



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, October 18, 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: September 20 Meeting Summary*
3. VOTE: 2022 MoDOT Unfunded Needs*
4. VOTE: Connected KC 2050 Amendment #5*
5. VOTE: Release Connected KC 2050 Amendment #6 for public review and comment*
6. VOTE: 2022 4th Quarter Amendment to the 2022-26 Transportation Improvement Program*
7. VOTE: 2022 Unified Planning Work Program – Amendment #1*
8. VOTE: Release 2022 Special Amendment #2 to the 2022-26 Transportation Improvement Program*
9. VOTE: Release Draft 2023 Unified Planning Work Program for public review and comment*
10. REPORT: Evolution of Johnson Drive in Mission, KS towards a more complete street
11. REPORT: goDotte Countywide Mobility Strategy (Wyandotte County/Kansas City, KS)
12. Other Business
13. 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
September 20, 2022
Meeting Summary**

Members, Alternates Present-Representing

Co-Chair Councilman Chuck Adams, Wyandotte
County Municipalities
Eric Bunch, City of Kansas City, MO
Matt Davis, Jackson County
A.J. Farris, KCATA
Janeé Hanzlick, Johnson County
Bob Heim, Platte County
A.J. Herrmann, City of Kansas City, MO
Tony Hofmann, City of Overland Park
Mary Jaeger, City of Olathe
Dick Jarrold, KCATA
Greg Kindle, Wyandotte EDC
Kevin Klinkenberg, KC Regional Transit Alliance
Paul Kramer, Leavenworth County Municipalities
Kent Lage, Johnson County
Nathan Law, Miami County Municipalities
Jill Lawlor, City of Kansas City, MO
Janet McRae, Miami County
Mike Moriarty, KDOT
Michael Park, City of Lee's Summit
Lisa Reynolds, City of Independence
Eric Rogers, BikeWalkKC
Greg Rokos, City of Belton
Brian Shields, City of Overland Park
Mayor David Slater, Clay County Municipalities
Allison Smith, KDOT
Michael Spickelmier, City of Lansing
Reginald Townsend, Cass County Municipalities
Mario Vasquez, City of Kansas City, MO
Doug Whitacre, City of Shawnee, KS

Others Present

Tami Alexander, KDOT
Kendra Burgess, The Whole Person
Cecelie Cochran, Federal Highway
Administration KS
Sean Duffy, Johnson County Mental Health
Services
Mark Fisher, MoDOT
Austin Greer, City of Gladstone
Scott Heavin, HDR Engineering
Davonna Morgan-Moore, CDM Smith
Austin O'Regan, Flash Parking
Jennifer Schwaller, HDR Engineering
Marisela Ward, MoDOT
Sabin Yanez, Northland Chamber of Commerce
Juan Yin, MoDOT
John Zimmerman, TranSystems Corporation

MARC Staff Present

Ron Achelpohl, Director of Transportation &
Environment
Megan Broll, Transportation Program Assistant
Karen Clawson, Prin. Planner/Air Quality Prog.
Mgr.
Taylor Cunningham, Transportation Planner II
Beth Dawson, Principal Planner
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
Amy Strange, Digital Communications Manager
Raymond Webb, Manager of Traffic Operations
Kayla Zacharias, Transportation Planner II
Selina Zapata Bur, Principal Planner

1) Welcome/Introductions

Ron Achelpohl, Director of Transportation & Environment, called the meeting to order and self-introductions followed. Councilman Chuck Adams, Kansas Co-Chair arrived after the start of the meeting.

2) Approval of July 19, 2022, Meeting Summary*

There were no additional changes to the July 19, 2022 meeting summary as presented.

Recommended action: Approve the July 19, 2022, meeting summary.

3) Title VI Program Update and Assurance*

Darryl Fields asked that TTPC allow assurances to 2023-2026 Title VI program. Title VI does not have to go for public review and comment, but is up for TTPC and MARC Board to review. Title VI of Civil Rights Act prohibits discrimination based on race, color, or national origin in federal systems. To receive federal funds from US DOTs, MARC has its own program.

Recommended action: Approve update and assurance to the Title VI Program.

4) 2022-2027 Regional Safety Plan*

Ron Achelpohl introduced the Regional Transportation Safety Plan, developed by the Destination SAFE coalition. The plan helps inform MARC in setting required federal safety targets, identifying strategies and priorities for planning work, and guiding investments for state and federal funds for safety projects. The committee is administered by MARC, MoDOT, KDOT, and Pioneer Trails Regional Council. The document is available here: www.marc.org/transportation-safety-plan-2022-2027, and uses data and input from the coalition to identify safety, injury, and fatality issues and prioritizes strategies to address them using the Safe System Approach. Key emphasis areas include seat belt use, speeding, impaired driving, distracted driving, pedestrian safety, and intersections, with attention to equity concerns. Four main strategies include education, engineering, local government, and measuring progress, with suggestions for different levels of effort/resources required.

Recommended action: Approve the 2022-2027 Regional Safety Plan.

