AGENDA

1. Review - Updated Vision Statement & Regional Policy Goals
2. Detailed Needs Assessment Maps / Story Map “Chapter 2”
3. Update on Scenario Analysis (Status)
4. Approach to RTP Project Selection
5. Public Engagement

Upcoming Outreach/Focus Groups/Social Media & Story Maps

Steering Workgroup July 17, 2018
OUR REGIONAL VISION
“Greater Kansas City is a sustainable region that increases the vitality of our society, economy and environment for current residents and future generations.”
Provided a framework

VIBRANT CONNECTED GREEN

Transportation Outlook 2040
Time for an update

- Vibrant Places
- Connected Places
- Green Places

But what about people?
2018 Goals

- Vibrant Places
- Connected Places
- Green Places
- Successful People
- Engaged People
- Healthy People
- Strong Communities
2018 Vision

“Greater Orlando is a region of opportunity. Its robust economy, healthy environment and social capacity support the creativity, diversity and resilience of its people, places and communities.”

How can we make it uniquely Kansas City?
“Formed at the confluence of rivers, trails and trains on the border of two states, Greater Kansas City is a place of interconnection, where people of all backgrounds are welcome and where commerce and ideas flow as freely as the rivers and streams that run through and define it. Our people thrive here, in safe, walkable and well-maintained neighborhoods. We have abundant opportunities for education, and work in fulfilling jobs at businesses that can compete with any in the world. We enjoy, protect and preserve our region’s natural beauty. We care for our neighbors and our communities. We lead by example. Our region has the strength to not only bounce back from adversity, but bounce forward, confidently, into the future.”
“Greater Kansas City is a region of opportunity. Its robust economy, healthy environment and social capacity support the creativity, diversity and resilience of its people, places and communities.”

“Formed at the confluence of rivers, trails and trains on the border of two states, Greater Kansas City is a place of interconnection, where people of all backgrounds are welcome and where commerce and ideas flow as freely as the rivers and streams that run through and define it. Our people thrive here ...”
...that can adapt to fit all plans

PEOPLE ● PLACES ● COMMUNITY
“Greater Kansas City is a region of opportunity. Its robust economy, healthy environment and social capacity support the creativity, diversity and resilience of its people, places and communities.”

Approved by the MARC Board of Directors, May 2018
2050 Building the Policy Framework

TO2040 FRAMEWORK ➤

VIBRANT
- Economic Vitality
- Placemaking
- Equity

CONNECTED
- Transportation Choices
- Safety & Security
- System Condition
- System Performance

GREEN
- Public Health
- Environment
- Climate/Energy

DRIVING FORCES ➤

- Shifting demographics
- Globalization of our regional economy
- Rapidly emerging new technologies
- Climate change — more weather extremes

REGIONAL VISION & GOALS ➤

Greater Kansas City is a region of opportunity. Its robust economy, healthy environment and social capacity support the creativity, diversity and resilience of its people, places and communities.

PEOPLE
- SUCCESSFUL PEOPLE
- ENGAGED PEOPLE
- HEALTHY PEOPLE

PLACES
- VIBRANT PLACES
- CONNECTED PLACES
- GREEN PLACES

COMMUNITIES
- STRONG COMMUNITIES
2050 Building the Policy Framework

PUBLIC INPUT

SURVEY RESULTS
Ranking of 10 goals from TO 2040 from 1 (high) to 10 (low)

- Transportation Choices: 3.88
- Safety & Security: 4.21
- Economic Vitality: 4.85
- System Performance: 5.07
- System Condition: 5.71
- Public Health: 5.82
- Equity: 5.83
- Environment: 5.86
- Climate/Energy: 6.01
- Placemaking*: 6.96

Other priorities:
- Sustainable growth/development
- Connectivity and cohesiveness
- Access to jobs/opportunities
- Adapting to emerging technologies
- Fiscal sustainability

NEEDS ASSESSMENT

1. Centers & Corridors Focus
2. Access to Opportunity
3. Economic Vitality
4. Transportation Choices
5. Public Health & Safety
6. Healthy Environment
7. Data & Technology
8. Fiscal Sustainability

RTP2050 INTERIM POLICY FRAMEWORK

- Economic Vitality
- Centers & Corridors Focus
- Equity
- Transportation Choices
- Safety & Security
- System Condition
- System Performance
- Public Health
- Environment
- Climate/Energy
- Data & Technology
- Fiscal Sustainability
Interim Policy Framework

- Expands on Regional Vision and Goals
- Will include cross-cutting:
  - Transportation Goals,
  - Performance Measures, and
  - Strategies.
- May be refined in final version of the plan.
Detailed Needs Assessment & Story Map “Chapter 2”

- Centers and Corridors Focus
- Economic Vitality
- Access to Opportunity
- Transportation Choice
- Public Health and Safety
- Healthy Environment
- Data and Technology
- Financial Sustainability

Each stated need includes:
- Need Statement
- Current challenges for RTP to address
- Measures
- Leadership
Detailed needs analysis

