



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, July 19, 2022, at 9:30 a.m.** **This meeting will be held in a hybrid in-person/virtual format from the Board Room in the MARC offices at 600 Broadway, Suite 200 in Kansas City, Missouri, 64105 and online via Zoom.**

A G E N D A

1. Welcome & Introductions
2. *VOTE: June 21, 2022, Meeting Summary**
3. *VOTE: Connected KC 2050 Amendment #4 **
4. *VOTE: 2022 Third Quarterly Amendment to the 2022-26 Transportation Improvement Program**
5. REPORT: City of Westwood Planning Initiatives
6. REPORT: 2023 Unified Planning Work Program Development
7. DISCUSSION: TTPC Meeting Format
8. BRIEF REPORTS:
 - a. Complete Streets Network Assessment
 - b. Online Bike Map
 - c. Local Comprehensive Plan Reviews
 - d. MARC Website Update
9. Other Business
10. 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 by Noon on Monday July 18, 2022, 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
June 21, 2022
Meeting Summary

Members, Alternates Present-Representing

Councilman Chuck Adams, Wyandotte County Municipalities
Cory Davis, KDOT
Matt Davis, Jackson County
Jeff Hardy, MoDOT
Bob Heim, Platte County
Jeneé Hanzlick, Johnson County
Leslie Herring, Johnson County Municipalities
A.J. Herrmann, City of Kansas City
Patty Hilderbrand, City of Kansas City, MO
Tony Hofmann, City of Overland Park
Mayor Leonard Jones, Jackson County
Michael Kelly - BikeWalk KC
Melissa Kozakiewicz - City of Kansas City, MO
Paul Kramer, Leavenworth County Municipalities
Kent Lage - Johnson County
Mayor Norman K. Larkey Sr, Cass County Municipalities
Jill Lawlor - City of Kansas City, MO
Mayor Mike McDonough, Jackson County Municipalities
J.R. McMahon, Miami County, Kansas
Jack Messer, City of Overland Park, KS
Bill Noll - Leavenworth County
Jerry Nolte - Clay County
Eric Rogers, BikeWalkKC
Mayor David Slater, Clay County Municipalities
Mayor John Smedley, Platte County Municipalities
Chad Thompson, City of Kansas City, MO
Reginald Townsend - Cass County Municipalities
Mario Vasquez, City of Kansas City, MO
Geoffrey Vohs, Johnson County
Sabin Yanez, Northland Regional Chamber of Commerce

Others Present

Cheryl Ball, MoDOT
Zac Coppersmith, TranSystems
Randy Gorton, BHC
Timothy Jackson, Mo DED
Jackie Messer - City of Spring Hill
Sean Partain, WSP
Steve Schultz, Bartlett & West
Joel Skelley, KDOT
Allison Smith, KDOT
Mike Spickelmier, City of Lansing
Juan Yin, MoDOT

MARC Staff Present

Ron Achelpohl, Director of Transportation and Environment
Rachel Cannon, Transportation Planner I
Karen Clawson, Prin. Planner/Air Quality Prog. Mgr.
Taylor Cunningham, Transportation Planner II
Beth Dawson, Principal Planner
Jonathan Feverston, Transportation Intern
Darryl Fields, Principal Planner
Marc Hansen, Principal Planner
Tom Jacobs, Environmental Program Director
Kate Ludwig, Environmental Program Assistant
Martin Rivarola, Asst. Dir. of Trans. & Land Use Plan.
Amy Strange, Digital Communications Manager
Patrick Trouba, Transportation Planner II
Raymond Webb, Manager of Traffic Operations

1) Welcome/Introductions

Councilman Chuck Adams, KS Co-Chair, called the meeting to order and self-introductions followed.

2) Approval of May 17, 2022 Summary*

There were no additional changes to the May 17, 2022, meeting summary as presented.

Recommended action: Approve the May 17, 2022. meeting summary.

3) Connected KC 2050 Amendment #4 for Public Review and Comment *

Martin Rivarola reported that in June of 2020, the MARC Board 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. CKC2050 describes the 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 CKC2050 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.

Since MTP approval in June of 2020, significant activity related to funding of transportation systems has taken place at the federal level and in the States of Kansas and Missouri. Federally, the Infrastructure Investment and Jobs Act (IIJA) raised funding levels for surface transportation. In Kansas, a sales-tax supported transportation program (Eisenhower (IKE) Legacy Transportation Program), was approved. In Missouri, the motor fuels tax will be gradually increased over multiple years to support increased investments in transportation.

IKE, informed by KDOT's local consult process, selects projects for advancement into development & construction on a rolling cycle. Two new regionally significant highway modernization and expansion projects were recently announced by KDOT for entry into the project development pipeline. However, these projects are not included in the MTP. As a result, KDOT has requested that MARC amend CKC2050 to include these two projects in the plan.

In Missouri, MoDOT recently released a STIP amendment which advances one project for scoping, design and construction. The project, I-49 capacity project-155th St. to North Cass Parkway (CKC2050 #1430) is currently listed in Connected KC 2050 as a \$34.2m high priority illustrative construction project. This latest development would require the project to be amended to be shown as a financially constrained project in the MTP.

The Highway Committee reviewed these amendment requests and has recommended release of MTP Amendment #4 for public review and comment. BPAC, SPPC, TTPC have also been briefed on this upcoming amendment. Goods Movement, and the Air Quality Forum will also be briefed in advance of potential release of Amendment #4 for public review and comment.

Mr. Rivarola described the analysis conducted to determine that the proposed amendment is financially constrained as well as policy issues related to the Congestion Management Process that will need to be addressed before the proposed projects may advance to construction on the Transportation Improvement Program. Pending public comment, MARC staff anticipates recommending approval of MTP Amendment #4 with the following stipulation:

No phase beyond Preliminary Engineering involving the addition of SOV capacity be added to the TIP or future MTP amendments until sponsoring agencies complete analyses of congestion, considers TDM/TSM strategies from the CMP Toolbox, and documents that those strategies alone cannot address congestion issues in compliance with the Congestion Management Process Policy. Selected TDM/TSM strategies shall be included in future project scope as appropriate.

A committee member asked when the Gateway project related to K-10 was last updated in the MTP. Ron Achelpohl replied that it has not been updated since the Board approved *Connected KC 2050* in June of 2020. They also asked if toll lanes would be considered for K-10. Allison Smith from KDOT replied that toll feasibility with the K10 project will happen in the discovery phase of the project. At this time the project scope is still at high level.

A staff member asked if the committee have any recommendations for how these proposed amendments may be reconciled with policy objectives pertaining to climate resilience? A member suggested that the evaluation criteria for climate impacts and other performance measures used for federal RAISE grants would also be useful to consider during planning for these projects.

Recommended Action: Approve release of *Connected KC 2050 Amendment #4 for Public Review and Comment.*

4) 2022 3rd Quarter Amendment to the 2022-26 Transportation Improvement Program

Marc Hansen reported that the *Transportation Improvement Program (TIP)* is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the *TIP* on both a quarterly cycle and as needed to accommodate changes to projects in the *TIP*.

The proposed 2022 3rd Quarter Amendment to the *2022-26 Transportation Improvement Programs* includes 164 projects:

- 68 new projects to be added, including but not limited to:
- #380208 - US-69; 151st to 103rd and reconstruction of the 167th St interchange
 - #490233 - Old Pike Rd; Bridge replacement over I-29
 - #690644 - US-71; Scoping for safety improvement from 22nd St to 55th St
 - #790149 - RT A; Scoping for bridge replacement at I-49
 - #990363 - Bridge painting at various locations in the urban Kansas City District
- 96 modified projects
 - Scope
 - Schedule
 - Budget

Details of these projects are available for review on the Internet at:

<https://www.marc.org/sites/default/files/2022-06/TIP-amendment-2022Q3.pdf>

The Kansas STP Priorities Committee approved the modifications to #258005 at their meeting on May 12, 2022.