5) Comments on proposed FHWA Greenhouse Gas Performance Rule*

Karen Clawson presented the proposed greenhouse gas (GHG) measure, which would apply to state DOTs and MPOs and require establishment of 2 and 4-year emissions targets. Proposed rule requires states to report biennially. There are no penalties for missing targets, but failure to meet targets would require reporting action plans to catch up. Common methodologies for calculating GHG are suggested, but MPOs are able to use their own methodologies with state approval.

Proposed comments from MARC show general support for the rule as it supports national policy on GHG reduction and climate resilience, and aligns with MARC's current work on Connected KC 2050 and the Regional Kansas City Climate Action Plan. MARC questions the issue of long-term enforcement if states or MPOs regularly miss targets. Non-NHS roadways are excluded, which only gives a partial picture of mobile source emissions. Methodology is straightforward and offers flexibility, but may be more difficult for smaller MPOs. MARC questions the proposed effective date (October 1, 2022) and suggests FHWA allow a minimum of one year to allow states and MPOs to develop appropriate targets.

Discussion and questions followed about MARC's preference in methodology, and that it will take work to identify what works best for MARC and is the most streamlined. Blue carbon/research in water issues on the coasts may be a trend to watch in the future.

Recommended action: Approve comments on proposed FHWA Greenhouse Gas Performance Rule.

6) Planning Sustainable Places Project Funding Recommendations*

Beth Dawson presented funding recommendations for the 2023 Planning Sustainable Places (PSP) Program. The types of projects recommended include complete street plans, trail plans, and corridor plans. The Sustainable Places Policy Committee (SPPC) committee weighed several factors when developing the recommended list, including project scores, scalability, local jurisdiction priorities, geography, eligibility and alignment with PSP program objectives. The recommended list that the SPPC has put forward was recommended unanimously.

The intent of the PSP program is to not just develop plans but to offer a pathway to construction of real projects. We continue to see some projects move forward toward construction through other available funding earlier this year. There are six projects recommended for funding in Kansas, and applications did not exhaust the funding available. A second call for projects will open in January. Nine projects are recommended for funding in Missouri.

Ms. Dawson explained the timeline and process for the next cycle of projects. Applications for remaining funds for Kansas projects will likely include a shorter application window and approval process.

Recommended action: Approve recommended project list for Planning Sustainable Places Program.

7) FTA Section 5310 Project Funding Recommendations*

Martin Rivarola presented the Mobility Advisory Committee's recommendations for Federal Transit Administration (FTA) funding for vehicle purchases, operations, and capital projects that address mobility solutions for older adults and persons with disabilities. The goal of the program is to support public transportation services and alternatives to assist the day-to-day lives of older adults and persons with disabilities. MARC partners with KCATA and the Mobility Advisory Committee to evaluate and select projects for recommendation to the TTPC. Sixteen applicants requested funding for different types of owned or leased vehicles, at the rate of about \$1.63 for every \$1 available. Mr. Rivarola reviewed the timeline of the remaining approval steps, as well as the eleven projects recommended for funding.

Recommended action: Approve Mobility Advisory Committee recommendations for funding.

8) Release Connected KC 2050 Amendment #5 for public review and comment*

Martin Rivarola introduced two requests for amendments to the Metropolitan Transportation Plan (MTP) Connected KC 2050. The first is a request by KDOT to add transportation improvements in the city of De Soto at the site of a major economical development project (Panasonic). KDOT is committed to improving transportation infrastructure in this area. Mr. Rivarola provided an example of the typical expansion and improvements that would be made to the 4.5 miles of applicable roadway. The project cost for these improvements is

anticipated at \$35.5 million (note that a staff report showed a higher number of \$41 million). The project would be funded entirely by KS Economic Development Program and local funds (with no federal funds). More information about this project is available at: <https://desotoroadimprovements.ksdotike.org/>. MARC staff requests adding the new project to the MTP for local road improvements at Lexington Avenue/K-10. Should federal dollars be added in the future, policy considerations related to the Connected KC 2050 policy framework will apply; financial capacity analysis in MTP demonstrated sufficient local capacity exists to advance this amendment as requested.

The second request is to amend project #1126 in the MTP (119th extension project from Woodland to Nelson Road). The project is a constrained high priority project in MTP at \$16.38 million in cost, and the city has submitted Transportation Improvement Program (TIP) & corresponding MTP amendment request to revise project cost to \$43.325 million. The scope has not changed, and financial capacity analysis in MTP shows sufficient local capacity exists to advance this amendment as requested. Next steps include a briefing with the Highway Committee later this month.

Recommended action: Release Connected KC 2050 Amendment #5 for public review and comment.

9) Release 2022 4th Quarter Amendment to the 2022-26 Transportation Improvement Program for public review and comment*

Marc Hansen noted an additional amendment was added to the TIP (Westwood project) as a budget item. Other items include the Panasonic-related projects and the Olathe project described in Item 8. Details of these projects are available for review at: www.marc.org/TIP.

