



**OPEN MEETING NOTICE**  
**TOTAL TRANSPORTATION POLICY COMMITTEE**  
The Honorable Chuck Adams, Kansas Co-Chair  
The Honorable Carson Ross, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, November 16, 2021, at 9:30 a.m.**

**A G E N D A**

1. *Welcome & Introductions*
2. *VOTE: October 19, 2021 Meeting Summary\**
3. *VOTE: Draft 2022 Unified Planning Work Program\**
4. *VOTE: Release 2021 Unified Planning Work Program Amendment #1 for Public Review and Comment\**
5. *VOTE: Release Connected KC 2050 Amendment #3 for Public Review and Comment \**
6. REPORT: MoDOT Kansas City District Update
7. REPORT: City of Shawnee, Kan. Planning Initiatives Update
8. REPORT: Unified Government of Wyandotte County, Kan.'s Countywide Mobility and TOD Strategy goDotte Foundations Update
9. REPORT: Transportation Provisions in the Federal Infrastructure Investment and Jobs Act
10. Other Business
11. Adjournment

\*Action Items

***Due to social distancing requirements stemming from the coronavirus pandemic, the meeting will be open to the public via teleconference.*** Members of the public who wish to participate in this meeting please email [transportation@marc.org](mailto:transportation@marc.org) by Noon on Monday November 15, 2021, for instructions to join the teleconference.

**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](#).

**Total Transportation Policy Committee**  
**October 19, 2021**  
**Meeting Summary**

**Members, Alternates Present-Representing**

Mayor Carson Ross, Jackson County Municipalities  
Perry Allen, MoDOT  
Eric Bunch, City of Kansas City  
Caleb Clifford, Jackson County  
Cory Davis, KDOT  
Matt Davis, Jackson County  
Leslie Herring, Johnson County Municipalities  
Patty Hilderbrand, City of Kansas City  
Tony Hofmann, City of Overland Park  
Mary Jaeger, City of Olathe  
Dick Jarrold, KCATA  
Greg Kindle, Wyandotte EDC  
Paul Kramer, Leavenworth County Municipalities  
Kent Lage, Johnson County  
Nathan Law, Miami County Municipalities  
Janet Lockridge, COMTO  
Janet McRae, Miami County  
Jack Messer, City of Overland Park  
Matt Nolker, Ray County  
Fahteema Parrish, COMTO  
Mark Randall, City of Independence  
Eric Rogers, BikeWalk KC  
Mayor David Slater, Clay County Municipalities  
Mayor John Smedley, Platte County Municipalities  
Chad Thompson, City of Kansas City  
Councilman Reginald Townsend, Cass County  
Geoffrey Vohs, Johnson County  
Mayor Eileen Weir, City of independence  
Doug Whitacre, Johnson County Municipalities  
Beth Wright, City of Olathe  
Sabin Yanez, Northland Chamber of Commerce  
Beccy Yocham, Johnson County Municipalities

Britini O'Connor, MoDOT  
David Rowe  
Steve Schultz  
Jennifer Schwaller  
Allison Smith, KDOT  
Mike Spickelmier, City of Lansing  
Marisela Ward, MoDOT  
Zach Walker, City of Independence  
Mike Winckler, City of Independence  
John Zimmerman, TranSystems

**MARC Staff Present**

Ron Achelpohl, Dir. Of Transportation & Environment  
Beth Dawson, Principal Planner  
Marc Hansen, Principal Planner  
Amanda Horner, Safety and Mobility Planner  
Tom Jacobs, Environmental Program Director  
Kate Ludwig, Environmental Program Assistant  
Laura Machala, Transportation Planner III  
Jessica Moberly, Transportation Intern  
Martin Rivarola, Asst. Dir. of Trans. & Land Use Plan.  
Alex Rotenberry, Transportation Planner III  
Amy Strange, Digital Communications Manager  
Patrick Trouba, Transportation Planner I  
Chris Upchurch, Technical Project Manager  
Jermain Whitmore, Program Assistant

**Others Present**

Cecelie Cochran, FHWA-KS  
Bill Dietrich, Downtown Council  
Jason Frericks, Affinis  
Maurice Gay, COMTO/KCATA  
Randy Gorton, BHC  
Richard Grenville, PortKC  
Ann Holliday, Downtown Council  
Krystal Jolly, MoDOT  
Lillian Mehler, NKC Road District  
Jackie Messer, City of Spring Hill  
Whitney Morgan, COMTO/KCATA  
Bill Noll, Leavenworth County

**1) Welcome/Introductions**

Mayor Carson Ross, MO Co-Chair, called the meeting to order and self-introductions followed.