1. Based on “potential ways to measure” in RTP 2050 Needs Assessment
2. Spatial representation of high/medium/low needs
3. Focus on transportation nexus
4. Incorporate and explore with STORY MAP
Layering of needs

Layer 1
+
Layer 2
+
Layer 3

Composite needs score
Update on Model Scenario Analysis

1. 3 phases:
   - Sensitivity testing
   - Transportation/land use investment scenarios
   - Connected/autonomous testing

2. Development of investment “packages”

3. Universal set of evaluation criteria
Model scenario evaluation criteria

1. Average travel time for work trips:
   • *EJ vs Non-EJ TAZs*
   • *transit vs. auto*
2. % non-SOV work trips
3. % Pavements and Bridges in Good Condition
4. Change in VMT/VHT (from base year)
5. Total hours of delay on Congestion Management Network
6. Acres of land consumed by new development
7. New/improved non-motorized infrastructure
8. Total cost of investment scenario
Timeline & Current Tasks

- **Discovery & Needs Assessment**
- **Storytelling & Policy Framework**
- **Scenario Analysis**
- **Project Selection**
- **Plan Development**
- **Plan Adoption**

**Public Engagement**

- **Public Engagement:**
  - Survey
  - Pop up meetings
  - Facebook Live

- Complete Needs Assessment
- Develop Policy Framework
- Tell the Story
(f) The metropolitan transportation plan shall, at a minimum, include:

(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.
RTP2050 Project Selection

“Regionally Significant Projects”

Roadway projects
- Major roadway projects on facilities classified as minor arterial or higher, and of half-mile or more in length
- New or major interchanges.

Transit projects
- Fixed guideway and bus rapid transit (BRT) projects.
- Regional transit facilities.
- Passenger rail and high-speed rail projects

Activity centers/nodes
- Projects that support existing or planned neighborhood centers.
- Projects that support existing or planned activity centers

Regional bicycle and pedestrian facilities
- Projects that are multijurisdictional.
- Projects that cross major barriers.
- Projects that connect existing facilities.

Management and operations programs
- Regional or multijurisdictional transportation system management or transportation demand management programs.
- Regional environmental mitigation strategies
MARC selects projects through “Call for Projects” process

<table>
<thead>
<tr>
<th>Category</th>
<th>State</th>
<th>Time Period</th>
<th>Sponsor</th>
<th>Project ID</th>
<th>Facility/Program</th>
<th>Location</th>
<th>Description</th>
<th>Capital Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway</td>
<td>KS</td>
<td>2015 to 2020</td>
<td>KDOT</td>
<td>3014</td>
<td>I-435/State Avenue DDI</td>
<td>I-435/State Avenue interchange</td>
<td>At I-435/State Avenue interchange in Wyandotte County, construction of a diverging diamond interchange to replace existing configuration</td>
<td>$25,072,000</td>
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<tr>
<td>Roadway</td>
<td>KS</td>
<td>2015 to 2020</td>
<td>Leavenworth County</td>
<td>684</td>
<td>Centennial Bridge Rehabilitation</td>
<td>K-92 Bridge Over Missouri River</td>
<td>Rehabilitate the existing bridge structure, and widen the bridge from two (2) to four (4) lanes to increase capacity.</td>
<td>$42,000,000</td>
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<tr>
<td>Roadway</td>
<td>KS</td>
<td>2015 to 2020</td>
<td>Leavenworth County</td>
<td>674</td>
<td>State Highway K-5 Realignment</td>
<td>From K-7 and McIntyre Road to I-435 at Wolcott Road</td>
<td>Realign K-5 between K-7 and I-435</td>
<td>$39,500,000</td>
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<td>Roadway</td>
<td>KS</td>
<td>2021 to 2030</td>
<td>City of Gardner</td>
<td>697</td>
<td>175th Street Widening</td>
<td>West of Waverly Road to City Limits</td>
<td>This project includes the widening of 175th Street from a 2-lane ditch section to a 4-lane divided street section along with sidewalk, trail, street lights, storm sewer, and additional appurtenant items.</td>
<td>$6,500,000</td>
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<tr>
<td>Roadway</td>
<td>KS</td>
<td>2021 to 2030</td>
<td>City of Lansing</td>
<td>92</td>
<td>DeSoto Road Reconstruction</td>
<td>4-H Road to Ida Street, including intersection approaches.</td>
<td>Reconstruct rural-type 2-lane road to current standard 4-lane facility to accommodate growing traffic demand. Replace functionally obsolete bridge. Construct 10 ft. bicycle path and 5 ft. pedestrian sidewalk in accordance with Trails Master Plan and city policy.</td>
<td>$7,988,750</td>
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<tr>
<td>Roadway</td>
<td>KS</td>
<td>2021 to 2030</td>
<td>City of Lansing</td>
<td>224</td>
<td>147th Street Reconstruction</td>
<td>McIntyre Road to 4-H Road</td>
<td>Reconstruct 2 1/2 miles of rural-type 2-lane road to current standard 4-lane facility to accommodate growing traffic demand. Replace bridges. Construct 10 ft. bicycle path and 5 ft. pedestrian sidewalk in accordance with Trails Master Plan and city policy.</td>
<td>$16,967,500</td>
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<tr>
<td>Roadway</td>
<td>KS</td>
<td>2021 to 2030</td>
<td>City of Leawood</td>
<td>65</td>
<td>Mission Road Improvements</td>
<td>135th to 151st Street.</td>
<td>Improvement to a 4-lane undivided curb and gutter street with LED streetlights, storm sewer, sidewalks, bike/hike trail, and bike lanes.</td>
<td>$20,400,000</td>
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<tr>
<td>Roadway</td>
<td>KS</td>
<td>2021 to 2030</td>
<td>City of Leawood</td>
<td>63</td>
<td>151st Street Improvements</td>
<td>Nall to east City Limit</td>
<td>The improvements include widening 151st from a 2-lane ditch street to a 4-lane divided roadway with LED streetlights, traffic signal, sidewalk, bike/hike trail, and on-street bike lanes.</td>
<td>$14,200,000</td>
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<tr>
<td>Roadway</td>
<td>KS</td>
<td>2021 to 2030</td>
<td>City of Lenexa</td>
<td>268</td>
<td>College Boulevard Improvements</td>
<td>Renner Boulevard to Pflumm Road.</td>
<td>Improve and widen to 6-lane divided roadway with sidewalks, street lights storm sewers, landscaping and storm water management BMPs.</td>
<td>$12,000,000</td>
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<tr>
<td>Roadway</td>
<td>KS</td>
<td>2021 to 2030</td>
<td>City of Lenexa</td>
<td>267</td>
<td>Lackman Rd Improvements</td>
<td>107th Street to Santa Fe Trail Drive</td>
<td>Improve and widen to 4-lane divided roadway with sidewalks, street lights storm sewers, landscaping and storm water management BMPs.</td>
<td>$6,000,000</td>
</tr>
</tbody>
</table>
RTP2050 Project Selection