Recommended action: Release 2022 4th Quarter Amendment to the 2022-26 Transportation Improvement Program for public review and comment.

10) Release 2022 Unified Planning Work Program - Amendment #1 for public review and comment*

Marc Hansen described the purpose of the Unified Planning Work Program (UPWP) is to document all of the federal investments in planning work that is going on throughout the region, as well as MARC's work program throughout the year. KCATA had recently been awarded two new federal planning grants, which will need to be included in the UPWP before work begins on them later in the year. The amendment has no impact on MARC's planning process or planning budget (one grant is fully funded by FTA, and the other has a match of \$50,000 on a \$500,000 award). The two grants relate to the RideKC Bi-State Green Corridor Planning Investments study (introduction of battery electric buses to reduce GHG emissions), and RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts study (to evaluate zero fare impact on health and economic status in low-income and racial minority residents of Kansas City who use the transit system). Both projects will continue into 2023. The financial plan for the UPWP will be adjusted to include those two projects.

TTPC members discussed how zero fare evaluation could be complicated by impact of covid and driver shortage. Recruiting, training, and retention efforts have increased, but KCATA has struggled to recover from impacts of covid on driver availability. While reliability issues should be considered when interpreting data, the committee still stressed the importance of conducting the study.

Recommended action: Release 2022 UPWP - Amendment #1 for public review and comment.

Committee Action:

Councilman Adams asked if there were any final questions about the recommended actions. Seeing none, Mayor David Slater made a motion to approve items 2-10 as presented. Janet McRae seconded the motion. Items 2-10 were approved unanimously without objection.

11) City of Gladstone, Mo. Planning Initiatives Update

Beth Dawson introduced Austin Greer, Director of Community Development for the city of Gladstone. Mr. Greer provided an update on Gladstone's recent 2019 North Oak Complete Streets Planning Sustainable Places project. Gladstone's downtown area has experienced significant economic growth (private and public, including the opening of a new hotel) over the last 5-10 years. The establishment of the downtown district accelerated the need for providing other options for transportation.

Processes and project activities utilized included social media and virtual options to adjust to the pandemic, as well as some in-person opportunities. A public charrette was a popular choice among stakeholders and helped people realize the challenges of improving the street profile. PSP benefitted the project area because new developments (hotel, restaurants, offices, etc.) were traditionally geared more toward vehicle access, but this project provides more and safer multi-modal access. Some strategies involved informing boards and commissions on the projects and getting their input. When the project was presented to the Gladstone Special Road District, they agreed to offer a local match. This project has also made future economic development (especially on the east side of North Oak) more attractive to investors.

12) State Plans for the National Electric Vehicle Infrastructure Program

The Bipartisan Infrastructure Law authorizes a new program called the National Electric Vehicle Infrastructure Program (NEVI). The program includes \$7.5 billion in dedicated funding to help make EV chargers accessible to more people for local to long-distance trips. Five billion dollars of the total funding is set aside for the formula program and the remaining \$2.5 billion is for discretionary grants. The \$5 billion NEVI Formula Program will provide dedicated funding to states to strategically deploy EV charging infrastructure. Each state must develop a State EV Infrastructure Deployment Plan in order to access these formula funds. Karen Clawson introduced Tami Alexander, Transportation Electrification Manager of KDOT to present.

For fiscal years 2022-2026, Kansas will receive \$39.5 million to deploy electric vehicle charging infrastructure. Charging corridors must be fully built (following specific guidelines) before funding can be used in other areas. The Kansas state plan was approved ahead of schedule on September 14; while it is not a comprehensive transportation electrification plan, it does provide guidance on implementation. Annual updates are required annually to allow for adjustments as needed. Ms. Alexander explained EV-specific terminology and showed designated EV corridors and their status in the plan. She also shared additional DOT funding opportunities to support charging and EV funding in areas not currently included in the NEVI program. The NEVI plan includes a proposed rule on training requirements for EV workforce, and KDOT plans to require Electric Vehicle Infrastructure Training Program (EVITP) for NEVI funded projects.

Discussion among the committee followed regarding the complexity and controversy of electric vehicles. Concerns included transportation funding formulas being based on fuel tax and the impacts of heavier EVs on roadways, safety crash testing related to EVs and pedestrians, and adoptability and affordability of EV ownership. Ms. Alexander also confirmed that accessibility of charging stations for people with disabilities was a requirement of the plan.

13) 2023 Unified Planning Work Program Development

Marc Hansen reported on the Unified Planning Work Program (UPWP), describing some of the planning initiatives anticipated for the 2023 UPWP. Initiatives of interest include a regional freight planning update, transportation planning for large events such as the World Cup, and projects related to the Bi-State Sustainable Reinvestment Corridor. A formal draft will be developed for review by TTPC and the public by October.

