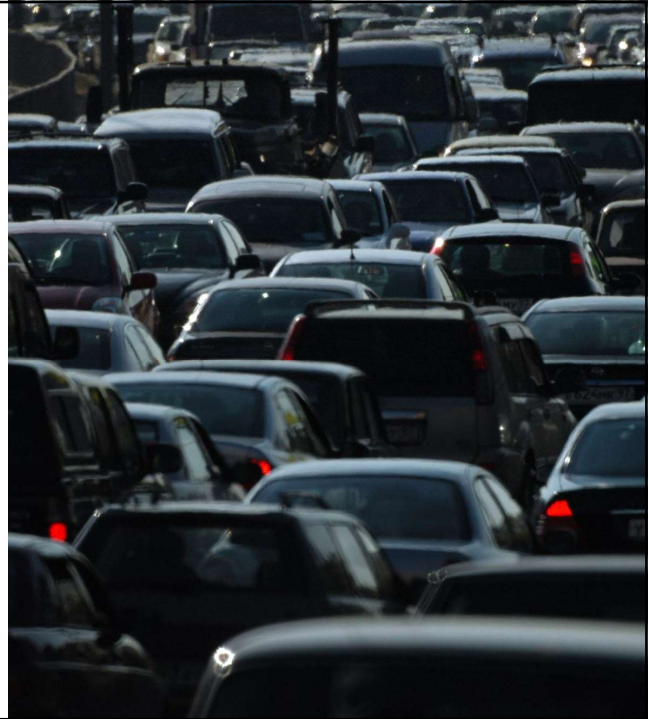


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## GHG Impacts on Transportation and Environment

- Additionally, emissions will have impacts on not just the climate, but they will disrupt and damage critical infrastructure, impeding on transportation system development.
  - **\$2.2 trillion annual\*** loss in Federal Revenue (2022 Dollars) by 2100
    - \*Federal Revenue in 2022 amounted to \$4.9 trillion according to Congressional Budget Office
  - **10% reduction** in the growth potential for the U.S. GDP by 2100