Alternative Methodologies

**East West Gateway Council of Governments – Connected 2045 (St Louis)**
- Project list developed in coordination with DOTs and partners.
- Project list limited to NHS + State Highway System. No arterials/collectors.
- Most transit/bike Ped projects not identified individually in RTP.

**Delaware Valley Regional Planning Commission – Connections 2040 (Philadelphia)**
- Plan only lists “Major Regional Projects” as large-scale projects that will have a significant impact on regional travel.
- Smaller-scale projects are identified in needs assessment and funding was allocated in Plan, but are not specifically identified or listed in the Plan.

**Southeast Michigan Council of Governments – 2040 RTP (Detroit)**
- “Small projects” grouped into programmatic line items in their RTP
RTP2050 Project Selection

Discussion Questions:

- What is desired outcome for RTP2050? Retain “regionally significant definition” or shorten list?

- Should we consider alternative methodology?

<table>
<thead>
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<th>Methodology #1</th>
<th>Methodology #2</th>
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<tr>
<td>“Call for Projects”</td>
<td>Hybrid “Needs Assessment”/Call for Projects</td>
</tr>
</tbody>
</table>
| Issue Call for Projects and limit RTP projects to those that arise out of Call | • Develop suggestions for RTP Projects out of “needs assessment process” and knowledge of regional plans & objectives.  
• Seek input/comment.  
• Issue supplemental “Call for projects”. |

- If we pursue alternative methodology, how should initial project listing be developed?
Public Engagement

August - October

Objectives:

1. Continue to provide information to public and stakeholders about the RTP 2050 process, regional needs and priorities, transportation performance, forecasting, baseline conditions, etc.
2. Delve deeper into specific need areas with key stakeholders.
Targeted Engagement

• Required FAST Act MPO “transportation interested parties”
• State environmental and natural resource agencies
• State DOTs & Local Governments
• Regional public transit providers
• Private providers of transportation
• Chamber of commerce, business organizations and employers
• Economic development organizations
• Civic groups (Such as Urban League of Kansas City, rotary clubs, etc.)
• Educational institutions
• Professional/Industry organizations
• Advocacy organizations (Such as BikeWalkKC, Regional Transit Alliance, etc.)
• Neighborhood and community groups
• Social service providers and population -focused organizations
• Equity-focused organizations/groups (Such as Regional Equity Network, More2, etc.)
• Youth organizations (Such as Linwood YMCA, Girl Scouts, etc.)
Focus Groups

• Target: youth/college students
• Topics: Growth & development, equity, mobility hubs, technology, etc.
• Potential partners: Truman Heartland Foundation – Youth Advisory Group, Northland Chamber Youth Organization, community colleges, etc.
Next steps

- TTPC & MARC Board review (August)
- Targeted engagement & MARC Committee (August-October)
- Finalize initial scenario analysis (Summer-Fall)
- Prepare for RTP2050 Project Selection (Fall)

- Next meeting: October 2\textsuperscript{th} @ 10:30 a.m.