MARC’s Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption.

Recommended Action: Approve the release of the 2022 3rd Quarter Amendment to the FFY 2022-2026 TIP for public review and comment.

5) 2022 Call for Projects Preapplication Alignment with Connected KC 2050

Martin Rivarola reported that one of MARC’s fundamental roles as a Metropolitan Planning Organization is to provide a forum and facilitate processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area. Consistent with this role, MARC issued a call for projects on March 1, 2022 for federal Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Block Grant (STBG) and Surface Transportation Block Grant Program - Set Aside (TAP) funding programs estimated to total \$103.8 million through FFY 2026. MARC received 135 completed pre-applications by the April 1, 2022, application deadline.

MARC awards sub-allocated federal transportation funding to eligible local priorities that advance regional goals and objectives, strategies and actions as articulated in the metropolitan transportation plan, Connected KC 2050. Staff conducted a preliminary assessment of how well these candidate projects align with the plan and recently shared the results of this assessment with members of planning and policy committees. Projects and programs were assigned one of four categories based on their alignment with Connected KC 2050 – Highly Aligned, Aligned, Not Aligned and Incomplete. Members of MARC planning and policy committees were asked to review these preliminary assessments and met for discussions and concurrence. Results of this work is summarized in this staff report and will be further shared with the TTPC at the meeting.

At the conclusion of these committee discussions, applicants will receive guidance and tips for project enhancement based on staff assessment and feedback from committee members.

Process Summary - Preapplication Staff Assessment and Committee Review: Staff conducted an evaluation of projects submitted in response to the suballocated programs Call for Projects. Results of this staff assessment are as follows:

Alignment Status	% of preapplications	# of preapplications
Total Applications	135	100
Highly Aligned	34	46
Aligned	51	68
Not Aligned	5	7
	Policy concern: Congestion Management Policy	4
	Policy concern: Complete & green streets/clean air & climate action	3
Incomplete	10	14

Note: Individual Alignment Tables are attached immediately following the staff report.

Members of various planning and policy committees* were invited to provide feedback on the submitted projects and the resulting staff assessment. Results are described as follows:

- ▶ 358 project reviews submitted through the portal
- ▶ 18 reviewers in total distributed across 7 planning & policy committees
- ▶ 122 projects (out of 135 submitted) received at least one review

► Process generated 110 comments, questions & tips for project sponsors

* Air Quality Forum, Sustainable Places Policy Committee, Bicycle Pedestrian Advisory Committee, Highway, Goods Movement, Destination Safe Coalition and the Regional Transit Coordinating Council Technical Team)

Committee Concurrence with the staff assessment of projects is described as follows:

	Total	Concur w/staff assessment	% of responses	Noted disagreement w/staff assessment	% of responses
Total	358	331	92%	27	8%
Highly aligned	158	147	93%	93	7%
Aligned	148	134	91%	92	8%
Not aligned	7	7	100%	100	0%
Incomplete	47	43	91%	91	9%

High percentages (92-100%) of responses showed committee member concurrence with project assessments conducted by MARC staff. 27 reviews noted some disagreement with staff assessment. Majority of these responses requested scope clarification or noted some concerns with project scopes. Only 3% of all reviews requested a recategorization of projects.

Overall, there was high consensus between the assessment of projects conducted by MARC staff and feedback provided by committee members. 97% of project reviews supported categorization of projects as proposed by MARC staff. The process generated 110 member originated comments, questions & tips for projects sponsors. Based on this feedback, revisiting of project alignment tables does not appear to be warranted at this time. **As a reminder, this preapplication assessment is advisory in nature and will not preclude a sponsor’s ability to submit a project for funding consideration during the full technical application stage over the summer.** All project sponsors will have an opportunity to incorporate feedback or address issues that have been identified through this process.

MARC will collect a non-federal project fee from successful applicants equal to 1% of federal funds awarded to them through this call for projects.

Air Quality Forum, Destination Safe Coalition, the Regional Transit Coordinating Council - Technical Team and the Bicycle Pedestrian Advisory, Sustainable Places Policy, Highway and Goods Movement Committees were briefed and asked to share any additional feedback as necessary. Feedback from all committees was positive & no concerns were raised.

Recommended Action: Approve the summary project alignment tables as presented.

Committee Action:

Mayor McDonough made a motion to approve items 2-5 as presented. Mayor Slater seconded the motion which carried unanimously with Commissioner Hanzlick abstaining on item 2 as she was not present at the May meeting.

6) Missouri State Freight and Rail Plan

Cheryl Ball, Waterways and Freight Administrator for MoDOT, reported that the Infrastructure Investment and Jobs Act (IIJA) continued provisions from the FAST Act that requires States to develop State freight plans. These plans must:

- Cover a five (5) year forecast period,
- Be fiscally constrained,
- Include a “freight investment plan” with a list of priority projects
- Describe how the State will invest and match its National Highway Freight Program (NHFP) funds

MoDOT completed its last State Freight Plan in 2017 and rail plan in 2012. The new Plan is a combination of the State’s freight and rail plans. The combined “State Freight and Rail Plan” identifies strategies for Missouri’s transportation network to operate harmoniously across all modes. Focusing on:

- Demonstrating how transportation supports, maintains and expands the Missouri economy.
- Leverages Missouri’s assets for economic growth and improved quality of life.
- Incentivizes a compelling business case for comprehensive freight investment.
- Identifies methods to plan and manage a shared freight network.
- Helps Missouri adapt to quickly changing economic circumstances.
- Balances freight and passenger rail needs.

The plan includes 7 goals aligning with MODOT’s foundational pillars of Safety, Service and Stability.

Outcomes from the State Freight and Rail Plan help in shaping the region’s freight planning perspective.

The plan used data from 2018 as its baseline. In that year, more than 985 million tons of freight moved in Missouri, or 161 tons per person. MoDOT expects those numbers to grow to 1.1 billion tons valued at \$1.8 trillion by 2045. In 2018 freight movement also supported 482K jobs out of 2.5 million total in Missouri.

The plan identified the multimodal network components most important to freight generating businesses, including:

- 8235 miles of the state highway system
- all the class 1 RR and regional rail
- Public ports
- And the 3 cargo airports in Missouri - STL, KC, and Springfield

The plan includes MoDOT’s analysis of truck parking gaps in Missouri. Of the 141 locations in the state, 87 of those at above utilization at peak hour (2-3 am).

Finally, the plan includes 4 strategies to support Missouri’s economy.

1. Expand the Ag Coast of America -
 - Support increased shipments of agricultural products on the Mississippi & Missouri rivers
2. Missouri Manufactures -
 - Support MO’s existing and evolving manufacturing sectors, including motor vehicles, chemicals and e-commerce, warehousing & distribution, rail spurs into industrial areas

3. Efficient & Intelligent Multimodal Freight Corridors
 - Leverage technology solutions and operational changes to improve efficiency and safety of freight movement across all modes. i.e. wayfinding for freight generators, ITS, freight-centric design guidelines
4. Expanding Freight & Passenger Rail Market Opportunities -
 - Expand rail freight markets to make MO more competitive for shippers, and improve and expand passenger rail service and access to improve passenger mobility options.