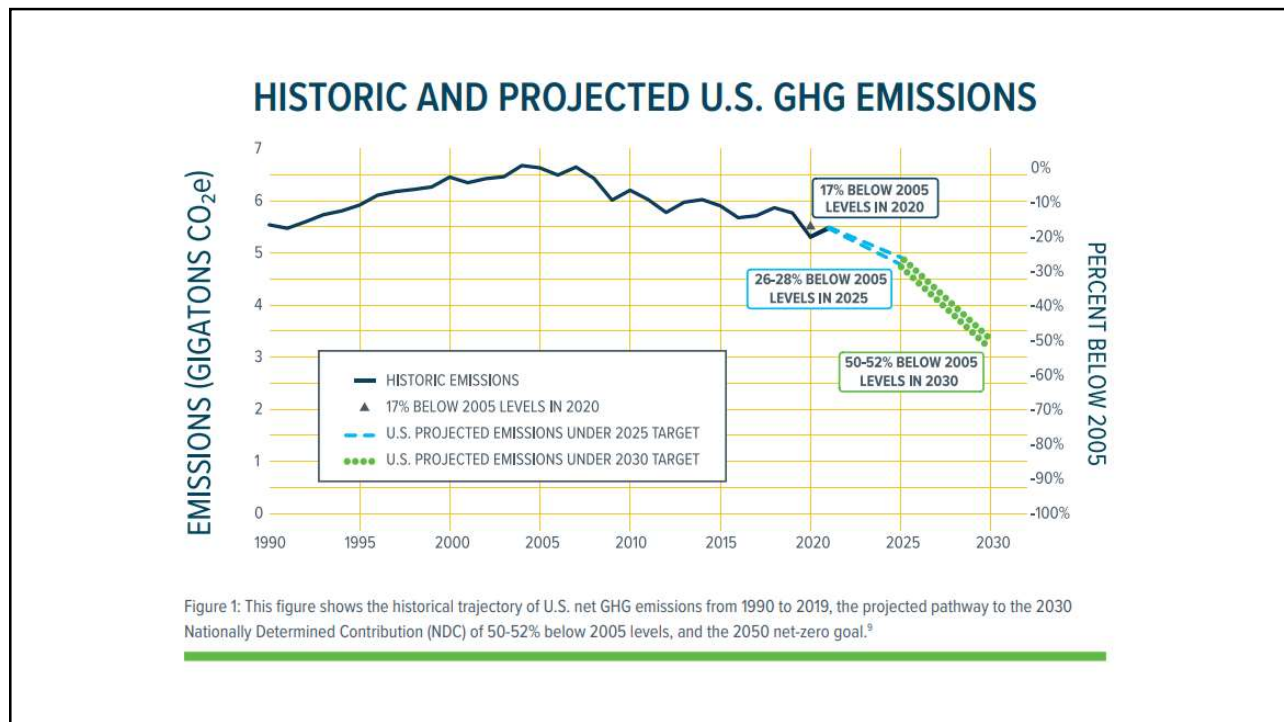


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## U.S. Emissions Reduction Goals

- The U.S. has committed to ambitious GHG emissions reduction targets to limit global average temperature increases to 1.5°C above pre-industrial levels. Specifically, under the United Nations Paris Agreement, the U.S. committed to reduce GHGs by:
  - **50-52%** below 2005 levels by 2030 across all sectors and GHGs.
- Additionally, under the Long-Term Strategy of the United States, the U.S. set targets for
  - **100% carbon pollution-free** electricity by 2035
  - **Net-zero emissions** no later than 2050

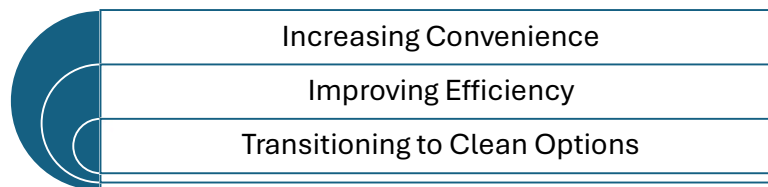
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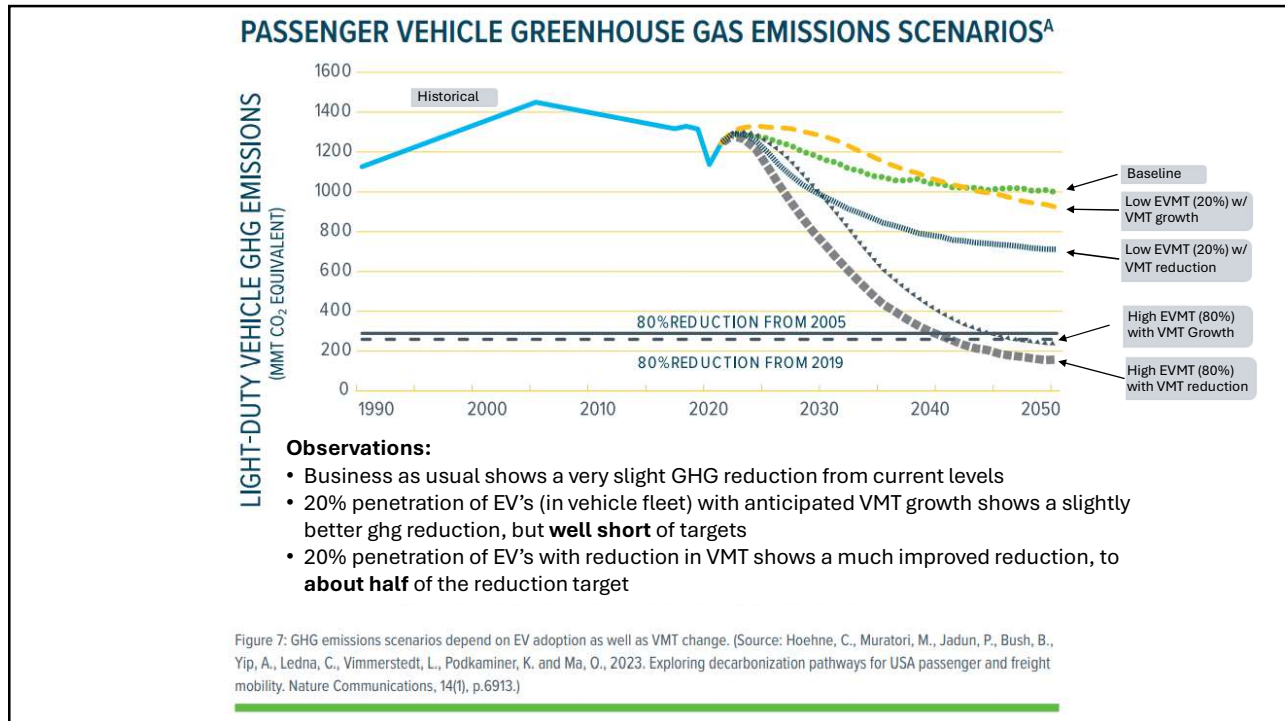
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## U.S. Blueprint for Transportation Decarbonization