**2) Approval of September 21, 2021 Summary\***

There were no changes to the September 21, 2021 meeting summary.

**3) MPO Self-Certification Statement\***

Federal transportation regulations require that MARC, as the region's metropolitan planning organization (MPO), certify that it is carrying out the continuing, cooperative, and comprehensive transportation planning process outlined in federal law and regulation. The certification must occur at least every four years, concurrent with the submittal of the Transportation improvement Program (TIP) to USDOT. The statement, which MARC includes in the TIP, was presented at the meeting.

Also presented at the meeting was a Self-Certification Checklist that has been developed by staff to assess MARC's compliance with federal requirements. The checklist demonstrates that the primary products of the metropolitan planning process have been completed and are current.

Compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the region to continue to receive federal transportation funds.

Recommended Action: Recommend to the MARC Board of Directors that the Executive Director be authorized to sign the self-certification statement.

**4) Draft 2022-2026 Transportation Improvement Program\***

The Draft 2022-2026 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 2022-2026 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 2022-2026 Transportation Improvement Program is available for review at:

<http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/2022-2026-TIP.html>

MARC's Public Involvement Plan requires that the TIP be released for public review and comment prior to adoption. During the comment period, two comments from the public were received. MARC also received comments from KDOT, MoDOT, FHWA-KS and FHWA-MO during the comment period. The comments received, and MARC's proposed responses, were presented at the meeting.

Recommended Action: Approve the 2022-2026 Transportation Improvement Program (TIP), including the Financial Plan and Environmental Justice analysis.

**5) Proposed 2022 Unified Planning Work Program\***

A draft of the 2021 UPWP is available at:

[http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Unified-Planning-Work-Program/UPWP-assets/Draft\\_2022UPWP\\_Oct2022.aspx](http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Unified-Planning-Work-Program/UPWP-assets/Draft_2022UPWP_Oct2022.aspx)

Major Transportation Planning Initiatives proposed for 2022 include:

- Respond to the FAST Act – Tasks 1.1, 2.2, 3.9, 4.1, and 5.5
- Planning Sustainable Places – Task 2.1
- Performance Measures and Targets – Tasks 2.2, 3.9, 4.1
- Travel Demand Model Calibration with 2019 Household Travel Study – Task 3.1
- Implementation of a Transportation Data and Technology Strategic Plan – Task 3.2
- Suballocated Federal Funds Programming – Task 4.1
- Smart Moves Implementation – Task 5.1, 5.2
- Implementation of the RideKC NEXT System Redesign – Task 5.2
- Expansion of the Kansas City Streetcar – Tasks 5.3 and 5.11
- Bus Rapid Transit (BRT) Project Development – Task 5.3
- Planning and Environmental Linkages (PEL) Study: I 35 & I 29 – Task 5.10

The Draft 2022 UPWP has been developed based on funding levels resulting from the passage of FAST Act and the 2010 Census counts for urbanized area populations in Kansas and Missouri.

MARC hosted a virtual meeting on June 24, 2021 with its planning partners to coordinate development of the 2022 UPWP. An initial version of the 2022 UPWP was circulated among the planning partners for comment in September 2021.

Recommended Action: Approve the release of the proposed 2022 Unified Planning Work Program for public review and comment.

**Committee Action:**

***Chad Thompson made a motion to approve items 2 through 5 as presented. Mayor John Smedley seconded the motion which carried unanimously.***

**6) Conference of Minority Transportation Officials (COMTO) Initiatives**

Janet Lockridge provided an update on their current initiatives at the meeting. The Conference of Minority Transportation Officials (COMTO) Kansas City chapter, joined TTPC as a community member in May of 2021. COMTO Kansas City's mission to ensure a level playing field and maximum participation in the transportation industry for minority individuals, businesses and communities of color through advocacy, information sharing, training, education and professional development. COMTO's vision is to see the diverse faces of America equally reflected in all levels of the transportation industry.

The Kansas City Chapter of COMTO was officially formed in March of 1985 and established a mission to assist the membership in its professional development, to provide financial assistance through a scholarship to a deserving student, and to increase the visibility of the organization within the community. The chapter which was once made up of mostly KCATA employees has expanded to include KDOT, MoDOT, MARC, Burns & McDonnell, FAA, SE3, NICE, Taliaferro & Browne, P/Strada, and other local firms/businesses.

**7) Imagine Downtown KC Strategic Plan**

Bill Dietrich provided an update on this initiative at the meeting. The Downtown Council of Kansas City, Missouri (DTC) in partnership with the City of Kansas City, and leading civic organizations are completing a new strategic planning process: Imagine Downtown KC.