Additional details are available at <https://www.modot.org/missouri-state-freight-and-rail-plan> and <https://www.modot.org/supplychaintaskforce>.

7) City of Gladstone, Mo. Planning Initiatives Update

This item was deferred to a future meeting.

8) FY 2023 Destination Safe Call for Project Funding

Ron Achelpohl reported that each year the Destination Safe Coalition the Destination Safe Leadership holds a call for projects in which regional programs and agencies can apply for funding from the Kansas and/or Missouri Departments of Transportation. The projects use strategies from the [Together Toward Zero: 2018-2022 Kansas City Regional Transportation Safety Blueprint](#) in areas of education, enforcement, and emergency response in an effort to meet the performance measure targets. Targets include reducing crash fatalities, crash fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries.

The five adopted MPO safety performance targets represent a rolling 5-year average (2018-2022) for:

1. Number of fatalities – 197.2
2. Fatality rate per 100 million VMT – 0.850
3. Number of serious injuries – 900.0
4. Serious injury rate per 100 million VMT – 4.020
5. Number of non-motorized fatalities and serious injuries – 100.0

The Destination Safe Leadership Team met on Wednesday, May 25, 2022, to review the eligible projects. The committee used funding targets of \$25,000 and \$150,000 for Kansas and Missouri, respectively.

Since the two projects requesting Kansas funds totaled less than the Kansas funding target and received relatively high scores, the committee recommended funding them at their full requests. However, since the 20 projects requesting Missouri funding exceeded the funding target, the committee recommended full funding for the three highest scoring projects, prorated reduced funding based on a combination of project scores and eligible expenses for the next 16 projects and no funding for the lowest scored project.

Detailed funding recommendations are shown in the tables below.

FY 2023 Kansas Project Funding Recommendations								
Organization	Primary Focus	Score (70 Max)	Scaleable	Kansas \$	% Decrease	Kansas \$ Recommended	Match \$	Project Total \$
Charlie's House, Inc	Education	65	Yes	\$9,750.00	0.0%	\$9,750.00	\$0.00	\$21,500.00
Bike Walk KC	Education	63	Yes	\$3,010.00	0.0%	\$3,010.00	\$0.00	\$10,000.00
Total:				\$12,760.00		\$12,760.00	\$0.00	\$31,500.00
FY 2023 Missouri Project Funding Recommendations								
Organization	Primary Focus	Score (70 Max)	Scaleable	Missouri \$ Requested	% Decrease	Missouri \$ Recommended	Match \$	Project Total \$
Tri-County Mental Health Service	Education	70	Yes	\$12,475.00	0.0%	\$12,475.00	\$13,800.00	\$26,275.00
Platte County Health Department	Education	70	Yes	\$13,748.00	0.0%	\$13,748.00	\$77,267.00	\$91,015.00
The Research Foundation	Education	67	Yes	\$10,400.00	0.0%	\$10,400.00	\$0.00	\$10,400.00
Charlie's House, Inc	Education	65	Yes	\$11,750.00	6.4%	\$11,000.00	\$0.00	\$11,000.00
LifeFlight Eagle	Education	64	Yes	\$28,000.00	10.7%	\$25,000.00	\$9,500.00	\$34,500.00
Bike Walk KC	Education	63	Yes	\$6,990.00	11.3%	\$6,200.00	\$0.00	\$6,200.00
Grandview MO Police Department	Enforcemer	59	Yes	\$5,385.00	33.3%	\$3,590.00	\$0.00	\$3,590.00
Lafayette County Health Departn	Education	59	Yes	\$6,450.00	14.7%	\$5,500.00	\$5,610.00	\$11,110.00
CITY OF ODESSA	Enforcemer	58	Yes	\$24,945.00	60.0%	\$9,978.00	\$0.00	\$9,978.00
Lawson Police Department	Enforcemer	57	Yes	\$9,276.00	25.0%	\$6,957.00	\$0.00	\$6,957.00
Johnson County MO Sheriff's Offi	Enforcemer	56	Yes	\$9,764.00	33.4%	\$6,500.00	\$0.00	\$6,500.00
Marshall Police Department	Enforcemer	55	Yes	\$17,451.00	54.2%	\$7,992.00	\$0.00	\$7,992.00
Higginsville Police Department	Enforcemer	54	Yes	\$23,160.00	62.5%	\$8,685.00	\$0.00	\$8,685.00
Waverly Police Department	Enforcemer	51	Yes	\$3,504.00	37.4%	\$2,192.00	\$0.00	\$2,192.00
Kansas City Missouri Police Depart	Enforcemer	51	Yes	\$11,300.00	66.4%	\$3,800.00	\$0.00	\$3,800.00
Bates City Police Department	Education	50	Yes	\$13,548.00	58.7%	\$5,592.00	\$0.00	\$5,592.00
Sedalia Police Department	Emergency	46	Yes	\$13,429.71	54.6%	\$6,094.00	\$0.00	\$6,094.00
Smithville Police Department	Enforcemer	44	Yes	\$20,898.00	83.9%	\$3,367.00	\$0.00	\$3,367.00
Safety & Health Council of Weste	Education	44	Yes	\$11,425.00	86.9%	\$1,500.00	\$0.00	\$1,500.00
Steppin Stone KC	Education	38	Yes	\$5,000.00	100.0%	\$0.00	\$0.00	\$0.00
Total:				\$258,898.71		\$150,570.00	\$106,177.00	\$256,747.00

9) Midwest Road Usage Charge (RUC) Study

Joel Skelley, Director of Policy for KDOT, reported that KDOT is currently leading a research study to engage volunteers to design and pilot a variety of potential scenarios for Road Usage Charges to identify how such a system could help fund transportation investments. The study is supported by the Federal Highway Administration and coordinated with the Minnesota DOT to expand its reach into another midwestern state.

This project will engage midwestern residents and businesses to develop pilot scenarios, test various methods for recording and paying for miles driven (although no monies or fees will actually be collected) and survey participants for their feedback about the pilot tests. Initial outreach activities focusing on rural communities, agricultural and freight industries were recently completed. Design of potential pilot projects will be conducted between July 2022 and June 2023. Demonstration pilots will be conducted in partnership with the Minnesota DOT from June 2023 through June 2024.

More information about the project is available at: <https://www.ksdotike.org/RUC-study>

A member asked if other federal agencies than FHWA are involved in the project? For example, opportunities for IRS to credit low-income drives for RUC fees? Mr. Skelley explained that there would be need to coordinate with multiple Federal and State agencies.

Another member asked why the study focuses so much on rural areas when the majority of KS population is in Johnson, Wyandotte & Sedgewick County? Mr. Skelley reinforced that little national research has been conducted on rural RUC, and that since the majority of KDOT's highway system is in rural areas it was important for them to focus on rural issues, although there will be some effort to engage urban users as well. The study's rural focus was also a

primary consideration for FHWA to fund the research but KDOT may pursue future research for urban areas in the state.

10) Other Business

There was no other business for the meeting.

11) Adjournment

With no further business the meeting was adjourned. The next meeting of TTPC will be held July 19, 2022.

TOTAL TRANSPORTATION POLICY COMMITTEE AGENDA REPORT

July 2022
Item No. 3

ISSUE:

VOTE: Connected KC 2050 Amendment #4

BACKGROUND:

In June of 2020, the MARC Board approved Connected KC 2050 (CKC2050), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). CKC2050 identifies anticipated transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement. Amendments are made to CKC2050 as new projects, funding, or programs arise.