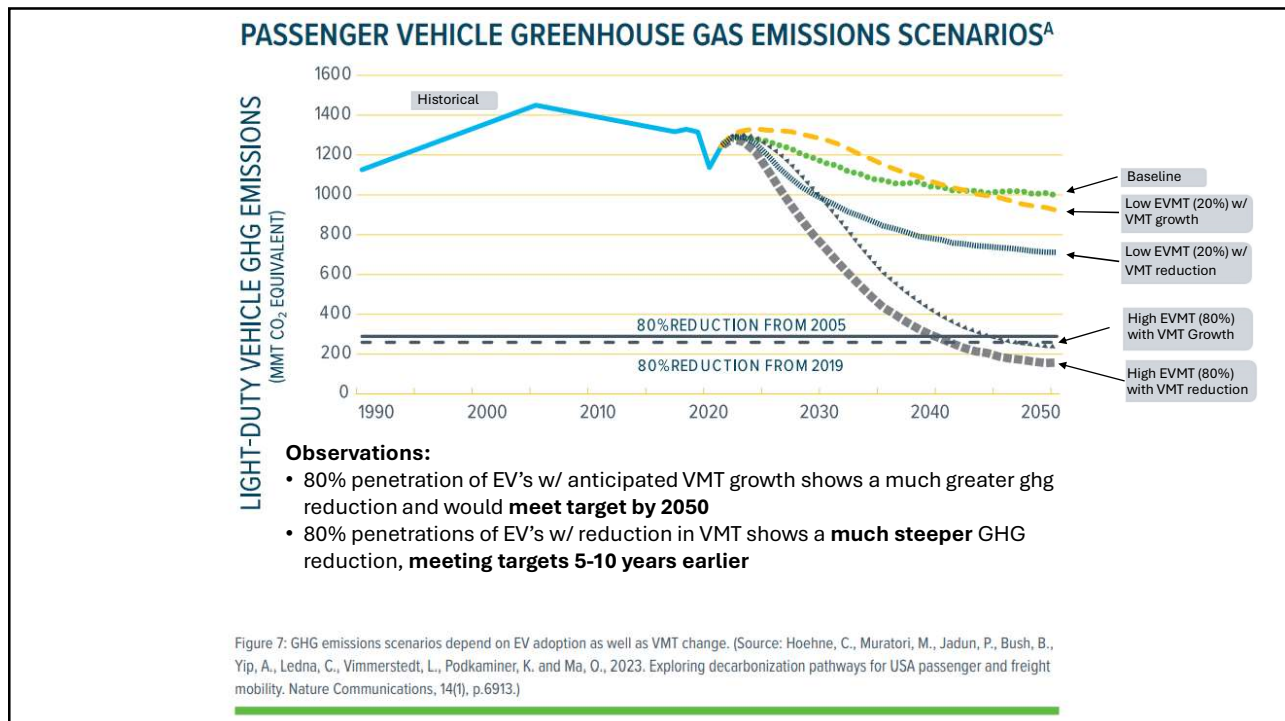
- Transportation GHG emissions are the result of three main factors:
  1. The total amount of activity (i.e., the distance and volume of travel)
  2. The energy intensity of the transportation options (i.e., energy per mile traveled)
  3. The carbon intensity of the fuels used to provide that energy
- The U.S. DOT proposes addressing three areas in the transportation system:



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## Closing the Gap

Opportunities exist in current programs and actions to reduce GHG emissions.

Increase deployment of micromobility projects.

Support local congestion pricing initiatives.

Institutionalize Coordination between DOT and HUD.

Support local government actions.

Reduce customization of federally funded buses.

Reduce freight-related emissions through multi-modal freight planning.

Encourage training and workforce development.

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## Ties to MARC Transportation Work

- Costs of failure to meet GHG reduction targets are more than significant for the transportation system and environment
- **Both** EV increase and VMT decline are necessary to meet targets
- Reduction in VMT significantly increases GHG reduction in any scenario
  - Increasing the Convenience and Efficiency of our Highway Systems

Local EV Planning Work surrounding Charging Infrastructure, Public Education, etc.

**Higher EV Penetration**

Combination of Land Use and Transportation Investment Strategies

**VMT Reduction in Region**

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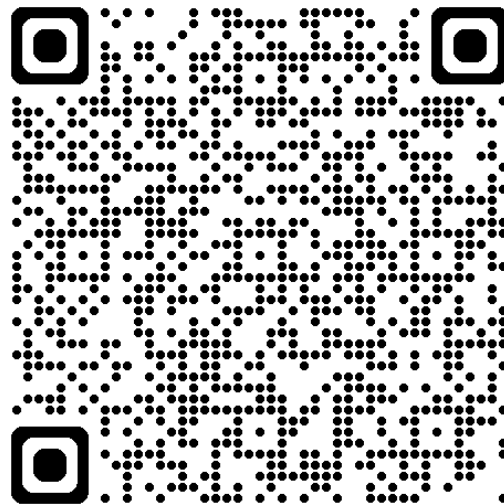
## What actions can be taken regionally and at a local level?

- Promote consistency between transportation improvements and housing patterns.
- Invest in active transportation & complete streets that reduce the need for car-based trips.
- Integrating climate considerations into transportation project development through NEPA.
- Implement Transportation Demand Management projects.
- Prioritizing maintenance and efficiency of existing highways over highway expansion.
- Consider pricing initiatives that encourage efficient travel choices (gas taxes, congestion pricing, etc.).



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Department of  
Transportation  
Report to  
Congress:  
Decarbonizing U.S.  
Transportation



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## REPORT: MARC Federal Performance Measures

***You count what you care about...***

Presenter: Martin Rivarola, MARC

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**Performance based planning  
is where we measure performance,  
based on our goals and use the  
results to inform future planning.**

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# Performance Measures

## 15 Performance Measures

- 6 Mandatory
- 9 Voluntary

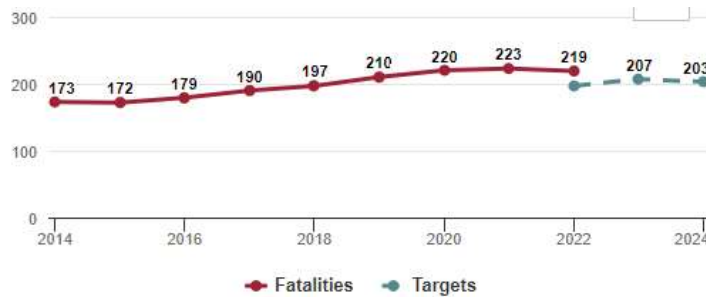


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# Federal Performance Measures - FHWA