The process will establish a strategy and action steps to serve as a 10-year road map toward shaping Downtown Kansas City into a stronger and more resilient community through sustainable development and economic

opportunity. Imagine Downtown KC will serve as the primary vision-setting and policy blueprint to lead the ongoing revitalization of Downtown Kansas City. More information about this planning process is available at <https://www.downtownkc.org/imagine/>

#### **8) City of Independence, Mo. Planning Initiatives Update**

Mike Winckler, City Engineer, provided updates on their activities at the meeting. Periodically local jurisdictions and agencies are invited to provide an update to the Committee on recent activities that impact transportation within our community. The City of Independence, Mo. provided an update on their recent 2019 Planning Sustainable Places project, Truman Connect.

More information about the PSP project is also available at:

- Truman Connect: [https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019\\_PSP\\_Independence\\_TrumanConnected\\_final.aspx](https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019_PSP_Independence_TrumanConnected_final.aspx)

Additional details regarding all PSP projects can be found at the program's [story map](#).

#### **9) Other Business**

- Mayor Ross informed the committee about the MO Highway Committee on November 3, 2021.
- Mayor Weir announced that Mark Randall will be retiring, and this is his last meeting. Mr. Randall proceeded with comments.

#### **10) Adjournment**

With no further business the meeting was adjourned. The next meeting of TTPC will be held November 16, 2021.

# TTPC AGENDA REPORT

November 2021  
Item No. 3

## **ISSUE:**

VOTE: Draft 2022 Unified Planning Work Program\*

## **BACKGROUND:**

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. A draft of the 2021 UPWP is available at:

[http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Unified-Planning-Work-Program/UPWP-assets/Draft\\_2022UPWP\\_Oct2022.aspx](http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Unified-Planning-Work-Program/UPWP-assets/Draft_2022UPWP_Oct2022.aspx)

Major Transportation Planning Initiatives proposed for 2022 include:

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- Expansion of the Kansas City Streetcar – Tasks 5.3 and 5.11
- Bus Rapid Transit (BRT) Project Development – Task 5.3
- Planning and Environmental Linkages (PEL) Study: I 35 & I 29 – Task 5.10

## **BUDGET CONSIDERATIONS**

The Draft 2022 UPWP has been developed based on funding levels resulting from the passage of FAST Act and the 2010 Census counts for urbanized area populations in Kansas and Missouri.

## **COMMITTEE ACTION**

MARC hosted a virtual meeting on June 24, 2021 with its planning partners to coordinate development of the 2022 UPWP. An initial version of the 2022 UPWP was circulated among the planning partners for comment in September 2021.

TTPC released the draft 2022 UPWP for public review and comment at their October 19, 2021 meeting. One comment from the public was received. The comment and a proposed response from MARC are included.

## **RECOMMENDATION**

Approve the 2022 Unified Planning Work Program.

**STAFF CONTACT**  
Marc Hansen

2022 Unified Planning Work Program  
Public Comment and Proposed Response

Amy Wright  
wrightae1225@gmail.com

“Need to work to provide transportation to people in coverage gaps, both in location and time of day. I work with people who have disabilities and not all people who have disabilities work 9am-5pm jobs. I have several clients who work in the retail sector and their shifts end at 9pm-9:30pm during the year and later during the holiday shopping season. Due to the lack of affordable, accessible transportation, they find themselves walking home in the dark, during bad weather and cold weather.”

**Proposed Response**

Thank you for your recent comment regarding the proposed *2022 Unified Planning Work Program (UPWP)*. We shared your comment with the Kansas City Area Transportation Authority (KCATA), the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

The need for additional public transit and mobility services has been identified as a priority in both *Connected KC 2050* metropolitan transportation plan and *SmartMoves 3.0*, the Kansas City region’s 20-year plan for transit and mobility. Acting on the vision and direction of these plans, the 2022 UPWP includes planning activities in the following tasks to enhance services and close gaps in coverage, but implementation of identified service enhancements and expansions will be dependent on the identification of new revenues.

