

Connected KC 2050 Amendment #5 for public review and comment

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 & comment.

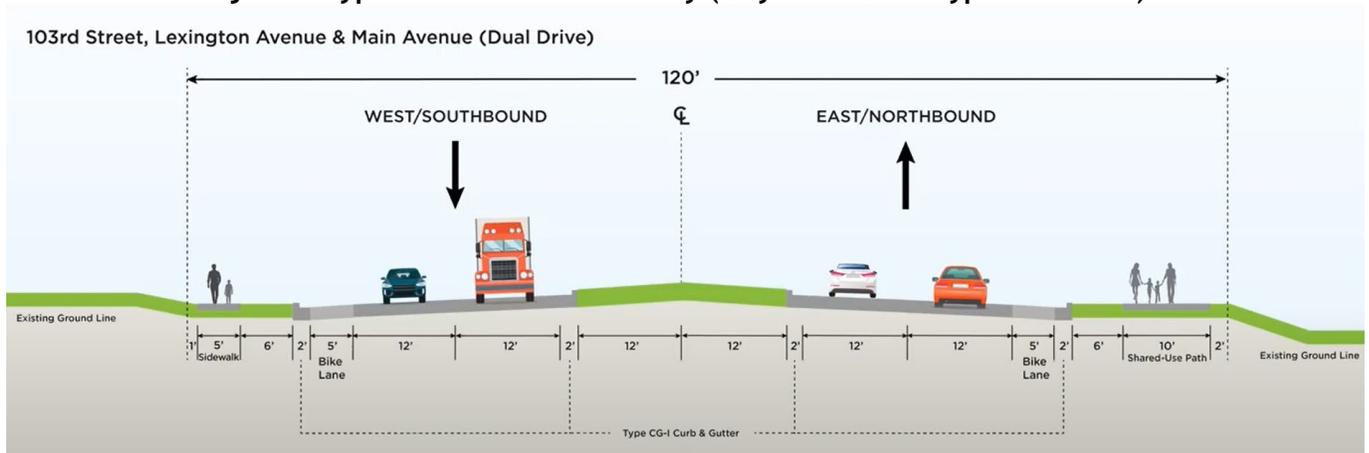
Details of proposed Amendment #5 appear below:

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/>

Projected typical section for roadway (City of De Soto Typical section)



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 element 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:

MARC's Total Transportation Policy Committee has authorized release of draft amendment #5 for public review and comment.

STAFF CONTACT:

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