

Connected KC 2050 Amendment #4

BACKGROUND:

In June of 2020, the MARC Board approved Connected KC 2050, 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 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 plan 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 Connected KC 2050 was approved in June of 2020, significant federal and state activity related to funding of transportation systems has taken. 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 Connected KC 2050 to include 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 \(Connected KC 2050 #1430\)](#) is currently listed 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 projects included in this proposed amendment are summarized below:

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

ADDITIONAL BACKGROUND:

Currently, [Connected KC 2050 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 Kansas system projects being added to the plan)

During the development of Connected KC 2050 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
	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 Kansas 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.

COMMITTEE ACTION:

The Highway Committee reviewed these amendment requests and has recommended release of MTP Amendment #4 for public review and comment. Other MARC planning & policy committees have also been briefed on this upcoming amendment in advance of potential release of Amendment #4 for public review and comment.

MARC’s Total Transportation Policy Committee (TTPC) reviewed this MTP amendment request. The TTPC is particularly interested in public input regarding the potential transportation, economic, environmental and climate benefits and impacts of these projects.

RECOMMENDATION:

Release Connected KC 2050 Amendment #4 for public review and comment for following projects:

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	Amend #1430 to include in financially constrained listing (2020-2030) and revise project costs	71,200,000

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.