- 5.1 – Transit/Paratransit/Mobility Planning and Coordination
- 5.2 – RideKC Short-Range and Ongoing Transportation Planning
- 5.3 – RideKC Long-Range Transit and Capital Planning

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A Citizen’s Guide to Transportation Planning](#). This guide is designed to help area residents understand the complex process of transportation decision-making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP  
Principal Planner  
Mid-America Regional Council



## TTPC AGENDA REPORT

November 2021  
Item No. 4

### **ISSUE:**

*VOTE:* Release 2021 Unified Planning Work Program Amendment #1 for Public Review and Comment\*

### **BACKGROUND:**

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2021 *UPWP* Amendment #1 will make the following modifications:

- Add a new task for the Bridging Park and Market Study. The study will examine the concept of bringing Route 9 to grade between I-70 and the Heart of America Bridge and reconnecting Independence Avenue across Route 9.
- Revise Appendix C as necessary to account for the inclusion of the study and its use as match support for MARC's transportation planning activities

The revisions are detailed at [http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Unified-Planning-Work-Program/UPWP-assets/2021\\_UPWP\\_Amend1.aspx](http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Unified-Planning-Work-Program/UPWP-assets/2021_UPWP_Amend1.aspx).

These revisions add activities to the UPWP and result in changes to MARC's matching funds for 2021 and should be released for public review and comment.

### **BUDGET CONSIDERATIONS**

The Bridging Park and Market Study will be used by MARC as match support for the federally funded transportation planning activities documented in the UPWP.

### **COMMITTEE ACTION**

None.

### **RECOMMENDATION**

Approve the release of Amendment #1 to the 2021 Unified Planning Work Program for public review and comment.

### **STAFF CONTACT**

Marc Hansen

## TTPC AGENDA REPORT

November 2021  
Item No. 5

### **ISSUE:**

**VOTE:** Release Connected KC 2050 Amendment #3 for Public Review and Comment

### **BACKGROUND:**

In June of 2020, the MARC Board of Directors approved *Connected KC 2050* (CKC2050), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). This plan is a blueprint that describes how the region will manage, operate, and invest in its multimodal transportation system over the next 30 years. *Connected KC 2050* describes the current and evolving surface transportation needs of the metropolitan area and identifies anticipated transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. Amendments are made to *Connected KC 2050* as new projects, funding, or programs arise. MARC's Public Participation Plan requires that proposed amendments to the MTP be released for public review and comment.

### **US-69 related requests from KDOT**

KDOT has submitted various requests to amend the MTP related to the US-69 project. Various phases of work are contemplated for US69 from 103<sup>rd</sup> St to 179<sup>th</sup> St. Some of these phases are advancing towards construction in this decade while others are contemplated for 2040 and beyond. Currently, the phasing, project cost and project limits as contemplated by KDOT do not align with how these projects are described in *Connected KC 2050*. A total of five project amendment requests are described in this staff report to align current phasing, scope and estimated costs with project description in the MTP. These are described in more detail in Table 1 in the following page.

### **Mini Call for Projects**

MARC staff anticipated a potential for increased frequency in MTP amendment requests as a new federal transportation reauthorization was considered, discretionary grant programs are refocused and direct congressional appropriations (earmarks) are again considered viable means to funding projects. As a result, a call for new and revised MTP Projects was released. This process was set in place to identify any potential new projects and also provide an opportunity to update and revise project related information related to projects currently listed in the MTP.

In total, 12 agencies submitted 29 new projects for consideration. Staff and committees evaluated these projects using similar evaluation criteria to the 2019 call for projects. Project scores were compared against range of scores by priority ranking for projects originally submitted for CKC2050 for each funding bucket (KS Local, KS State, Missouri Local, Missouri State, and Transit). These projects were then assigned a preliminary priority level, which were vetted through planning and modal committees in subsequent meetings. The outcomes of this process are described in more detail in Tables 2 through 5 in the following pages.

In addition, 5 requests for amendment to projects already included in the MTP were submitted by two agencies. As a result of these requests, one additional 'duplicate' project is proposed for amendments. These requests are described in Table 6.