14) Missouri Unfunded Needs

Martin Rivarola reported working with MoDOT to address unfunded transportation needs in Kansas City. The goal of the unfunded needs list is to be able to react quickly with deliverable projects to any identified or secured funding and to provide a list of projects which represent where additional funding could be used. Mr. Rivarola provided an overview of the process MARC is undertaking with stakeholders to arrive at an updated prioritized project listing.

The Missouri STP priorities committee and the MARC Highway Committee have been working to review highway and roadway project listing and are anticipating finalizing these recommendations prior to the October TTPC meeting. TTPC will be asked to act on these recommendations in advance of the October 31st MoDOT deadline. MoDOT will have a public meeting around this work on November 8th at the MARC office.

15) RAISE 2022 Grant Awards

Ron Achelpohl announced that the Kansas City area did well regarding RAISE grant awards, earning funding for four projects. Mr. Achelpohl briefly described each project, including MARC's own Bi-State Sustainable Reinvestment Corridor Planning Project, the City of Kansas City, Missouri's project Planning and Environmental Linkages along US 71, the City of Independence's project for the Noland Multimodal Corridor, and the City of Excelsior Springs' award to rebuild/improve existing streets and add trails along US-69.

Janet McRae also commented that the Kansas Department of Wildlife and Parks received a significant RAISE grant for Flint Hills Trail State Park and will include improvements there.

16) Other Business

Councilman Adams called for any other business. There was no other business for this meeting.

17) Adjournment

Councilman Adams thanked MARC staff and guest presenters. The date of the next meeting was shared, and the meeting was adjourned.

TTPC AGENDA REPORT

October 2022
Item No. 3

ISSUE:

VOTE: 2022 Missouri Unfunded Needs

BACKGROUND:

MoDOT has communicated to MARC that it seeks to update its *unfunded transportation needs* list. TTPC previously reviewed and approved the KC region unfunded needs list in September of 2021.

The goal of the *unfunded needs list* is to be able to react quickly with deliverable projects to any identified or secured funding and to provide a list of projects which represent where additional funding could be used. MoDOT District staff have worked with planning partners such as MARC to update and validate the existing project listing previously approved by TTPC.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

The Missouri STP priorities committee and the MARC Highway Committee have reviewed highway and roadway project listing over multiple meetings from August through the STP Committee meeting on October 11.

RECOMMENDATION

The 2022 Missouri unfunded needs list as recommended by the Missouri STP Priorities Committee is included in the following page.

STAFF CONTACT

Martin Rivarola

2022 Unfunded Needs Prioritization Guidelines

With the expansion of the unfunded needs list to include the addition of a third tier and a multimodal listing, Districts will need to work with Planning Partners now through September to validate the existing need listing (tiers 1 and 2) and to develop the additional needs listings for tier 3 and multimodal. Each district will identify needs totaling their portion of future funding in the amount of \$2 billion for Tier 3 road and bridge needs and \$1 billion in Multimodal needs. The goal of the unfunded needs list is to be able to react quickly with deliverable projects to any identified or secured funding and to provide a list of needs which represent where additional funding could be used.

Road and Bridge: The \$4.5 billion of needs for road and bridges will be categorized as follows:

1. Tier 1 - \$500 million urgent needs
 - a. Projects to address the need must be deliverable (awarded) within the timeline of the current STIP.
2. Tier 2 - \$2 billion of remaining needs
 - a. Projects to address the need should be deliverable in any of the next 10 years, 2023-2032.
3. Tier 3 - \$2 billion of remaining needs
 - a. Remaining needs deliverable in future years

Multimodal: The \$1 billion future funding for Multimodal will be categorized as follows:

1. Needs may include all modes of Multimodal transportation.
2. The identified needs can address infrastructure improvements, operation assistance and capital maintenance.

General Guidance:

- To have needs that can be located easily (as might be required to show needs within congressional districts) needs are required to be landed in TMS, and as such Various/Variouse for route and county cannot be used.
- Additionally, each need location must be landed under separate entries. Grouped routes of similar treatments must be separated into individual entries with specific costs and location data.
- Need descriptions should be kept flexible and describe the issue to be addressed, such as Capacity Improvement, Safety Improvement, Access Improvements, Intersection Improvements, Pavement Improvements, Bridge Improvements, etc.
- Estimates should be in today's dollars. During each review cycle, costs can be reviewed and revised if necessary. If estimates are still reasonable, they do not have to be updated. If an estimate appears to no longer be reflective of the anticipated cost to address the need, it should be updated.
- Once formally published, needs are not deleted. When a need is no longer a regional priority and removed from the list or if a need is formally committed in the STIP, specific fields in the Unfunded Needs List TMS application are updated to reflect the disposition. Only erroneous

TMS entries incorrectly identifying an added need which occurred during the unfunded needs development should be deleted.

- When a need is formally added to the STIP
 - Added to STIP is updated to Yes
 - STIP Cycle Added is updated to reflect the STIP Cycle in which the project was added
 - Job Number is updated to reflect the project Job Number added to the STIP
- Once the project which was previously a need is delivered
 - Delivered is updated to Yes
 - Year Delivered is updated to the award year
- When a need is no longer regionally supported and is removed from the list
 - Removed by Dist. Without Adding to STIP is updated to Yes.
- While reviewing the existing unfunded needs the following fields should not be significantly changed without discussion with CO TP (Minor adjustments which tweak a need location or clarify the anticipated work are acceptable)
 - Description (other than to address greater flexibility as previously described)
 - Location (TW ID, Route, Begin Log, End Log or CountyName)

Potential Future Funds (millions)						
Region		Road and Bridge				Multimodal
District	Distribution ¹	\$500 Million Tier 1	\$2 Billion Tier 2	\$2 Billion Tier 3	Total	\$1 Billion
NW	4.64%	\$23.22	\$92.89	\$92.89	\$208.99	\$46.44
NE	4.68%	\$23.39	\$93.56	\$93.56	\$210.52	\$46.78
KCR	2.80%	\$14.02	\$56.09	\$56.09	\$126.20	\$28.04
KCU	18.37%	\$91.85	\$367.38	\$367.38	\$826.61	\$183.69
CD	11.27%	\$56.34	\$225.38	\$225.38	\$507.10	\$112.69
SL	34.58%	\$172.90	\$691.61	\$691.61	\$1,556.12	\$345.80
SWR	9.56%	\$47.81	\$191.26	\$191.26	\$430.33	\$95.63
SWU	5.30%	\$26.49	\$105.97	\$105.97	\$238.43	\$52.98
SE	8.79%	\$43.97	\$175.87	\$175.87	\$395.70	\$87.93
Total Dist.	100%	\$500	\$2,000	\$2,000	\$4,500	\$1,000

¹Distributed based upon the MHTC's FY23 system improvements funding formula.

Timeline: The due date for the high priority unfunded needs to TMS is **October 31st**.
List submittal: A TMS application has been built to manage the unfunded needs list. A separate document is provided which offers guidance on using the application and required data needs.

Kansas City Region Road & Bridge Unfunded Needs (Missouri)

Tier 1 Regional Priorities					
Project Name	Cost	Score	Prioritization	MoDOT Priority	Note
I-70 (435-470) - Corridor Improvements	\$139,000,000	101	High	1	Project moved from prior Tier 2 to Tier 1.

Tier 2 Regional Priorities					
Project Name	Cost	Score	Prioritization	MoDOT Priority	Note
Safety Improvements Across Bruce R. Watkins	\$110,000,000	120	High	2	MoDOT Recommends moving to TIER 2 from Tier 3. Note change in cost from MTP
I-29 and I-35 Corridor Improvements	\$158,400,000	104	High	1	Stay in current Tier from 2021
Rte. D - Pavement Reconstruction from Ambassador Dr. to east of I-435	\$8,800,000	N/A	Rehabilitation	3	Stay in current Tier from 2021
I-49 - Pavement Reconstruction from Blue Ridge Blvd to 163rd St.	\$83,050,000	N/A	Rehabilitation	4	Stay in current Tier from 2021

Missouri Unfunded Needs Tier 3 Regional Priorities					
Project Name	Cost	MTP Score	MTP Prioritization	MoDOT Priority	Note
MO 92 Hwy Improvements - Phase 2	\$20,000,000	20	Low		New from MTP. New to Tier 3.
I-70 and I-470 Interchange Improvement	\$73,810,000	100	Rehabilitation	1	Previously in Tier 3. Stay in current Tier
Route AA/Waukomis Drive Complete Streets Reconstruction	\$8,000,000	149	Rehabilitation		New from MTP. New to Tier 3.
MO 291 (I-435 to Ash) Corridor Improvements	\$40,000,000	77	High	4	New from MTP. New to Tier 3.
I-435 at Parvin Rd	\$20,130,000	N/A	N/A	7	Project not in MTP. New to Tier 3.
Interstate 49/ Route 58 Interchange Enhancement Project	\$40,260,000	93	High	5	New from MTP. New to Tier 3.
US 50 - Pavement Reconstruction from I-470 to Rte. RA	\$46,200,000	N/A	Rehabilitation	6	Project not in MTP. New to Tier 3.
I-70 Capacity Project (MO 7 to Rt. F)	\$70,991,800	77	High	3	Previously in Tier 3. Stay in current Tier
I-35 (I-435 to US 69) Corridor Improvements	\$67,100,000	87	High	2	Previously in Tier 3. Stay in current Tier

TTPC AGENDA REPORT

October 2022
Item No. 4

ISSUE:

VOTE: Connected KC 2050 Amendment #5

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 describes how the region will manage, operate, and invest in its multimodal transportation system over the next 30 years. CKC2050 describes the anticipated surface transportation needs of the metropolitan area and identifies proposed 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.