## • Performance Measure 1(PM 1) Safety

- Fatalities & Serious Injuries – count and rate/100m VMT
- Motorized & Non Motorized



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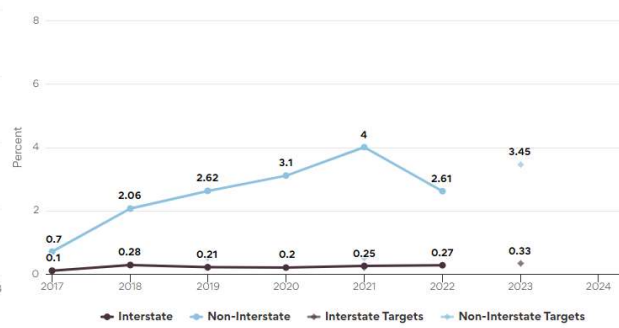
# Federal Performance Measures - FHWA

- **PM 2 Infrastructure Condition – Pavement & Bridge**
  - Good vs Poor Condition
  - National Highway System
  - Interstate vs Non-Interstate System

GOOD CONDITION



POOR CONDITION

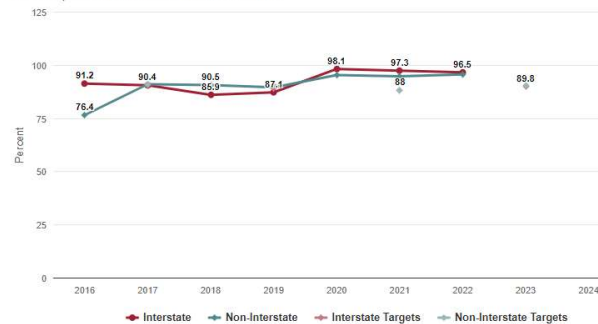


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# Federal Performance Measures - FHWA

- **PM 3 System Performance**
  - level of travel time reliability (LOTTR)
    - Truck Travel Time Reliability (TTTR)

Reliability on the National Highway System  
Percent of person-miles traveled on NHS that are reliable



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## Federal Performance Measures – *NEW*\*

- Greenhouse Gas Emissions
  - % change in tailpipe emissions vs 2022
  - Fuel consumed and VMT
  - Target setting is much more complicated
  - \* Pause on requirement for a federal lawsuit

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## Federal Performance Measures - FTA

- Transit Asset Management (TAM)
  - % of revenue vehicles exceeding ULB
  - % of non-revenue service vehicles exceeding ULB
  - % of facilities rated under 3.0 on the TERM scale
  - % of track segments (by mode) that have performance restrictions

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## Federal Performance Measures – FTA, *cont'd*

- Public Transportation Agency Safety Plan (PTASP)
  - Number of fatalities
  - Fatalities rate per VMT by mode
  - Number of reportable injuries
  - Reportable injuries per VMT by mode
  - Number of safety events
  - Number of safety events per VMT by mode
  - Mean distance between major mechanical failures by mode

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## Voluntary Performance Measures – *Transportation Choices*

- **Trips by Alternative Modes –**
  - Focus on commutes
- **Protected Bike Facilities**
  - Miles of streets with protected bike facilities
- **Transit Accessibility**
  - Quarter-mile walkshed of high-frequency transit

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## Voluntary Performance Measures – *Environment & Public Health*

- **Levels of Ozone**
- **Levels of PM 2.5**
- **Daily Vehicle Miles Traveled per Capita**

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## Voluntary Performance Measures – *Environment & Public Health*

- EV Registrations
- EV Charging Stations
- Tree Canopy Coverage
  - in Activity Centers and Corridors

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## **Roundtable updates**

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## **Adjournment**

**Next meeting: September 25, 2024**

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