Since MTP approval in June of 2020, significant activity related to funding of transportation systems has taken place at the federal level and in the States of Kansas and Missouri. IKE, informed by KDOT's local consult process, selects projects for advancement into development & construction on a rolling cycle. Two new regionally significant highway modernization and expansion projects were recently announced by KDOT for entry into the project development pipeline (K-10 from Douglas/Johnson County line east to K-10/I-435 interchange; I-35 from old US 56 to 119th St). However, these projects are not included in the MTP. As a result, KDOT has requested that MARC amend CKC2050 to include these two projects in the plan. In Missouri, MoDOT recently released a STIP amendment which advances one project for scoping, design and construction. The project, I-49 capacity project-155th St. to North Cass Parkway (CKC2050 #1430) is currently listed in Connected KC 2050 as a \$34.2m high priority illustrative construction project. This latest development would require the project to be amended to be shown as a financially constrained project in the MTP. These proposed actions are summarized in the following table.

Project	Project Limits	Action	Anticipated Total Project Cost in MTP
K-10	Douglas/Johnson County Line to K-10/I-435 interchange	Add project to the MTP	\$260,343,900
I-35	Old U.S. 56 to 119th Street	Add project to the MTP	\$105,039,000
I-49	155 th St to North Cass Parkway	Move project to the financially constrained element (2020-2030) with revised project costs	71,200,000

KDOT has authorized the discovery phase of preliminary engineering for both projects. In turn, MoDOT has authorized engineering and construction funds for the I-49 project.

COMMITTEE ACTION:

The Highway Committee reviewed these amendment requests and has recommended release of MTP Amendment #4 for public review and comment. BPAC, SPPC, TTPC, Goods Movement and the Air Quality Forum have also been briefed on this upcoming amendment.

PUBLIC COMMENTS:

TTPC Released CKC2050 Amendment #4 for public review and comment on June 21, 2022. Twenty eight comments were received from the public.

The majority of these comments were in opposition to the proposed amendment. One comment in support of I-49 was received. All received comments and proposed responses from MARC are included. Generally, MARC staff recommends stipulations tied to Amendment #4 for these projects to consider and include TDM/TSM strategies into scoping, project development and implementation. Significant inclusion of TDM/TSM strategies in highway capacity projects will positively address many of the concerns expressed by the public.

The attached Technical Memorandum provides more detailed information about the proposed amendment, relevant policy considerations and public comments.

RECOMMENDATION:

Approve Connected KC 2050 Amendment #4 with the stipulation that should a project involve the addition of SOV capacity, no phase beyond Preliminary Engineering may be added to the TIP or future MTP amendments until sponsoring agencies complete analyses of congestion, considers TDM/TSM strategies from the CMP Toolbox, and documents that those strategies alone cannot address congestion issues in compliance with the Congestion Management Process Policy. Selected TDM/TSM strategies shall be included in future project scope as appropriate

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

TTPC Item 3 Technical Memorandum

BACKGROUND:

In June of 2020, the MARC Board 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. CKC2050 describes the 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 CKC2050 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.

Since MTP approval in June of 2020, significant activity related to funding of transportation systems has taken place at the federal level and in the States of Kansas and Missouri. Federally, the Infrastructure Investment and Jobs Act (IIJA) raised funding levels for surface transportation. In Kansas, a sales-tax supported transportation program (Eisenhower (IKE) Legacy Transportation Program), was approved. In Missouri, the motor fuels tax will be gradually increased over multiple years to support increased investments in transportation.

IKE, informed by KDOT's local consult process, selects projects for advancement into development & construction on a rolling cycle. Two new regionally significant highway modernization and expansion projects were recently announced by KDOT for entry into the project development pipeline. However, these projects are not included in the MTP. As a result, KDOT has requested that MARC amend CKC2050 to include these two projects in the plan.

In Missouri, MoDOT recently released a STIP amendment which advances one project for scoping, design and construction. The project, I-49 capacity project-155th St. to North Cass Parkway (CKC2050 #1430) is currently listed in Connected KC 2050 as a \$34.2m high priority illustrative construction project. This latest development would require the project to be amended to be shown as a financially constrained project in the MTP.

Project	Project Limits	Scope Description	Anticipated total project cost in MTP
K-10	Douglas/Johnson County Line east to the K-10/I-435 interchange	2 to 4 added travel lanes (16+ mile corridor)	\$260,343,900
I-35	Old U.S. 56 to 119th Street	2 added travel lanes (4-mile corridor)	\$105,039,000
I-49	155 th St to North Cass Parkway (Project 1430 in CKC2050)	2 added travel lanes (5-mile corridor)	71,200,000

KDOT has authorized the discovery phase of preliminary engineering for both projects. This work will identify and study the needs and existing conditions along these corridors and conduct a NEPA review. For the K-10 project, the discovery phase will also include a Level I Toll Feasibility Study. In turn, MoDOT has authorized engineering and construction funds for the I-49 project.

The details of proposed Amendment #4 appear below and in attachments provided by KDOT in documentation which follows the staff report.

ADDITIONAL BACKGROUND:

Currently, CKC2050 Project 1305, Johnson County Gateway Phase 2 (inclusive of K-10/K-7 interchange) is included in the plan as a financially constrained project for an amount of \$431m. This project is described as a ‘reconstruction and capacity improvements to various interchanges along this corridor’. As described in our MTP, this project does not include K-10 main line capacity (added travel lanes). The project has undergone some environmental permitting so it is not currently advisable to amend the project description in the MTP from its current limits.

Given the description of the Gateway project, there appears to be some overlap in the project limits and project scope with the proposed K-10 project. These will be made clearer as the K-10 project advances in its initial discovery. For the time being, the K-10 project is recommended for inclusion in the MTP in its entirety as announced in the local consult meeting. This may be adjusted in the future as the scope of the two adjoining projects are described in additional detail.

POLICY CONSIDERATIONS:

Metropolitan Transportation Plan amendments should follow policy guidance from Connected KC 2050 and policies adopted therein.

Congestion Management Process Policy: This policy provides for an approach to management of existing congestion in the region’s highway system. The policy indicates:

- ▶ The region should focus addressing existing congestion using all possible means before adding additional lanes, given limited funding available, air quality concerns, and the public’s desire for additional transportation options.
- ▶ Projects that add Single Occupant Vehicle (SOV) capacity should:
 - Document existing congestion/reliability issue and concerns
 - First and foremost, consider *Transportation Demand Management / Transportation System Management (TDM/TSM)* strategies, including strategies such as express commuter transit services, high occupancy toll lanes, ramp metering, land use & parking strategies, etc.
 - Indicate how TDM/TSM strategies alone cannot address congestion issue.
 - Incorporate TDM/TSM strategies into project development & scope as appropriate.

Because these projects are at such an early phase of development KDOT and MoDOT have not yet conducted a congestion analysis or considered TDM/TSM strategies. These agencies have requested that this requirement be deferred until later in the project development process.

MARC staff will recommend that no phase beyond Preliminary Engineering involving the addition of SOV capacity be added to the TIP or future MTP amendments until KDOT completes analyses of congestion, considers TDM/TSM strategies from the CMP Toolbox, and documents that those strategies alone cannot address congestion issues in compliance with the Congestion Management Process Policy. Selected TDM/TSM strategies shall be included in project scope as appropriate.

MTP Amendment 4 Project Prioritization (for KS system projects being added to the plan)

During the development of CKC2050 projects submitted for inclusion in the plan were scored by MARC staff. They were also evaluated (on a scale of 1 to 3) by members of MARC planning and policy committees. These two methods of evaluation were combined to create a prioritization level for each project: High, Medium, or Low. To see where the projects submitted for Amendment 4 would rank, staff looked at the range in scores for each priority

level for the projects originally submitted to the plan for each funding bucket: Kansas (state), Kansas (local), Missouri (state), Missouri (local), and transit.