Two requests for amendments to the MTP have been submitted at this time:

Project	Project Limits	Action	Anticipated Total Project Cost in MTP
Lexington Rd/K-10	Generally Lexington Rd/K-10 interchange to Evening Star Rd/Lexington Rd. intersection	Add project to the MTP	\$35,500,000
119 th	Woodland Rd. to Nelson Rd.	Amend existing project in MTP (#1126)	\$43,325,000

KDOT request: Add new project for local road improvements at Lexington Avenue/K-10

A major recent economic development project has been announced in Johnson County at the site of the former Sunflower Ammunition Plant (De Soto, KS). In order to support access to this site, KDOT has committed to deliver improvements to transportation infrastructure in the general area. As described by KDOT, "the infrastructure improvements include updating about 4.5 miles of the current two-lane asphalt (Lexington Avenue) road to a new divided 4-lane roadway with curb & gutter and sidewalks". The project scope includes a shared-use path and interchange improvements at K-10/Lexington Avenue. The work will generally be along the existing footprint of 103rd St. between Evening Star and the Lexington Ave./K-10 interchange, and about one mile of the section on Main from 103rd St. south to the new project site. More information on this project can be found here:

<https://desotoroadimprovements.ksdotike.org/>

The project is currently estimated to cost \$35.5 million supported by a combination of Kansas State Economic Development Program and local (city and county) dollars. No federal funding for this project is anticipated.

Olathe Request: Amend CKC2050 # 1126, 119th Extension project from Woodland Rd to Nelson Rd.

This project is currently listed as a constrained high priority project in the MTP, at \$16.38 million in cost. As the project is nearing construction, the City of Olathe has submitted a TIP and corresponding MTP amendment request to revise the project cost to \$43.325M. Project scope for this project has not changed from how it is currently described in the MTP.

POLICY CONSIDERATIONS:

Metropolitan Transportation Plan amendments should follow policy guidance from CKC2050 and policies adopted therein.

No federal funding is currently anticipated to support KDOT's economic development improvements in the City of De Soto, however, staff recommends acknowledging this significant transportation investment by including the project in the MTP. Should federal dollars be added to the funding mix at some point in the future, policy considerations related to the Congestion Management Process and CKC2050 policy framework will need to be considered and addressed.

The Olathe project is currently included in the financially constrained listing of CKC2050.

Financial Capacity

CKC2050 had previously included a financial capacity analysis to demonstrate sufficient resources to advance various projects in the plan. This analysis had demonstrated sufficient financial capacity (over \$1.6 billion) exists for Kansas local system projects in all decades of the plan. Adjustments and inclusion of these projects as local system projects add \$27 million in projects to the first decade of the project listing included. Thus, this indicates that sufficient local capacity exists to advance this amendment as requested.

COMMITTEE ACTION:

The Bicycle Pedestrian Advisory Committee and the Highway Committee were briefed on this amendment. TTPC previously released Amendment #5 for public review and comment.

PUBLIC COMMENTS:

TTPC Released CKC2050 Amendment #5 for public review and comment on September 20, 2022. No comments were received from members of the public.

RECOMMENDATION:

Approve Connected KC 2050 Amendment #5.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

October 2022
Item No. 5

ISSUE:

VOTE: Release *Connected KC 2050 Amendment #6* for public review and comment (US69 103rd to 151st project cost update)

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 describes how the region will manage, operate, and invest in its multimodal transportation system over the next 30 years. CKC2050 describes the anticipated surface transportation needs of the metropolitan area and identifies proposed 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.

KDOT request: Amend CKC project #1137, US69 (103rd to 151st)

The U.S. 69 expansion project seeks to address safety, travel time reliability and congestion issues in the corridor. Project elements will include building one new express toll lane in each direction adjacent to the existing general-purpose lanes. The project is a medium priority financially constrained project in CKC2050 with a cost of \$375 million. However, bids submitted for project construction have exceeded project costs as currently described in the MTP. Current project costs are now anticipated to be \$613 million, an increase of \$238 million.

KDOT has submitted a MTP amendment request to revise anticipated costs for this project from \$375 to \$613 million. The project scope for this project has not changed from how it is currently described in the MTP.

POLICY CONSIDERATIONS:

Metropolitan Transportation Plan amendments should follow policy guidance from CKC2050 and policies adopted therein.

Financial Capacity

CKC2050 includes a financial capacity analysis intended to demonstrate sufficient resources to advance various projects in the plan. CKC2050 assumes certain level of expenditures by KDOT in the MARC region based on past historical trends and current expenditure levels. Based on these assumptions, addition of anticipated costs due to this amendment would yield a negative anticipated balance of approximately \$550 million in the 2020-2030 time period. In other words, our analysis indicates that anticipated expenditures would exceed revenues during this initial decade of the metropolitan transportation plan. However, overall revenues over the life of the 30-year plan would still exceed expenditures by \$475 million, approximately. Additional detail is shown in Table 1.