**PROJECT SPECIFIC INFORMATION:**

**Table 1. US69 related requests from KDOT**

Project ID	Project Title	Prior Scope & scope	Proposed scope & cost	Decade	Proposed Year of Expenditure Cost (in Millions)	Note
1317	US-69 Phase 1:	US-69 Phase I: I-435 to 135 <sup>th</sup> \$277,200,000	US-69 Phase I: Mainline improvements from 103 <sup>rd</sup> to 151 <sup>st</sup> Street. Also includes interchange at US-69 & 167 <sup>th</sup> and expansion of 167 <sup>th</sup> to 4-lane arterial from Metcalf to Antioch \$375,000,000	2020-2030	\$375 M	Note: Former OP Sponsored project #1300, 167 <sup>th</sup> St improvement and interchange, now deleted since it is absorbed by #1317.
1318	US-69 Phase 2:	US-69 Phase II: 103 <sup>rd</sup> to 119 <sup>th</sup> St. 90,000,000	US-69 northbound to westbound I-435 flyover bridge, extended ramp system along US69 from College to I-435; complete US69 & College Blvd interchange 70,000,000	2030-2040	70M	Note: This project scope modified to only include \$70m flyover ramp from NB US69 to WB I-435
1319	US-69 Phase 3:	US69 Phase 3: 135 <sup>th</sup> to 151st 25,000,000	Reconstruct U.S. 69 from 151St St. to 179th St. and widen to 6-lane freeway using express toll lanes. Modify interchanges at 151st St. and 179th St. (ROW/PE only) 25,000,000	2040-2050	25 M	Note: This project would see ROW/PE costs financially constrained at \$25m.
1320	US-69 Phase 4:	US69 Phase 4: 151st to 179 <sup>th</sup> 65,000,000	Reconstruct U.S. 69 from 151St St. to 179th St. and widen to 6-lane freeway using express toll lanes. Modify interchanges at 151st St. and 179th St. 230,000,000	Illustrative	230 M	Note: Remaining \$230M for construction of #1319 is an illustrative project
1300	167 <sup>th</sup> Street and US-69 interchange	167 <sup>th</sup> Street Metcalf to Antioch and US69 interchange 45,000,000	Project deleted from MTP as its scope is absorbed by #1317. 0	N/A	0	Note: Delete this project as it will be incorporated into scope of 1317.

**PROJECT SPECIFIC INFORMATION:**

Tables 2 through 5 describe the recommended priority for each project, and how these would be categorized in the plan’s project listing. All of these projects are recommended for inclusion in the plan as “illustrative” projects, pending a future financially capacity analysis (yet to be conducted).

**Table 2. State of Kansas Local System (including bistate project)**

Submitted by (Agency)	Project Name	Score	Priority per score range	Score Ranking	Workshop Ranking	Recommended Priority
Mission	<a href="#">Johnson Drive (Metcalfe Ave. to Lamar Ave.) Street Rehabilitation Project</a>	122	High	1	1	High
Unified Government	<a href="#">West Bottoms Bi-State Gondola</a>	112	High	2	3	High
Overland Park	<a href="#">Metcalfe Avenue Multimodal Trail</a>	106	High	3	2	High
Overland Park	<a href="#">75th and Metcalfe Sidewalk/Transit Enhancement</a>	99	High	4	4	High
Overland Park	<a href="#">Switzer Road Reconstruction - 167th to 179th</a>	96	High	5	5	High
Overland Park	<a href="#">College Bridge over Indian Creek Reconstruction</a>	83	Medium	6	6	Medium
Basehor	<a href="#">MetroGreen Trail Extension BLMS to State Avenue</a>	69	Low	7	7	Low
Basehor	<a href="#">MetroGreen Trail Extension Parallel to City Park</a>	65	Low	8	8	Low
Miami County	<a href="#">Metcalfe 3.0</a>	60	Low	9	9	Low

**Table 3. State of Kansas State System**

Submitted by (Agency)	Project Name	Score	Priority in score range	% Concurring high priority project	% - medium priority	% lower priority	Recommended Priority
Basehor	<a href="#">I-70 &amp; 158th St. Interchange</a>	80	High	49	29	22	High

**Table 4. State of Missouri Local System (including bistate project)**

Submitted by (Agency)	Project Name	Score	Priority per score range	Score Ranking	Workshop Ranking	Recommended Priority
Kansas City, MO	<a href="#">Dr. Martin Luther King, Jr. Blvd Complete Streets</a>	130	High	1	1	High
Unified Government	<a href="#">West Bottoms Bi-State Gondola</a>	112	High	2	5	High
Kearney	<a href="#">Nation Road (Route 92 to 19th Street)</a>	107	High	3	2	High
Kearney	<a href="#">19th Street &amp; Nation Road Intersection</a>	102	High	4	3	High
Community Builders of Kansas City	<a href="#">Eco-Gateway - Truman Sports Complex and Blue Ridge Cutoff</a>	93	High	5	6	High
Kansas City, MO	<a href="#">West Pennway Complete Street</a>	91	High	6	4	High
Smithville	<a href="#">Bridge Street Roundabout</a>	84	Medium	7	7	Medium
Smithville	<a href="#">Riverwalk Park</a>	78	Medium	8	8	Medium
Harrisonville	<a href="#">Waters Rd Extension</a>	75	Medium	9	9	Medium
Grain Valley	<a href="#">Eagles Parkway (Route AA) Buckner Tarsney to West City Limits</a>	74	Medium	10	10	Medium
Harrisonville	<a href="#">S. Commercial Extension</a>	74	Medium	11	11	Medium
Grain Valley	<a href="#">Jefferson Road (North I-70 Outer Road)</a>	62	Low	12	12	Low
Smithville	<a href="#">Pope Lane Extension</a>	55	Low	13	13	Low
Blue Springs	<a href="#">Adams Dairy Parkway - Phase 7</a>	44	Low	14	14	Low
Blue Springs	<a href="#">Wyatt Road</a>	36	Low	15	15	Low