During the original call for projects for Connected KC 2050, the range of project scores by priority level by funding bucket was:

Priority Level		Funding Bucket				
		KS State	KS Local	MO State	MO Local	Transit
Priority Level	High	96-77	140-75	146-75	144-78	163-87
	Medium	70-43	86-50	96-32	88-10	n/a
	Low	42-46	74-15	70-32	69-22	n/a

Both submitted projects fall into the KS State funding bucket. Staff scores and corresponding MTP Amendment Preliminary Priority Rankings are shown below:

Project Name	Score	Priority
K-10 from the Douglas/Johnson County line to I-435 Interchange	57	Medium
I-35 from Old U.S. 56 to 119th Street	68	Medium

Financial Capacity

Kansas: The current Eisenhower Legacy Transportation Program (IKE) is a statewide 10-year \$9.9 billion program that addresses multi-modal needs throughout the state. On average, our 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* provided a forecast of anticipated revenue based on past historical assumptions of investments in the metropolitan region. Since approval of the MTP, the Infrastructure Investment & Jobs Act (IIJA) was approved. This newly approved federal transportation program provides new levels of funding for transportation investments nationally. Analysis of estimated revenues out of the new federal transportation program yields additional revenues of \$294.1m in the 2020-2030 time period, \$272m in the 2030-2040 time period, and \$272m in the 2040-2050 time period for the KS state system projects. Addition of the K-10 and I-35 projects yield a negative balance of \$71,282,000 in the 2020-2030 time period (although a positive balance in the overall program over the 30-year life 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.

Given the significant (but yet undefined) overlap in project scope between Project #1305 (Gateway) and potentially duplicated project costs, given the ability of KDOT to flex additional dollars into the region to advance projects selected through its local consult process, and given positive revenues in financial assumptions overall, sufficient financial capacity appears to exist to support this amendment request. However, it is acknowledged that as additional details are known about the overlap between the K-10 and the Gateway projects, the MTP may need to be amended yet again to clarify overall project costs, scope and limits for both projects.

Missouri: Analysis of estimated revenues out of the new federal transportation program yields additional revenues for Missouri state system projects as follows:

MoDOT	2023 - 2029	2030 -2039	2040 - 2050	Total
New Target revenues	\$ 1,650,569,520	\$ 3,292,755,789	\$ 4,943,955,520	\$ 9,887,280,828
CKC2050 revenues	\$ 1,214,670,000	\$ 1,180,000,000	\$ 1,210,000,000	\$ 3,604,670,000
Difference	\$ 435,899,520	\$ 2,112,755,789	\$ 3,733,955,520	\$ 6,282,610,828
CKC2050 Available for projects	\$ (175,330,000)	\$ (690,000,000)	\$ (1,570,000,000)	\$ (2,435,330,000)
Available for projects	\$ 260,569,520	\$ 1,422,755,789	\$ 2,163,955,520	\$ 3,847,280,828

Assumptions

- Estimated 3% growth in revenues over life of the plan. Does not account for additional state revenues due to gas tax increase
- MoDOT's 2023 - 2027 targets. Assume 2027 target from 2028 - 2050

Given the significant additional federal revenues for Missouri state system projects, sufficient financial capacity appears to exist support proposed amendment #4.

PUBLIC COMMENTS:

TTPC Released CKC2050 Amendment #4 for public review and comment on June 21, 2022. Multiple comments were received from the public. 28 comments were received from the public. Of these, 27 comments are in general opposition to these projects being amended into the financially constrained project listing. Reasoning to support opposition to the highway capacity projects included:

- propensity of highway capacity projects to generate induced traffic demand (growth in traffic),
- availability of financial resources and trade-offs (maintenance of system, funding of modes),
- impacts on climate due to growth in greenhouse gas emissions,
- increased dispersed land use patterns (sprawl),
- desire for increased on investments like bicycling infrastructure,
- highway capacity investments leading to inequity in jobs access and desire to expand state operational support of transit services to offset SOV investments,
- lack of transit facilities and need to increase investment in public transit and passenger rail,
- desire to reduce vehicle miles traveled.

Specifically related to the I-49 project, one comment in support was received, citing safety economic development and congestion relief. We should note that this project did receive significant public support during project identification prior to adoption of Connected KC 2050. During this time, project 1430 was subject to 96 comments in support and 3 in opposition. This project also saw significant support during MoDOT's recent STIP amendment process (27 supportive comments), and Missouri's unfunded needs list exercise in 2021 and in 2022 (99 supportive comments overall).

All received comments and proposed responses from MARC are included. Generally, MARC staff recommends stipulation tied to Amendment #4 for these projects to consider and include TDM/TSM strategies into scoping, project development and implementation.

Significant inclusion of TDM/TSM strategies in highway capacity projects positively addresses many of the concerns expressed by the public.

Comments about CKC2050 amendment #4, applicable to TIP amendment

Name: Michael Montague Jr.

Comments. Please stop spending money on projects that contribute to the suburban sprawl of the metro. This 1960's mentality has emptied out of cities, created automobile dependency (at \$4.75 a gallon no less) and leads to more traffic that will one day require these roads to all be widened again at the cost of \$350 million more tax dollars someday. I'm sick of us building our region like this, and wish you all were too. Please stop!

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

MARC shares concerns about any project's potential impacts of induced traffic demand and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance. MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Raymart Dinglas

Comments: Highway widening will not help at all. Please research induced demand. This is a short-sighted approach as we need to look to Europe on how to reduce car dependency. As evident throughout the entire US, highway widening will only increase the cars on the road and maintenance. Focus on other transportation options. Build regional rail, increase connectivity, create density, reduce car dependency for a future that is not only environmentally friendly but people friendly. We cannot rely on cars to be the main mode of transport and we have to change the culture that is setting the region and the rest of the US back. I do not support this amendment.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and

implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Allen Knowles

Comments: We already have sufficient lane miles. Funding should be spent on improving alternative transit means, not widening lanes on already large highways.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, public transit, roadway operational and capacity strategies.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Dayna Meyer

Comments: I am disheartened that you are seeking to add travel lanes on K-10, I-35, and I-49. Due to induced demand, adding travel lanes will do nothing to reduce travel times on these highways, adding absolutely no benefit to the motorist experience. The additional lanes further the tax burden of our citizens to care for these roadways. And most importantly, adding more lanes is environmentally disastrous. Adding travel lanes will have massive negative environmental impacts, everything from the increased driving due to induced demand negatively effecting air (car emissions) and water quality (due to tire particulate matter entering run-off). As our climate warms due to human activities, many of them related to the burning of fossil fuels, adding more lanes to these highways and interstates is absolutely unconscionable. Please spend our taxpayer dollars on projects that improve our lives, and maintain what already exists.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Andrea Harden

Comments: Evidence shows that the addition of travel lanes to existing roads increases the number of cars on the roads and the amount of traffic. For the sake of the climate and the environment, our area needs to invest in plans that decrease car use. I am opposed to the expansion of these roads with additional lanes.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate. MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Alex Webber

Comments: I am vehemently opposed to all three highway widening plans. Adding lanes to these highways will not improve traffic, in fact it will do the opposite. It will encourage more people to drive and to live further away, which will put more cars on the highway thus increasing traffic. This is known as induced demand, and it has been studied and confirmed extensively, it is frankly

embarrassing that we are still making the same mistake over and over again. We need to focus on creating a region that gets people out of cars not into them. This means we need to prioritize increased public transportation and safe, pleasant modes of micro mobility. Adding lanes to any highway in the KC area would be a gigantic step back from all the progress this region has been making.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include land use, public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: James Molloy

Comments: We shouldn't be planning for or funding highway expansions, especially when time and time again it is shown that expansion doesn't relieve congestion and only worsens issues with climate change. These expansions also shouldn't be planned or funded without any sort of provisions for transit.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A 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.