Table 1. Kansas State Summary Table				
	(All #' in Thousands \$\$\$)	2020-2029	2030 - 2039	2040 - 2050
Revenues	Revenue estimate in CKC2050 (Fed/State)	\$ 1,730,000	\$ 1,600,000	\$ 1,600,000
	Revenues (New IJJA Revenues)	\$ 294,100	\$ 272,000	\$ 272,000
	IKE (New Revenues)	\$ 182,800	\$ 212,100	\$ 272,900
	US 69 Toll rev	\$ 20,000	0	0
	Total Revenues	\$ 2,226,900	\$ 2,084,100	\$ 2,144,900
Expenditures	Constrained Rehab/Recon*	\$ 582,300	\$ 846,600	\$ 661,800
	O&M	\$ 70,000	\$ 90,000	\$ 130,000
	TAM	\$ 760,000	\$ 1,030,000	\$ 1,530,000
	Constrained High/Medium	\$ 1,706,226	\$ 375,336	\$ 52,250
	Total Expenditures	\$ 2,536,226	\$ 1,495,336	\$ 1,712,250
* TAM includes Constrained Rehab/Recon projects				
Balance		\$ (309,326)	\$ 588,764	\$ 432,650
Total Balance over the life of the plan (including Amendments 1, 2, 3, 4, 5)				\$ 712,088
Amendment 6 - Adding \$238 M to US69		\$ (547,326)	\$ 588,764	\$ 432,650
Total Balance after Amendments 6				\$ 474,088

As an added note, the current legislation in Kansas provides KDOT flexibility to expend additional funds on projects across the state above amounts forecasted by our analysis. There are no statewide funding formulas capping the amount of funds any area may receive above the minimum allocation and below total program revenues. Given this 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, opportunities to accommodate cost escalation in any future MTP amendments may be limited.

COMMITTEE ACTION:

The Highway Committee was provided an update on this amendment on September 28th.

RECOMMENDATION:

Release *Connected KC 2050* Amendment #5 for public review and comment.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

October 2022
Item No. 6

ISSUE:

VOTE: 2022 4th 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 4th Quarter Amendment to the 2022-26 *Transportation Improvement Programs* includes 32 projects:

- 25 new projects to be added, including but not limited to:
 - #163014 - 10th and Limit Street Intersection Improvements in Leavenworth
 - #280181 - Patching and Overlay on I-35 in Wyandotte County
 - #611203 - Grand Boulevard Bike-Ped Bridge in Kansas City, MO
 - #611206 - MLK Park Pedestrian Bridge over Brush Creek
 - #980034 - KC Scout Intelligent Transportation System Upgrades
- 7 modified projects
 - Scope
 - Schedule
 - Budget

Details of these projects are available for review on the Internet at: www.marc.org/TIP

MARC's Public Involvement Plan requires that proposed amendments to the TIP be released for public review and comment prior to adoption. One comment from the public was received. The comment and a proposed response from MARC are attached for your review.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the 2022 4th Quarter Amendment to the FFY 2022-2026 TIP.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

October 2022
Item No. 7

ISSUE:

VOTE: 2022 Unified Planning Work Program - Amendment #1

BACKGROUND:

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

The proposed 2022 *UPWP* Amendment #1 will make the following modifications:

- Add a new task for the RideKC Bi-State Green Corridor Planning Investments study. The study will provide analysis in preparation for the introduction of Battery Electric Buses (BEB's), to further reduce greenhouse gas emissions and provide a healthier environment.
- Add a new task for the RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts study. The study will evaluate KCATA's zero-fare transit policy that has demonstrated the potential to reduce vehicle trips, improve air conditions, and improve the health and economic status of low-income and racial minority residents of KC.
- Revise Appendix C as necessary to account for the inclusion of these studies.

The revisions are detailed at: www.marc.org/UPWP

These revisions add federally funded activities to the UPWP and should be released for public review and comment. One comment in support of the amendment was received. The comments and proposed responses from MARC are attached.

BUDGET CONSIDERATIONS

The studies being added are funded through the FTA Route Planning Restoration Program and the FTA Areas of Persistent Poverty Program.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve Amendment #1 to the 2022 Unified Planning Work Program.

STAFF CONTACT

Marc Hansen

2022 Unified Planning Work Program - Amendment #1
2022 4th Quarter Amendment to the 2022-2026 Transportation Improvement Program
Public Comments and Proposed Response

2022 Unified Planning Work Program - Amendment #1

Robert Hilvert
bobbyhilvert@gmail.com

“I want to voice my support of RideKC Funding for Zero-Fare. My household has been able to go from 2 cars to 1 car. Through a combination of bus transit and biking. The main thing holding us back is the lack of protected bike lines and frequent buses.”

2022 4th Quarter Amendment to the 2022-2026 Transportation Improvement Program

Robert Hilvert
bobbyhilvert@gmail.com

“I strongly support Grand Boulevard bike-ped bridge in Kansas City, Missouri
MLK Park pedestrian bridge over Brush Creek.
Somehow connecting the Gilham cycle track with the plaza would also be great.
The cost savings from being able to go from a 2 car household to a one car household has been enough to keep my family afloat. Through the combination of bus transit and biking we have been able to do this.
The main obstacle we face with biking is that many cycle paths are not well connected. Especially to the east side of KC where we live.”