**Table 5. State of Missouri State System Project**

Submitted by (Agency)	Project Name	Score	Priority per score range	Ranking by Score	Workshop ranking	Recommended Priority
Kansas City, MO	<a href="#">Safety Improvements Across Bruce R. Watkins</a>	120	High	1	1	High
Kearney	<a href="#">19th Street &amp; Route 33 Intersection</a>	103	High	2	2	High
Port KC	<a href="#">Missouri River Terminal</a>	73	Medium	3	3	Medium
Harrisonville	<a href="#">I-49 and Rockhaven Road/Peculiar Drive Interchange</a>	71	Medium	4	4	Medium
Grain Valley	<a href="#">Buckner Tarsney Road (Route BB) Woodbury Drive to Duncan Road</a>	65	Low	5	5	Low

**PROJECT SPECIFIC INFORMATION:**

**Table 6. Additional Amendment Requests to projects currently listed in MTP.**

Agency	CKC ID	Project Title	Change Request	Change Reason	Current Plan Status	Proposed Plan Status	Recommendation
Olathe	1113	<a href="#">Quivira from 143rd to 151st</a>	Adjust scope of work and cost: Improve Quivira Rd from 143rd to 151st St to a 2-lane divided arterial w/ turn lanes (previously 3-lane arterial)	Change in scope to accommodate current & future needs of the area. Addition of the division will increase safety and allow for additional access control along corridor	Constrained 2020-2030: 10.1m	Constrained 2020-2030: \$17.3m (YOE)	Approval
Lenexa	1294	<a href="#">K-10 &amp; Lone Elm - New Interchange</a>	Move from Illustrative to Constrained	Proposal to fund this project with local funding along with federal aid, not limited by availability of State funds. Project has an approved break in access from KDOT.	Illustrative	Constrained 2020-2030: \$42 m 50.1 (YOE)	Approval. Show project as local system low priority constrained project.
Lenexa	1050	<a href="#">K-10 and Prairie Star Parkway-New Interchange</a>	Move from Illustrative to Constrained	Proposal to fund this project with local funding along with federal aid, not limited by availability of State funds.	Illustrative	Constrained 2020-2030: \$45 m 53.7 (YOE)	Approval. Show project as local system low priority constrained project.
Lenexa	1291	<a href="#">K-7 and Prairie Star Parkway - Improve Interchange</a>	Move from Illustrative to Constrained list	Proposal to fund this project with local funding along with federal aid, not limited by availability of State funds.	Illustrative	Constrained 2020-2030: \$45 m 53.7 m (YOE)	Approval. Show project as local system low priority constrained project.
Lenexa	1308	<a href="#">Canyon Creek Boulevard/Cedar Creek Parkway and K-10 Interchange (Lenexa submission)</a>	Delete #1308 from MTP as these interchange improvements are duplicated in project listing (See #1358)	Interchange improvements duplicated in MTP. Lenexa’s project currently listed as “illustrative” and Olathe’s project currently listed as “constrained”. Delete this project and adjust title/cost of #1358 accordingly	Illustrative	Delete	Delete project from CKC2050 project listing
Olathe	1358	<a href="#">Canyon Creek Boulevard/Cedar Creek Parkway and K-10 Interchange (Olathe submission)</a>	Adjust project cost of #1358 to reflect cost proposed in #1308. Change title of this project to account for name change in roadway from Lenexa to Olathe	Adjust project cost \$8 m (2019 \$\$), \$12.8 m in YOE.	Constrained 2030-2040: 3.1m	Constrained 2030-2040: \$12.8 m (YOE)	Adjust project cost from \$2m to \$8m (2019 \$). Include in 2 <sup>nd</sup> decade of constrained project listing. Amend Title to say K-10 & Cedar Creek Pkwy/Canyon Creek Blvd and change sponsoring agency to Olathe/Lenexa.

## **POLICY CONSIDERATIONS:**

Metropolitan Transportation Plan amendments follow policy guidance from *Connected KC 2050* and policies adopted therein. (Complete and Green Streets, Major River Crossing Policy, Congestion Management, etc.)

