

## Connected KC 2050 Amendment #3 for public review and comment

### **BACKGROUND:**

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

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

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

### **Mini Call for Projects**

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

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

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

PROJECT SPECIFIC INFORMATION:

Table 1. US69 related requests from KDOT

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

Note: KDOT has submitted additional details on anticipated and proposed phasing (Attached following this report).

**PROJECT SPECIFIC INFORMATION:**

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

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

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

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

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

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

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

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

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

PROJECT SPECIFIC INFORMATION:

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

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

## **POLICY CONSIDERATIONS:**

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

### US69

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

KDOT has provided responses to various policy considerations, these have been shared with stakeholder committees and no concerns have been raised.

### Mini-Call

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

### Updated existing CKC2050 Projects

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

## **FINANCIAL CAPACITY CONSIDERATIONS:**

### US69

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

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

However, while the legislation that authorizes IKE guarantees each county in Kansas a minimum of \$8 million annually, it also provides KDOT flexibility to expend additional funds on projects across the state above that amount through a new rolling programming process. KDOT regularly conducts local consultation across the state to gather input to prioritize expansion, modernization and other projects on the state system. There are no funding formulas guaranteeing or capping the amount of funds any area may receive above the minimum allocation and below total program revenues. Therefore, under IKE all projects selected through this process come with dedicated funding. KDOT has advanced various US69 projects listed through this amendment into the development and construction pipeline and thus guarantees funding for these improvements.

### Mini Call

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

### Existing Projects:

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

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

### **COMMITTEE ACTION:**

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

There was concurrence at all levels about the proposed project amendments and project prioritization. However, at the Highway Committee meeting of October 27, 2021, staff from City of Olathe did express a concern about one project advancing (#1294: K-10 & Lone Elm Interchange) towards construction due to proximity to K-7 interchange and nearby land uses. However, motion to forward on to TTPC was unanimously approved by this committee.

On November 16, 2021 MARC's Total Transportation Policy Committee approved release of proposed Amendment #3 for public review and comment.

### **BUDGET CONSIDERATIONS:**

None.

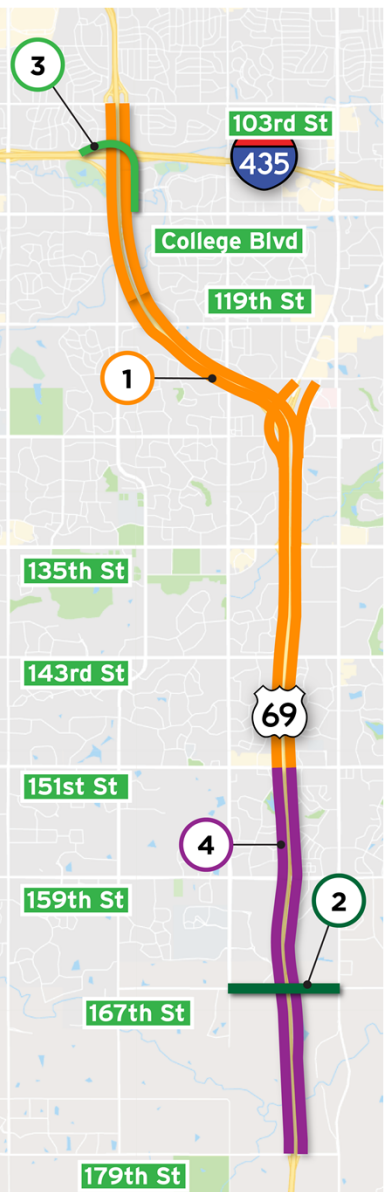
### **RECOMMENDATION:**

Recommendation of approval for release for public review and comment.

**STAFF CONTACT:** Martin Rivarola

# U.S. 69 TIP/STIP AND MTP AMENDMENTS

Attachment A



Phase	KDOT Project Number	Project Scope Description	Letting Year	Cost	Proposed Action
1	69-46 KA-5700-03	Reconstruct U.S. 69 103rd St. to 151st St. and widen to 6-lane freeway using express toll lanes. Modify interchanges at I-435, College Blvd., 119th St., Blue Valley Parkway, and 135th St.	2022	\$375 M*	Add to TIP & STIP for construction in 2022-2026
2		Reconstruct interchange at U.S. 69 & 167th St. Expand 167th St. to a 4-lane divided arterial street from Metcalf Ave. to Antioch Rd.			
3	69-46 KA-5700-04	Construct northbound U.S. 69 to westbound I-435 flyover bridge, extended ramp system along northbound U.S. 69 from College Blvd. to I-435, and complete the U.S. 69 and College Blvd. interchange.	2032	\$70 M	Add to MTP Constrain \$70M for construction in 2030-2040 decade
4	69-46 KA-5700-05	Reconstruct U.S. 69 from 151st St. to 179th St. and widen to 6-lane freeway using express toll lanes. Modify interchanges at 151st St. and 179th St.	2043	\$255 M*	Add to MTP Constrain \$25M for PE/ROW only Remaining \$230 M for construction will be on the illustrative list

\* Note: Does not include costs for potential noise walls