Proposed Response

Thank you for your recent comments regarding the proposed *2022 Unified Planning Work Program (UPWP) Amendment #1 and the 2022 4th Quarter Amendment to the 2022-2026 Transportation Improvements Program*. We shared your comments with the Kansas City Area Transportation Authority (KCATA), the City of Kansas City, MO, the MARC Total Transportation Policy Committee, and the MARC Board of Directors for their consideration.

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

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

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

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

TTPC AGENDA REPORT

October 2022
Item No. 8

ISSUE:

VOTE: 2022 Special Amendment #2 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 a quarterly cycle to accommodate changes to projects in the *TIP*.

The proposed 2022 Special Amendment #2 to the 2022-2026 *TIP* includes the following:

- #380194 - Alt Delivery: US-69 Johnson Co-151st St north to 103rd St
- #380208 - US-69 from 151st Street North to 103rd Street and 167th Street interchange in Overland Park in Johnson County
The amendment will modify the schedule and budget of the above projects to reflect the most recent estimates for the project
- #380224 - US-69 from 151st Street North to 103rd Street and 167th Street Interchange in Overland Park in Johnson County - Open Road Tolling Integration
The amendment will add this as a new project

Details of these projects are available for review on the Internet at: www.marc.org/TIP

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve the release of the 2022 Special Amendment #2 to the 2022-2026 *TIP* for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

October 2022
Item No. 9

ISSUE:

VOTE: Proposed 2023 Unified Planning Work Program

BACKGROUND:

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. A draft of the 2023 UPWP is available at: www.marc.org/UPWP

Major Transportation Planning Initiatives proposed for 2023 include:

- Respond to new planning provisions in the IIJA - Tasks 1.1, 2.2, 3.9, 4.1, and 5.5
- Initiation of the *Connected KC 2050 Update* - Task 2.2
- Development of the *2024-2028 Transportation Improvement Program* - Task 4.1
- Economic, Demographic and Travel Demand Forecasting - Tasks 2.1 and 3.1
- Performance Measures and Targets - Tasks 2.2, 3.9, and 4.1
- Regional Active Transportation Planning - Task 3.4
- Regional Freight Planning - Task 5.4
- Regional Safety Blueprint Implementation - Task 3.6
- Smart Moves Transit Plan Implementation - Tasks 5.1 and 5.2
- Bi-State Sustainable Reinvestment Corridor - RAISE Grant - Task 5.18

BUDGET CONSIDERATIONS

The Draft 2023 UPWP has been developed based on funding levels resulting from the passage of IIJA and the 2010 Census counts for urbanized area populations in Kansas and Missouri.

COMMITTEE ACTION

MARC hosted a virtual meeting on July 15, 2022, with its planning partners to coordinate development of the 2023 UPWP. An initial version of the 2023 UPWP was circulated among the planning partners for comment in September 2022.

RECOMMENDATION

Approve the release of the proposed 2023 Unified Planning Work Program for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

October 2022
Item No. 10

ISSUE:

REPORT: Evolution of Johnson Drive in Mission, KS towards a more complete street

BACKGROUND:

Periodically local jurisdictions are invited to provide an update to the Committee on how recent activities impact transportation within their community. Mission, KS, will provide an update on recent improvements to Johnson Drive within downtown Mission. The project scope consisted of a 'road diet' which reconfigured the four-lane street to a three-lane section between Lamar Avenue to Nall Avenue.

Goals for this project included supporting downtown businesses, pavement rehabilitation, improved walkability and safety for pedestrians and other users of the roadway.

A recent news story about this project can be viewed here:

<https://www.kctv5.com/2022/09/15/mission-unveils-new-improved-johnson-drive/>

An overview on project background and goals will be provided by Emily Randel, Assistant City Administrator.

BUDGET CONSIDERATIONS

None

COMMITTEE ACTION

None

RECOMMENDATION

None. Information only.

STAFF CONTACT

Martin Rivarola

TTPC AGENDA REPORT

October 2022
Item No. 11

ISSUE:

REPORT: goDotte: Wyandotte County Strategic Mobility Plan

BACKGROUND:

The goDotte plan was funded by MARC's Planning Sustainable Places (PSP) planning grant program in the 2021 funding round. The program provided \$135,000 of federal transportation funding, while The Unified Government of Wyandotte County and Kansas City, Kansas provided a local match of \$165,000. Consulting work was done by Kimley-Horn, CityFi, and Parson + Associates. The plan addressed transportation for all of Wyandotte County. The Unified Government expects the plan to:

1. Provide a single location to find transportation policy and transportation system plans.
2. Communicate a coordinated strategy where our land use, transportation, and economic development are considered simultaneously.
3. Align community centered decisions with desired outcomes.
4. Co-create a mutually supportive transportation approach for all the incorporated and unincorporated areas of Wyandotte County.

A presentation on the plan will be provided by Alyssa Marcy, Long Range Community Planner for the Unified Government.

POLICY CONSIDERATIONS:

None.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Patrick Trouba