Name: Josh Thede

Comments: Opposed to wasting our money on extra car traffic lanes and adding more deferred maintenance costs for future generations. This does not align with reducing VMT which is a climate action goal. It also doesn't align with the equity and environmental goals of the region. Significant past harm has been caused by these large highways and interstates. Car focused, auto-centric infrastructure is not a worthy 2050 vision. Invest in public transit, active transportation, rail, transit oriented development, and connecting great places with fewer parking lots.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's [Congestion Management Toolbox](#)).

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A 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.

Name: Trevor Acorn

Comments: I do not support adding lanes to K-10 from the Douglas/Johnson county line east to the K-10 and I-435 interchange, I-35 from old U.S. 56 to 119th Street in Johnson County, or I-49 from 155th Street to North Cass Parkway. Additional lanes will induce more demand for far flung suburban and exurban land which increases traffic and total miles travel within the city and inner ring suburbs. This additional traffic is not welcome in our neighborhoods. I would support alternative means of transportation with these monies including, for example, building out a protected bike lane network throughout the KC metro much like they have done in the Netherlands. Bike usage is incredible low in KC due to lack of safe options for people of all ages. Only extreme cyclists risk riding in KC which is very sad. Many short trips could be done on bike if a proper network existed. A

bike network would also reduce pressure on the current car network and increase the perceived need for increasing the capacity via new lanes and similar measures.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Hayden Woods

Comments: I am against the Connected KC 2050 amendment. Adding lanes will enable more sprawl which will add more congestion. Widening highways is not the answer for solving congestion. KC as a region needs to embrace other modes of transportation and stop allowing the suburbs to sprawl. Fix the roads and bridges we do have and give people the freedom to get places without driving.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A 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.

Name: Laurie Chipman

Comments: Thank you for letting me comment. I vote NO on the freeway expansions outlined above. I don't want our region turned into a wasteful freeway jungle. These options in the plan continue with bad transportation decisions of the past, that don't consider the environment, safety, and how to best spend tax dollars. The DOTs are falling back on old ideas that have been proven not to work, ie. widening roads creates more traffic. I can support maintaining our current roads and road diets in urban settings. Widening the roads is a thoughtless waste of money when we could have expanded transit, rail, bike lanes, sidewalks and road maintenance. June 27 we had a train derailment because of a RR crossing without even a warning light. Pedestrian deaths are up in KCMO this year. Our transit systems are woefully underfunded and inadequate. Our sidewalks are broken and many crosswalks need repainting or even painted for the first time. So my understanding is that this is state money, so be it. They could also decide to share it with the cities or improve state funded amenities such as rail instead of adding unnecessary lanes to the freeway. These comments extend to the TIP or any other DOT or city plans that you manage.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's [Congestion Management Toolbox](#)).

We look forward to your continued participation in the regional transportation planning process and encourage you to review [A 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.

Name: David Dye

Comments: All three of those projects are not only a waste of taxpayer money, but also will make our communities worse. Induced demand is a real thing; adding travel lanes will only increase traffic, at a time when we need to be discouraging personal car use as much as possible.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

MARC shares concerns about any project's potential impacts of induced traffic demand, and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Michael Kelley

Comments: I am strongly opposed to this amendment. We shouldn't be expanding lane capacity at all because it not only runs counter to our stated goals to lower transportation emissions and improve safety (especially for vulnerable road users), but also because it adds to the overall capacity of the system which means more money we have to spend maintaining those systems. A better use of those funds would be to invest in multimodal (i.e walking, transit, cycling) infrastructure and services along these routes instead. Doing so would not only stretch limited funds further and limit traffic congestion, but would better align with sustainability and safety goals MARC has set.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Will Riley

Comments: Please stop spending money building new road. This is absolutely ridiculous that it has even come up as a topic, when we can not even fund the maintenance for the current roads. This is a downward spiral and needs to stop. Focus these dollars on making sure bridges in the area to collapse there are no pothole or bad road conditions on the existing roads, cleanup of debris and trash along the highway. Helping reconnect neighborhoods that were split in half by the highway. Better regional public transit so we can use our existing roads at a high capacity.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit, roadway operational and capacity strategies. MARC shares concerns about the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Justin Klinger

Comments: Can we please not fall into the one-more-lane trap? These funds would be better invested in creating or expanding public transportation service along the corridors. The K-10 and I-49 projects especially will simply encourage more sprawl until the new lanes are saturated. Let's please think about the future of the region and encourage smart densification and infill rather than increased sprawl. Also, we have plenty of infrastructure that we already struggle to maintain properly. It's extremely irresponsible to add to the maintenance bill when we already have more infrastructure than we can handle. Expanding public transportation is a much better way to utilize the sizable investments we've already made into these highways than encouraging more SOV traffic. Even leaving it alone would be better than completing these unnecessary projects.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand, and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Andrew Mechler

Comments: The lack of consideration for public transit in these projects is inexcusable in light of the climate crisis. More is needed to support non-private vehicle use.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Johnathan Turner

Comments: NO MORE LANES! If more capacity is, indeed, needed, then build actual rail transit or build BRT. Adding more lanes NEVER helps smooth traffic flow. Trust me, I know. I'm from the city

of CONSTANT lane construction, Atlanta. Those extra lanes will just mean more lanes to get stuck in.

Build transit, instead.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Barbara Bradhurst

Comments: As someone that commutes using the k-10 twice a week for work, I would love nothing more than more public transit options. The drive is stressful and expanding lanes would make it more so. The opportunity to commute on public transit would allow me to work while I ride as well as do my part to help with congestion.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Melissa Cheatham

Comments: The KC regional Climate Action Plan, which has been endorsed by MARC, calls for our region to be net zero carbon by 2050. To achieve this goal, the plan targets an 83% reduction in transportation sector emissions, which can only be achieved through a combination of four strategies

1. Fuel switching (electrification)
2. Shifting trips to bus, bike, walking or shared mobility
3. Fuel efficiency
4. Low carbon/sustainable urban development

Rather than focusing the amendment on adding travel lanes that encourage additional driving, I believe this MARC plan should align with the MARC-endorsed climate plan and focus regional investments on the transportation strategies identified above.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Mason A Kilpatrick

Comments: NO MORE LANES! This is a huge waste of our taxpayer funds.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include roadway operational and capacity strategies. MARC shares concerns about the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Brian Kaltenbach

Comments: Neither of those stretches need more lanes. More lanes just brings more traffic. Look at the Katy freeway in Houston. It's 20 lanes wide and was done to "alleviate" traffic, but it's just as bad, if not worse than before. What is needed is more/better public transportation. That will help traffic. If you can get 40 people on a bus, or a 100 on a train, that's 40-100 less cars on the road. That's how you decrease traffic.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: David Johnson

Comments: Continued investment and expansion of our surface transportation system remains imbalanced – only highways see this level of taxpayer investment while limited public transportation systems continue weighing the regional economy down. If the region must continue expanding capacity, all future projects must provide equal capacity for public transportation operations to ensure the Kansas City region and both states remain economically competitive.

I support the three capacity expansion projects in Amendment #4 with the caveat that the states *must* increase operational support for public transportation in these same corridors to ensure there

is equitable job access. If the states cannot commit to increasing their support for transit operations in these corridors, then the projects should not advance.

We are well aware of the restrictions on motor fuels tax proceeds in the State of Missouri, but that does not obligate the Kansas City region to advance projects that continue feeding transportation inequity. Again, if Missouri is unable to muster additional operational support for transit in the I-49 corridor then we should rethink our regional transportation priorities. Since the burden of highway expansion does not fall on the local communities that are impacted, neither should the solution for transportation equity.

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit, roadway operational and capacity strategies. MARC shares concerns about the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Hillary Thomas

Comments: Connected KC 2050 and the Climate Action Plan have adopted goals to prioritize investments that reduce greenhouse gas emissions and preserve our environment. These plans reference strategies which reduce single-occupant vehicle travel and increase opportunity for healthier, greener means of travel.

Please consider the existing strategies in MARC-approved plans rather than leaning on additional travel lanes.

Respectfully,

Hillary Parker Thomas

Chair of Climate Action KC Policy Committee and Mission City Councilmember

Proposed response: Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, land use, public transit, roadway operational and capacity strategies. Connected KC 2050 acknowledges that residents need a

reliable transportation system that helps them connect to jobs, housing and services, and engages them in transportation decision-making processes. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Comments about TIP amendment, applicable to CKC 2050 amendment #4

Name: Shawn Tolivar

Comments: Adding more highway lanes is like adding more gas to a bonfire. Like adding fuel to a fire makes it hotter, adding lanes just makes traffic increase. With increased traffic comes increased pollution, and crashes which injury millions and kills 42K+ a year. Study after study has proven the Jevons Paradox which states if you make something better or more efficient, more will use it until the increased usage offsets the increased efficiency. We have more than enough highways to sustain this nation well into the future. What we need is not more, but to maintain the ones we have, and invest in passenger rail to address the increases in demand seen on our highways.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand, and the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Derek Washam

Comments: This plan does not improve public transportation options and will likely result in induced demand that will only accelerate our current climate emergency.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts of induced traffic demand, growth in emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to

consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Heather Wood

Comments: Are any of these amendments going to include provisions for mass transit or bike infrastructure, even the easements? Why are we projecting for more private vehicle lanes all the way into 2050? Please consider setting aside something to accommodate future needs and transportation alternatives. This seems very backward looking.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, public transit, roadway operational and capacity strategies. MARC shares concerns about the need for a balanced multi-modal transportation network which is supported by adequate financial resources for ongoing operations and maintenance.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

Name: Michael Czerniewski

Comments: If we as a region are going to get serious about climate change, we must address improved public transit throughout the KC metro area. Expanding freeways isn't the way to go about it.

Proposed response: *Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.*

Connected KC 2050 identifies a number of regional goals and strategies which are multi-disciplinary in nature and include active transportation, public transit, roadway operational and capacity strategies. MARC shares concerns about any project's potential impacts on growth in

emissions and subsequent impact on climate, and the need for a balanced multi-modal transportation network.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies. Specifically, the I-49, I-35 and K-10 projects will be required by policy to consider and implement these larger set of strategies into project development and implementation. (A listing of these strategies can be found in MARC's Congestion Management Toolbox).

We look forward to your continued participation in the regional transportation planning process and encourage you to review A 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.

(Continued on next page)

VICKY HARTZLER
4TH DISTRICT, MISSOURI
COMMITTEE ON ARMED SERVICES
RANKING MEMBER, SUBCOMMITTEE ON
TACTICAL AIR AND LAND FORCES
COMMITTEE ON AGRICULTURE
WWW.HARTZLER.HOUSE.GOV



Congress of the United States
House of Representatives
Washington, DC 20515-2504

2235 RAYBURN BUILDING
WASHINGTON, D.C. 20515
(202) 225-2876
2415 CARTER LANE, SUITE 4
COLUMBIA, MO 65201
(573) 442-9311
1917 NORTH COMMERCIAL STREET
HARRISONVILLE, MO 64701
(816) 884-3411
500 EAST ELM STREET
LEBANON, MO 65536
(417) 532-5582

June 22, 2022

The Honorable Robert Brinkmann
Chairman
Missouri Highways and Transportation Commission
P.O. Box 270
Jefferson City, Missouri 65102

Dear Chairman Brinkmann,

I am writing to express support for approving the distribution of funds for the I-49 Capacity Project. Growing economic and urban development in North Cass County has greatly increased traffic on Interstate 49 (I-49) in Jackson and Cass Counties. Allocating funds towards this project will extend a third lane between Grandview and North Cass Parkway to alleviate congestion points in the corridor; improving the flow of traffic will enhance highway safety and create a transportation network more suited to fit the needs of emerging industries in Cass County.

Development in North Cass County has brought more than 2,000 jobs to Missouri's Fourth Congressional District. The 2020 census reported that the population of Cass County has risen by over 8 percent. More companies, such as Chewy, Inc, are recognizing the advantages of moving operations to the central location of the United States in the Kansas City Metro area. Industry benefits from the region's geographic location and the talented workforce. It's no surprise that this region is growing.

To accommodate the rapid growth of these two counties, the Missouri Department of Transportation (MODOT), along with the support of the commission, should prioritize supporting the I-49 Capacity Project. MODOT has long recognized this section of I-49 as particularly hazardous from its higher rates of vehicle accidents; extending a third lane will help prevent commuter bottlenecks and mitigate hazardous road conditions.

I applaud the efforts of the Cass County Commission, the cities of Belton and Raymore, and the Mid-America Regional Council (MARC) for their effort to implement this project to encourage highway safety and economic development. These bodies have acknowledged the importance of I-49 roadway safety improvements for the residents of South Kansas City and North Cass County. I believe the I-49 Capacity Project deserves full consideration for the allocation of this funding.

Respectfully,

Vicky Hartzler
Member of Hartzler

Proposed response:

Thank you for your recent comment regarding proposed Connected KC 2050 Amendment #4. We shared your comment with the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

MARC policy supports highway capacity projects when existing congestion and reliability concerns are documented, and when other appropriate operational and/or demand management strategies are considered as part of the project scope and implemented by sponsoring agencies.

We look forward to your continued participation in the regional transportation planning process

TTPC AGENDA REPORT

July 2022
Item No. 4

ISSUE:

VOTE: 2022 3rd Quarter Amendment to the 2022-26 *Transportation Improvement Program*

BACKGROUND:

The *Transportation Improvement Program (TIP)* is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five year period. MARC amends the *TIP* on both a quarterly cycle and as needed to accommodate changes to projects in the *TIP*.

The proposed 2022 3rd Quarter Amendment to the 2022-26 *Transportation Improvement Programs* includes 164 projects:

- 68 new projects to be added, including but not limited to:
 - #380208 - US-69; 151st to 103rd and reconstruction of the 167th St interchange
 - #490233 - Old Pike Rd; Bridge replacement over I-29
 - #690644 - US-71; Scoping for safety improvement from 22nd St to 55th St
 - #790149 - RT A; Scoping for bridge replacement at I-49
 - #990363 - Bridge painting at various locations in the urban Kansas City District
- 96 modified projects with various changes to scopes, schedules and/or budgets.