### US69

The [Congestion Management Policy](#) applies to projects which add single occupant vehicle capacity (SOV) to the highway system. It requires that these projects document a congestion/reliability issue and concern. Project development and scope should consider Transportation Demand Management/ System Management (TDM/TSM) strategies and indicate how TDM/TSM strategies alone cannot address the stated congestion issue. KDOT provided responses to various policy considerations as required.

### Mini-Call

Projects submitted through this call for projects were evaluated and scored using similar evaluation criteria to the 2019 call for projects, developed to address unmet needs and policy goals from *Connected KC 2050*. Project scoring ultimately informs priority level for future inclusion in the plan.

### Updated existing CKC2050 Projects

These projects have been previously evaluated and scored in advance of the June 2020 adoption of *Connected KC 2050*. Other than financial capacity, no major policy considerations exist around these proposed amendments

## **FINANCIAL CAPACITY CONSIDERATIONS:**

### US69

Kansas has had four multi-year transportation improvement programs since 1991. The current Eisenhower Legacy Transportation Program (IKE) is a statewide 10-year \$9.9 billion program that addresses highways, bridges, public transit, aviation, short-line rail and bike/pedestrian needs throughout the state. On average the Kansas City region has received approximately \$96 million per year in project funding from past programs. For planning purposes, MARC and KDOT have estimated that the program will provide our region approximately \$113 million a year.

The financial analysis in *Connected KC 2050* provides a forecast of anticipated revenue based on past historical assumptions of investments in the metropolitan region. Prior to any adjustments in the revenue forecast, inclusion and approval of these amendments would yield a negative balance of approximately \$163 million for Kansas state system projects in the first decade of the plan.

However, while the legislation that authorizes IKE guarantees each county in Kansas a minimum of \$8 million annually, it also provides KDOT flexibility to expend additional funds on projects across the state above that amount through a new rolling programming process. KDOT regularly conducts local consultation across the state to gather input to prioritize expansion, modernization and other projects on the state system. There are no funding formulas guaranteeing or capping the amount of funds any area may receive above the minimum allocation and below total program revenues. Therefore, under IKE all projects

selected through this process come with dedicated funding. KDOT has advanced various US69 projects listed through this amendment into the development and construction pipeline and thus guarantees funding for these improvements.

#### Mini Call

MARC has not repeated a financial capacity analysis at this point to allow any of the projects submitted in response to the mini-call for projects to advance to the *Connected KC 2050* financially constrained project listing. However, staff anticipates that this analysis may be conducted over the next few months given the recent approval of the Infrastructure Investment and Jobs Act (IIJA). In addition, state-wide revenues may be adjusted over the next few months given recently approved increases in Missouri fuel taxes. In the meantime, no additional resources are immediately available in our forecast of future revenues.

#### Existing Projects:

CKC2050 had previously included a financial capacity analysis to demonstrate sufficient resources to advance various projects in the plan. This analysis had demonstrated sufficient financial capacity (over \$1.6 billion) exists for Kansas local system projects in all decades of the plan. Adjustments and inclusion of these projects as local system projects add \$174.4 m in projects to the second and third decades of the project listing included. Thus, this indicates that sufficient local capacity exists to advance these projects to the financially constrained project listing.

KDOT has shared no concerns with including locally funded projects in KDOT's system in the financially constrained project listing in CKC2050.

#### **COMMITTEE ACTION:**

A joint committee workshop was held (September 2, 2021) to help establish recommended priorities for various projects. All planning modal and programming committees were invited to attend. In addition, the Bicycle Pedestrian Policy Committee, Goods Movement and Highway Committee further discussed CKC2050 project prioritization over multiple meetings in October of 2021.

The Highway Committee unanimously recommended approval of this amendment on October 27, 2021.

#### **BUDGET CONSIDERATIONS:**

None.

#### **RECOMMENDATION:**

Release *Connected KC 2050* Amendment #3 for public review and comment.

**STAFF CONTACT:** Martin Rivarola



## TTPC AGENDA REPORT

November 2021  
Item No. 6

**ISSUE:**

REPORT: MoDOT KC District Update

**BACKGROUND:**

All five MARC member counties in Missouri are served by MoDOT's Kansas City district for planning, design, construction, operations and maintenance activities. MoDOT District Engineer Chris Redline will provide an overview of current initiatives and priorities for the district at the meeting.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl

## TTPC AGENDA REPORT

November 2021  
Item No. 7

### **ISSUE:**

REPORT: City of Shawnee, Kan. 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. Shawnee, Kan., will provide an update on their recent 2019 Re-imagine 75<sup>th</sup>: A Pedestrian, Streetscape and Amenity Corridor Design Guide Planning Sustainable Places project and associated transportation and land use impacts.