Details of these projects are available for review on the Internet at:

<https://www.marc.org/sites/default/files/2022-06/TIP-amendment-2022Q3.pdf>

MARC's Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. Twenty eight comments applicable to the 2022 3rd Quarter Amendment to the 2022-2026 TIP were received and are available for review along with staff's proposed responses under agenda item #3.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Kansas STP Priorities Committee approved the modifications to #258005 at their meeting on May 12, 2022.

Three projects in the 2022 3rd Quarter Amendment to the FFY 2022-2026 TIP are also contained in an amendment to the metropolitan transportation plan that was released for public comment in June.

RECOMMENDATION

Approve the 2022 3rd Quarter Amendment to the FFY 2022-2026 TIP.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

July 2022
Item No. 5

ISSUE:

REPORT: City of Westwood, Kan. Planning Initiatives Update

BACKGROUND:

Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities impact transportation within their community. Westwood, Kan., will provide an update on their recent 2021 47th Place Complete Streets Planning Sustainable Places project and associated transportation and land use impacts.

Updates will be provided by Leslie Herring, Chief Administrative Officer/City Clerk. More information about the PSP project is also available at:

<https://www.marc.org/sites/default/files/2022-07/PSP-2021-Westwood-47th-Street.pdf> .

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

TTPC AGENDA REPORT

July 2022
Item No. 6

ISSUE:

REPORT: 2023 Unified Planning Work Program Development

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 current 2022 UPWP is available at:

<https://www.marc.org/transportation/plans-and-studies/unified-planning-work-program>

Major Transportation Planning Initiatives initially anticipated for 2023 include:

- Respond to new planning provisions in the Bipartisan Infrastructure Law
- Initiation of the *Connected KC 2050 Update* (due June of 2025)
- Development of the *2024-2028 Transportation Improvement Program*
- Economic, Demographic and Travel Demand Forecasting
- Performance Measures and Targets
- Regional Active Transportation Planning
- Regional Freight Planning
- Regional Safety Blueprint Implementation
- Smart Moves Transit Plan Implementation

This list is not exhaustive and will be expanded as the draft UPWP is developed for review by TTPC and the public by October of 2022. MARC staff will solicit information about planning studies and planning priorities from partner agencies in August and September. Local planning initiatives provided to MARC for use as non-cash match for Federal planning funds may be used to offset MARC project fees for Federal funds to be awarded in 2024.

TTPC members are invited to provide suggestions for 2023 UPWP tasks and/or local planning studies to match Federal planning funds to transportation@marc.org.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Information only.

STAFF CONTACT

Ron Achelpohl

TTPC AGENDA REPORT

July 2022
Item No. 7

ISSUE:

DISCUSSION: TTPC Meeting Format

BACKGROUND:

Since the start of the COVID-19 pandemic in 2020, TTPC has been meeting online via Zoom. Earlier this year, TTPC began meeting in the current hybrid format with a mix of members, staff and other presenters in-person in the MARC offices and online via Zoom.

The current hybrid format presents both opportunities and challenges for the committee and staff:

- It allows members who may choose to participate remotely out of health concerns the opportunity to do so
- It allows members the opportunity to participate remotely out of convenience not to travel to MARC the opportunity to do so
- It allows members who wish to attend and interact with others in person the opportunity to do so
- It creates different experiences for in-person and online participants
- It creates challenges for in-person and online attendees to interact with each other
- It creates additional logistical challenges for MARC staff to organize and facilitate meetings

Staff will discuss these and other meeting format issues with the committee to gather input in planning future TTPC meetings.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Information only.

STAFF CONTACT

Ron Achelpohl

TTPC AGENDA REPORT

July 2022
Item No. 8-a.

ISSUE:

REPORT: Complete Streets Network Assessment, July 2022 update

BACKGROUND:

“Complete Streets” is a widely accepted transportation planning concept, but few organizations attempt to quantify the “completeness” of streets. The Complete Streets Network Assessment (CSNA) is an attempt to:

1. Develop a common understanding and identify completeness of the major street network in metropolitan Kansas City
2. Identify completeness gaps in the network
3. Understand major priorities for system improvement

Prior to 2022, MARC staff assessed corridors identified by the Smart Moves 3.0 and Regional Bikeway plans according to nine criteria. In 2022, MARC staff added corridors that are locally important and/or feature recent significant multimodal improvements. Staff also changed five out of the nine scoring criteria to focus more on the forms of multi-modal infrastructure present within corridors. Takeaways from this analysis include:

- “Completeness” scores are generally higher in urbanized areas than in rural areas.
- Due to strict scoring requirements, the CSNA can be used either to find clear “completeness” gaps, or to draw attention to deficiencies in otherwise well-developed corridors.
- Complete Streets concepts appear to be having an effect, as recently reconstructed rights of way score highly.
- High-scoring corridors in reconstructed rights of way sometimes occur in low-density areas, which may discourage multimodal travel despite good infrastructure.

Staff will share additional information about this work at the meeting.

POLICY CONSIDERATIONS:

The CSNA is a “Next Steps” project listed in Connected KC 2050. It can also be used to inform updates to MARC’s Complete Streets Policy.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

Information only.

STAFF CONTACT:

Patrick Trouba

TTPC AGENDA REPORT

July 2022
Item No. 8-b.

ISSUE:

REPORT: New online interface for the Regional Trails and Bikeways Map

BACKGROUND:

MARC maintains an online map of the Kansas City regions trails and bikeways. This online map serves as the basis for the map that MARC prints and distributes every two years. It is accessible from a QR code on the printed map and through the MARC website, and it is updated on a more frequent basis with new trails and bikeways. The online application used to display the map was recently changed to utilize a more user-friendly and mobile-friendly format. The [MARC website page](#) for the Regional Trails and Bikeways Map shows the version that users will likely see on mobile devices, and there is a link on the page for a [full-screen version](#) best viewed on desktop computers.

POLICY CONSIDERATIONS:

This resource encourages a modal shift toward active transportation, supporting the Connected KC 2050 goal of Transportation Choices.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Patrick Trouba

TTPC AGENDA REPORT

July 2022
Item No. 8-c.

ISSUE:

REPORT: Local Comprehensive Plan Review

BACKGROUND:

An early advance task in preparation for the next update of the Metropolitan Transportation Plan (MTP), Connected KC 2050, will include a regional review of local comprehensive plans. A similar effort was carried out in 2016 to help inform development of the MTP.

The objective of this review will be to analyze the relationship between regional and local planning efforts. Staff will review planning documents from MARC to determine regional vision and themes. Staff will then review local comprehensive plans to assess their alignment with regional planning efforts.

When the first iteration of this project was completed in 2016, it was primarily focused on transportation and land use. For the 2022 review, MARC staff will expand the review scope to include housing, broadband, and economic and workforce development planning.

During this month's TTPC meeting, staff will provide a brief overview of the project's objectives and scope, timeline and anticipated deliverables.

POLICY CONSIDERATIONS:

Review alignment between regional vision, goals and strategies from MARC's Connected KC 2050 and other policy documents and local comprehensive (and similar) plans.

BUDGET CONSIDERATIONS:

None

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Taylor Cunningham

TTPC AGENDA REPORT

July 2022
Item No. 8-d.

ISSUE:

REPORT: Update on MARC's Website Redesign

BACKGROUND:

In January 2021, the MARC Board of Directors approved a contract with a web partner to redesign and restructure MARC.org. The goals were to create a website that is:

- Clean, modern, and visually pleasing
- Easy to navigate and search
- Mobile responsive and ADA compliant
- Easy to manage, including adding and editing pages and documents
- Able to organize and display a variety of content types including text, images, documents, events, and data

MARC staff will give a short demonstration of the redesigned website. The site launched at the end of May.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Amy Strange