Updates will be provided by Caitlin Gard, Assistant City Manager, and Lauren Grashoff, Neighborhood Planner. More information about the PSP project is also available at: [https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019\\_PSP\\_Shawnee\\_Re-Imagine75thSt\\_final.aspx](https://www.marc.org/Regional-Planning/Creating-Sustainable-Places/assets/2019_PSP_Shawnee_Re-Imagine75thSt_final.aspx) .

Additional details regarding all PSP projects can be found at the program's [story map](#).

### **BUDGET CONSIDERATIONS**

None

### **COMMITTEE ACTION**

None

### **RECOMMENDATION**

None. Information only.

### **STAFF CONTACT**

Beth Dawson  
Martin Rivarola

## TTPC AGENDA REPORT

November 2021  
Item No. 8

### **ISSUE:**

**REPORT:** Unified Government of Wyandotte County, Kan.'s Countywide Mobility and TOD Strategy goDotte Foundations Report

### **BACKGROUND:**

The Unified Government of Wyandotte County, Kan. Is currently undertaking a 2021 Planning Sustainable Places project to develop a Countywide Mobility and TOD Strategy. As part of this planning work, a goDotte Foundations Report has been developed and is being presented to the public and stakeholders. The presentation is to help the project gain regional awareness and disseminate the insights gained from its Foundations Report. Unified Government is interested in gathering any thoughts or coordination needs within both the region and its neighbors for this project.

The presentation will be provided by Gunnar Hand, Director of Planning + Urban Design for the Unified Government of Wyandotte County - Kansas City, Kan. More information about the PSP project is also available at:

<https://marc-gis.maps.arcgis.com/apps/MapSeries/index.html?appid=0a958d0637c14704b267d92d16104e54>

<https://dashboards.mysidewalk.com/godotte-68d5ebff55f3>

Additional details regarding all PSP projects can be found at the program's [story map](#).

### **BUDGET CONSIDERATIONS**

None

### **COMMITTEE ACTION**

None

### **RECOMMENDATION**

None. Information only.

### **STAFF CONTACT**

Beth Dawson  
Martin Rivarola

## TTPC AGENDA REPORT

November 2021  
Item No. 9

### ISSUE:

REPORT: Transportation Provisions in the Federal Infrastructure Investment and Jobs Act

### BACKGROUND:

On Friday, November 5, 2021, the US House of representatives passed the Infrastructure Investment and Jobs Act (IIJA) previously approved by the Senate. Among other elements, the bill includes a five-year reauthorization of federal transportation programs, replacing the FAST Act. The bill's \$550 billion in new spending includes dozens of new programs and many policy provisions that will impact regional and metropolitan planning organizations, including MARC.

MARC is a member of the National Association of Regional Councils, which has prepared a summary of the IIJA with details about the bill's funding, program structure and new planning provisions here: <https://narc.org/2021/10/01/infrastructure-investment-and-jobs-act-bill-analysis/>

Of special note for our work:

- Surface Transportation Block Grant Program (STBGP) funding is increased by 24% nationwide and suballocation to urban areas by population remains at 55%
- STBGP Set-Aside funding for transportation alternatives is increase by 71% and the suballocation to urban areas is increased from 50% to 59%.
- Congestion Mitigation Air Quality program funding is increased by 10% nationwide
- Metropolitan Planning funds for highways and transit are increased by 32% and 42%, respectively
- IIJA creates a new Carbon Reduction Program funded at \$6.42 B nationally, of which 65% will be suballocated to urban areas based on population.
- IIJA creates a new Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program to be distributed by formula and competitive grants. MPOs are eligible to receive resilience planning grants, resilience improvement grants and community resilience and evacuation route grants.
- Metropolitan planning provisions are revised to:
  - require MPOs, when first designating officials, to consider “the equitable and proportional representation of the population of the metropolitan planning area.”
  - Require MPOs to consult with officials responsible for housing, adds housing to the scope of the planning process, encourages MPOs that do scenario development to include assumed distribution of population and housing as a component, and includes affordable housing organizations as interested parties that should have an opportunity to comment on a transportation plan.

- Add a “housing coordination process” for a Transportation Management Area (TMA) where it may address the integration of housing, transportation, and economic development strategies.
- Require USDOT, within one year, to update the Code of Federal Regulations “to ensure that the outer years of a metropolitan transportation planning are defined as ‘beyond the first 4 years.’” This would ease the requirement for fiscal constraint after the 4-year horizon but would not eliminate the requirement altogether.

Staff will share any updated information about the IJJA at the meeting, as available.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl