

**UNIFIED PLANNING WORK PROGRAM
FY 2011**



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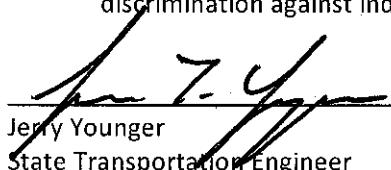
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MPO Self-Certification

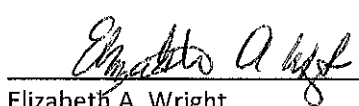
The Kansas Department of Transportation, the Missouri Department of Transportation and the Mid-America Regional Council certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



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**FY 2011 UNIFIED PLANNING WORK PROGRAM
MID-AMERICA REGIONAL COUNCIL
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PROSPECTUS

INTRODUCTION

As the designated Metropolitan Planning Organization (MPO) for the Kansas City region, the Mid-America Regional Council (MARC) is responsible under Section 134 of Title 23, United States Code, for carrying out a "continuing, cooperative and comprehensive" (3-C) transportation planning process, resulting in plans and programs that provide for the development, operation and management of transportation facilities which will function as an intermodal transportation system for the metropolitan area. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is the most recent law establishing federal transportation policy and funding authorizations. Federal regulations implementing transportation policy (23 CFR §450.308) require that:

- "(b) Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a unified planning work program (UPWP)...
- (c) ...each MPO, in cooperation with the State(s) and public transportation operator(s) shall develop a UPWP that includes a discussion of the planning priorities facing the MPA [metropolitan planning area]. The UPWP shall identify work proposed for the next one- or two-year period by major activity and task (including activities that address the planning factors in §450.306(a)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds."

As its name suggests, the *UPWP* promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. The *UPWP* performs three distinct functions: (1) it describes the transportation planning activities MARC and other agencies propose to undertake during 2011 to address regional issues and priorities; (2) it serves to document the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and (3) it provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. As an example, with the Kansas City region's current air quality status, MARC develops long-range transportation plan update on a five-year cycle. The first two years of the cycle focus on follow-up activities identified in the previous plan, updating databases on travel behavior and enhancing technical tools to set the stage for the next update (these items will be the focus for 2011). The third year of the cycle focuses on the development of a policy framework and policy direction for the plan and preparation of revenue forecasts for the plan period. The fourth and fifth years focus on development of the plan components, including modal elements, project listings, financial capacity analyses, environmental justice analyses, and air quality analyses, and concludes with final public review and agency adoption of the updated plan. Some elements of public outreach and engagement and performance monitoring will be part of each year's activities.

The FY 2011 *UPWP* has been developed by MARC, with input from local governments, area transit agencies, the Missouri Department of Transportation (MoDOT), the Kansas Department of Transportation (KDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA). The document is organized into specific work elements, for which objectives, work activities, products, completion dates and funding sources are identified as appropriate. The 2011 *UPWP* has been developed in accordance with the

Memorandum of Understanding developed in 2006/2007 to identify roles and responsibilities of MARC as the MPO, the Kansas and Missouri Departments of Transportation, the Kansas City Area Transportation Authority, Johnson County Transit and Unified Government Transit in the metropolitan planning process for the Kansas City region.

TRANSPORTATION PLANNING PROCESS

The Mid-America Regional Council (MARC) began operations as a metropolitan council of governments on January 1, 1972 as a result of a merger between the Mid-America Council of Governments and the Metropolitan Planning Commission. In 1974, the governors of Kansas and Missouri officially designated MARC as the Metropolitan Planning Organization for the Kansas City metropolitan area. MARC is also designated as the regional agency responsible for air quality planning under Section 174 of the Federal Clean Air Act.

The function of MARC is to provide a forum for the presentation and resolution of metropolitan problems and issues by the duly elected officials of general-purpose local governments. The types of problems and issues that are addressed by MARC typically are those that transcend established local government boundaries. Transportation systems, air quality, water and sewer systems, work force, cultural, public safety, homeland security, human service, health care, and housing needs are illustrative examples of regional questions and issues with which MARC is involved.

The MARC region consists of nine counties: Cass, Clay, Jackson, Platte and Ray Counties in Missouri, and Johnson, Leavenworth, Miami and Wyandotte Counties in Kansas, encompassing a population of over 1.8 million persons. For purposes of transportation planning, MARC's jurisdiction includes seven of the nine counties as shown in Figure 1.

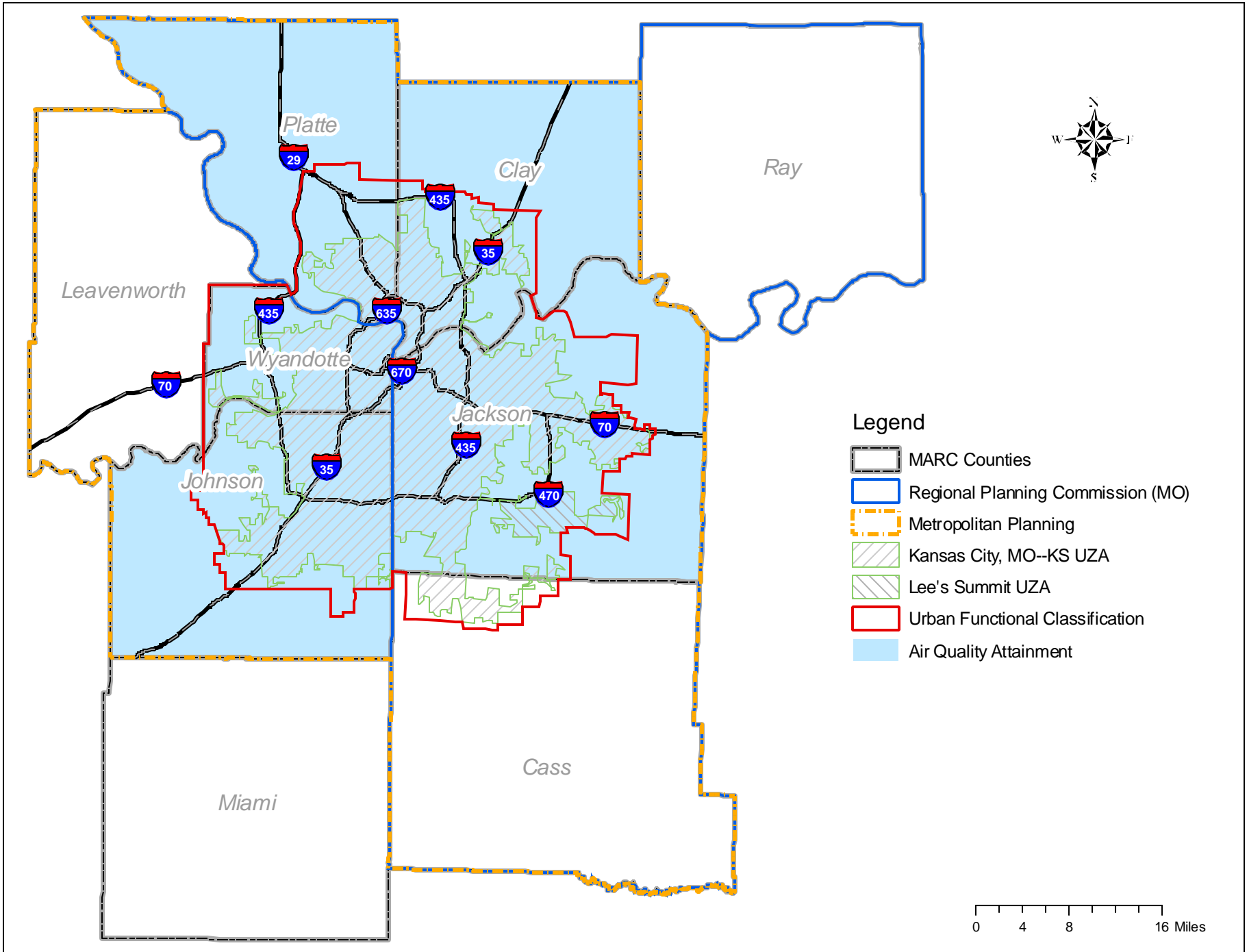
The MARC Board of Directors consists of thirty-three elected officials. The nine counties and the six largest cities within the region (Kansas City, Independence and Lee's Summit, Missouri and Kansas City, Overland Park, and Olathe, Kansas) have direct board representation. The smaller cities are represented on the Board by their counties or by local elected officials selected at the county level.

The Kansas City region's transportation planning process is shown conceptually in Figure 2. The process is an on-going, evolving process involving many iterations and refinements over time. The first major step in the process is the development and adoption of the Long-Range Transportation Plan (LRTP). Contributing to the LRTP are the outputs of the congestion management process, as well as other management systems and performance monitoring activities. Projections of regional land use, population and employment provide another key input to the LRTP, since they determine to a large extent the future transportation needs of the region. The process also involves an extensive public engagement effort to identify community issues, concerns and priorities. The LRTP must be project specific (for regionally significant projects) and financially constrained.

The LRTP provides the basis for development of the *Transportation Improvement Program (TIP)*, which is a financially-constrained list of projects to be funded and implemented over the next five years. The *TIP* must be consistent with the LRTP. After approval by MARC, the *TIP* is approved by the Governors, or their designees, of both Kansas and Missouri and incorporated in the statewide transportation improvement program (STIP) for each state.

Due to the region's current designation as an air quality attainment area, the LRTP and *TIP* are not required to conform to the state implementation plan (SIP) for air quality. However, MARC has committed to conduct a voluntary conformity process to continue providing information to the community and the region's decision-makers regarding the relationship between transportation investments and the region's air quality. Through

MARC Regional Boundaries

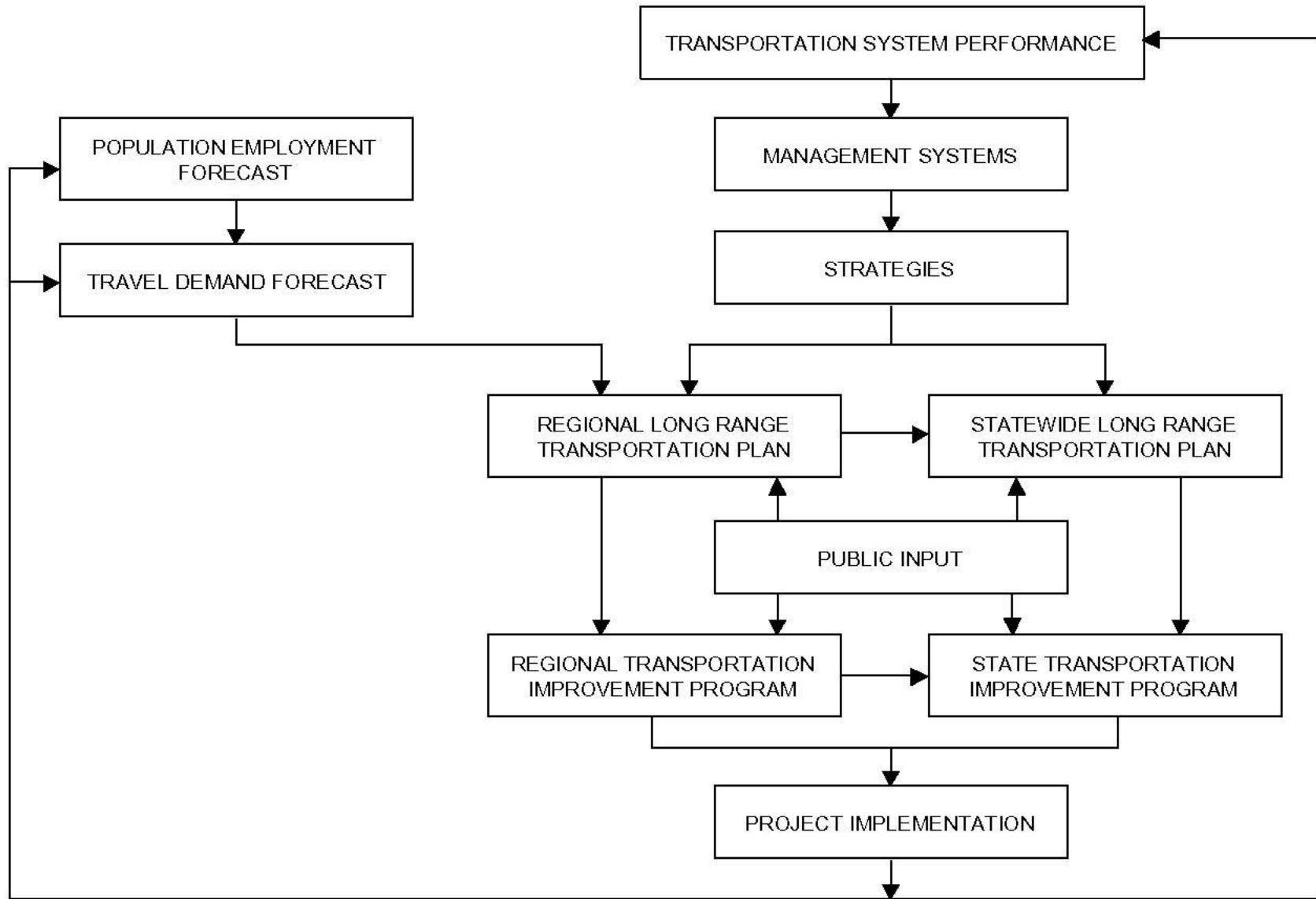


Legend

- MARC Counties
- Regional Planning Commission (MO)
- Metropolitan Planning
- Kansas City, MO--KS UZA
- Lee's Summit UZA
- Urban Functional Classification
- Air Quality Attainment

0 4 8 16 Miles

Figure 2 – Transportation Planning Process



the voluntary conformity process, MARC will make determinations that the pollutant emissions resulting from implementation of the LRTP and *TIP* do not exceed emissions budgets established in the SIP. The US EPA is in the process of revising the ground level ozone standard and Kansas City is expected to be designated as nonattainment in the second half of 2011; following that redesignation, Kansas City will be required to conduct conformity determinations on the LRTP and *TIP*.

Once projects are included in the current year of the *TIP*, they may proceed to implementation, which in turn results in changes in system condition, and performance that may be reflected in the management systems and performance monitoring activities. These changes, as well as new land use, population and employment forecasts, require periodic updates to the LRTP. Because of the region's current status as an air quality attainment area, MARC updates the LRTP on a 5-year cycle. Beginning in 2011, due to the expected redesignation to non-attainment for ozone, the LRTP will be updated every four years.

The transportation planning process must explicitly address eight planning factors identified by SAFETEA-LU:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

In addition, the current administration is promoting livability principles that are to be considered in the metropolitan planning process activities. These principles are:

- Provide more transportation choices
- Promote equitable, affordable housing
- Enhance economic competitiveness
- Support existing communities
- Coordinate policies and leverage investments
- Value communities and neighborhoods

Products

The major products of the transportation planning process, in addition to the unified planning work program, are the Long-Range Transportation Plan (LRTP) and the *Transportation Improvement Program (TIP)*. Numerous

special reports, corridor/subarea studies and analyses on a wide variety of transportation issues are also produced on a regular basis.

Long-Range Transportation Plan (LRTP). The LRTP is the centerpiece of the metropolitan transportation planning process. MARC has developed a number of long-range transportation plans since its inception. In the summer of 2010, MARC approved *Transportation Outlook 2040*, the region's current LRTP. *Transportation Outlook 2040* is built around the vision of a sustainable metropolitan area, and promotes the identification of and investment in nodes and corridors of activity. *Transportation Outlook 2040* articulates a broad set of region-wide transportation goals, policies and strategies, including several that are new to this LRTP, such as ones addressing transportation's role in placemaking, public health, and energy use. The plan is financially constrained, reflecting only funding that is currently available or can reasonably be expected to be available during the plan's time frame, and it identifies major transportation investments through the year 2040. The plan also was assessed for and meets environmental justice requirements to ensure equitable investments are planned for the region. In addition, MARC determined that the plan conformed to the applicable state implementation plan (SIP) for air quality through a voluntary conformity process. The LRTP must be completely updated at least every five years, but may be revised more frequently if necessary. MARC anticipates the next major update of the LRTP will be completed in 2015.

Transportation Improvement Program (TIP). The TIP is a prioritized list of transportation projects proposed for implementation during the next five years. Projects included in the TIP must be consistent with the LRTP, and are submitted for consideration by local government agencies, state transportation agencies, local transit operators or by MARC. The TIP must cover at least four years, although MARC produces a five-year TIP, and processes amendments on a quarterly cycle. The TIP is financially constrained in each year of the program, meaning that the funding identified for transportation projects in a given year cannot exceed the amount reasonably expected to be available to the region under existing federal, state and local programs. MARC also makes a voluntary determination that the TIP conforms to the applicable state implementation plan (SIP), and assesses the TIP for environmental justice considerations. Prior to adoption of the TIP, MARC provides an opportunity for public review and comment. No regionally significant project, regardless of funding source, or any project utilizing federal transportation funds may proceed to implementation unless it is included in the TIP. The TIP must be completely updated every four years, based on the last date of approval by the Federal Highway Administration and the Federal Transit Administration, although MARC currently updates the TIP under a two-year cycle. MARC's 2012-2016 TIP will be developed in 2011.

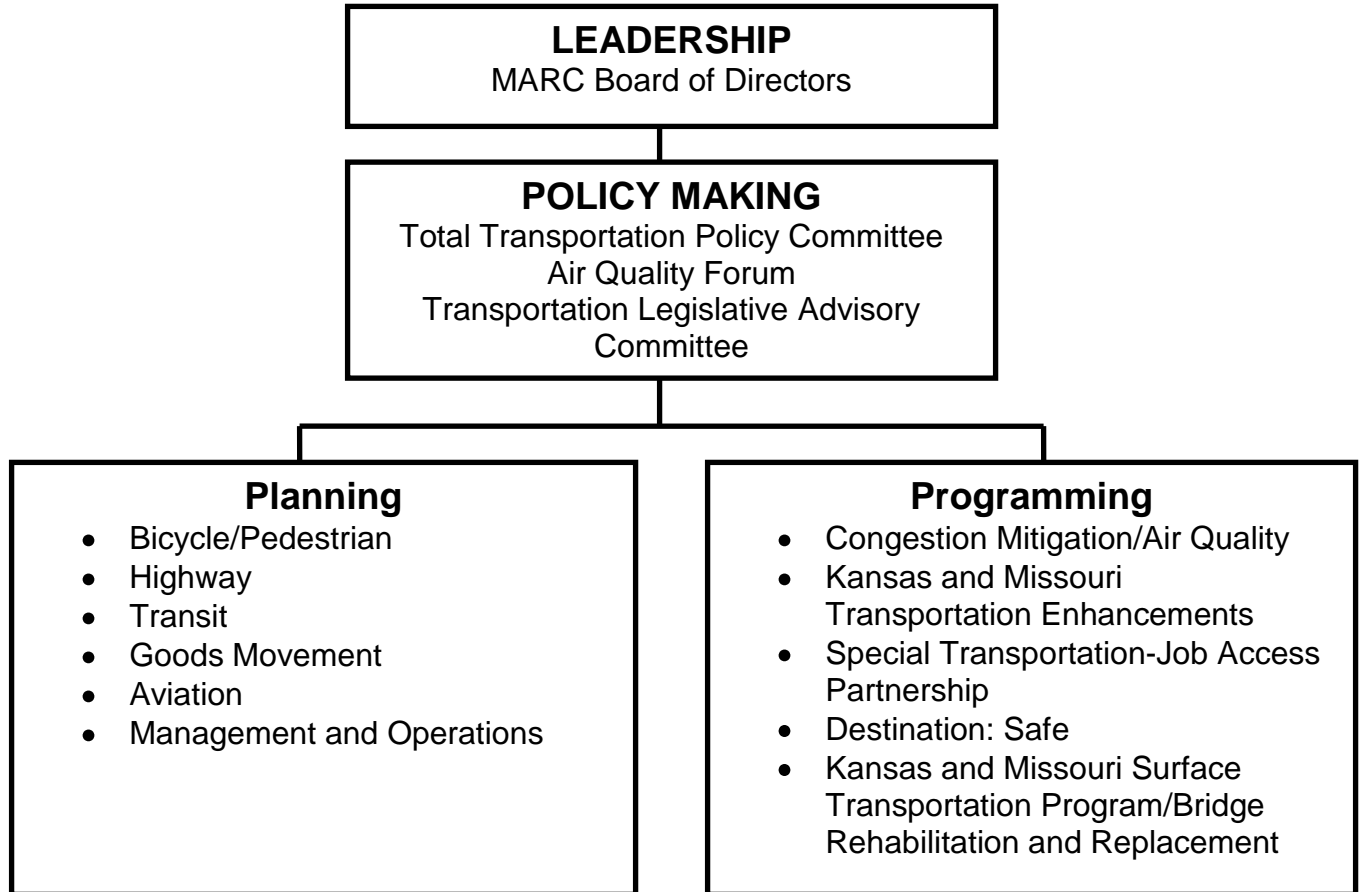
Advisory Committees

MARC maintains several advisory committees to provide input on a wide variety of issues, including transportation. The major committees involved in the transportation planning process are described below (see Figure 3):

Total Transportation Policy Committee (TTPC). TTPC provides policy-level input to the Board of Directors on significant transportation issues, programs and projects, and serves as the primary focal point for MARC's overall transportation planning program. Membership on the TTPC includes elected officials and staff representatives from local counties and municipalities, as well as representatives from the Kansas City Area Transportation Authority, the Kansas Department of Transportation (KDOT), the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA)¹ and the Federal Transit Administration (FTA)¹.

1 Non-voting members.

MARC Transportation/Air Quality Committee Structure



Air Quality Forum (AQF). AQF provides policy input on MARC's air quality programs, including transportation-related issues such as conformity procedures, mobile source inventories, and transportation control measures. The AQF plays a lead role in the development of the region's air quality strategy, including the Kansas City portion of the state implementation plan (SIP) for air quality. Membership includes representatives from local governments, the Missouri Department of Natural Resources, the Kansas Department of Health and Environment, the Missouri Department of Transportation, the Kansas Department of Transportation, and other related stakeholders.

Transportation Legislative Advisory Committee (TLAC). TLAC provides a forum for MARC committee leadership to discuss and develop legislative positions related to transportation. TLAC's efforts have focused primarily on monitoring and developing positions related to federal transportation authorizations.

Modal Committees. Six modal committees report to the TTPC, each one corresponding with a particular mode or type of transportation. The modal committees include: (1) the Aviation Committee, (2) the Bicycle/Pedestrian Advisory Committee, (3) the Goods Movement Committee, (4) the Highway Committee, (5) the Transit Committee and (6) the Management and Operations Work Group. Membership on the modal committees is a mixture of elected officials, local government staff members, state and federal officials, and representatives from various interest groups.

Programming Committees. Several committees provide guidance in the programming of federal transportation funds.

- The Congestion Mitigation/Air Quality (CMAQ) Committee is a joint committee of the Total Transportation Policy Committee and the Air Quality Forum. It is comprised of representatives from local governments, transportation agencies, and air quality/environmental agencies. The committee makes recommendations on projects to be funded with federal CMAQ funds.
- Two STP/Bridge Priority Committees, one each for Kansas and Missouri, are composed of local government staff members and state DOT representatives. The committees play a major role in prioritizing Metropolitan Surface Transportation Program (MSTP) and bridge (BRM/BRO) projects for inclusion in the LRTP and the *TIP*. Separate committees are maintained for each state since the federal funds are apportioned at the state level and must be spent within that state.
- The Missouri Transportation Enhancements Committee reports to the Total Transportation Policy Committee and is comprised of local government representatives from the areas of public works, community development, historic preservation, and parks and recreation. The committee makes recommendations to the Total Transportation Policy Committee regarding Transportation Enhancement Priorities for the Missouri side of the region.
- The Kansas Transportation Enhancements Committee reports to the Total Transportation Policy Committee and is comprised of local government representatives from the areas of public works, community development, historic preservation, and parks and recreation. The committee makes recommendation to the Total Transportation Policy Committee regarding Transportation Enhancement Priorities for KDOT consideration.
- The Special Transportation – Job Access Partnership (ST-JAP) reports to the Total Transportation Policy Committee and consists of providers of special transportation services within the region, including public transit providers, social service agencies and community organizations. The ST-JAP provides policy input on paratransit/special transportation issues and programs, and helps select projects for funding under the FTA Section 5310, Section 5311, Job Access/Reverse Commute and New Freedoms programs.

- The Destination Safe Coalition is a collaborative effort involving representatives from law enforcement, public works, safety education, academia, and public health that determine regional transportation safety priority areas. The Coalition recommends regional projects through Missouri's Blueprint for Safer Roadways and the Kansas Section 402 Program. Members regularly brief the Total Transportation Policy Committee about funded projects and progress in the transportation safety priority areas.

Technical Forecast Committee. The Technical Forecast Committee is a standing committee composed of local government representatives in the fields of planning, public works and community development, as well as community/private sector representatives. The committee provides technical support in developing regional demographic forecasts, strategies and policy evaluation.

Ad Hoc Committees. A number of ad hoc committees have been created from time to time by MARC or other organizations within the metropolitan area to provide input on various transportation issues or help develop components of the Long-Range Transportation Plan.

Public Involvement

MARC's Public Participation Plan was adopted in 2007 and updated in late 2010. The Public Participation Plan describes MARC's objectives in conducting public engagement activities, explains how public participation processes will be conducted in conjunction with major products, and identifies a set of techniques and strategies that MARC will draw from in developing specific public engagement activities/processes, including visualization techniques. The Plan also specifically addresses considerations for traditionally underserved populations to ensure that minority and low-income persons are included in MARC's planning and public engagement activities. In 2005, MARC helped create One KC Voice, a citizen engagement collaborative, and launched the <http://www.onekcvoice.org> Web site as another tool to engage citizens in regional issues, including transportation.

Agency Roles and Responsibilities

As the Metropolitan Planning Organization (MPO) and the designated air quality planning agency for the region, MARC has lead responsibility to ensure that the transportation planning process is being carried out in accordance with federal and state regulations. Several other partner agencies play key roles in the transportation planning process, as discussed below.

State DOTs. MARC works cooperatively with the Missouri Department of Transportation (MoDOT) and the Kansas Department of Transportation (KDOT) in carrying out all of its transportation planning activities. State representatives serve on the Total Transportation Policy Committee, as well as the various modal committees. Both state DOTs have planning offices with personnel designated as liaisons for metropolitan planning and programming.

The state DOTs are responsible for a number of activities that affect the metropolitan planning process. They are charged with the development of statewide long-range transportation plans, which are to include the Long-Range Transportation Plan developed by MARC. Each state DOT also develops a statewide transportation improvement program (STIP), which must embody the *TIP* developed by MARC for the Kansas City metropolitan area. Accordingly, both state DOTs participate actively in the process by which projects are prioritized and included in the region's *TIP*.

The state DOTs also serve as additional linkages between MARC and federal transportation agencies (i.e. the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Federal Aviation

Administration (FAA)). While MARC has direct contact with these agencies, some communications with federal agencies, particularly those involving formal federal actions, are channeled through the state DOTs. The state DOTs also provide grant oversight of MARC's federal planning funds.

State Air Quality Agencies. The Missouri Department of Natural Resources (MDNR) and the Kansas Department of Health and Environment (KDHE) have overall responsibility for compliance with the Clean Air Act, including development and adoption of state implementation plans (SIPs). Both agencies have formally designated MARC as the lead planning agency for air quality in the Kansas City metropolitan area. As a result, MARC plays a lead role in developing mobile and stationary source emissions inventories, identifying and analyzing potential air quality strategies, and drafting SIP revisions for the region. These products are then submitted to MDNR and KDHE for review and approval. Both state air quality agencies serve on MARC's Air Quality Forum.

Public Transit Agencies. The largest provider of public transportation in the Kansas City metropolitan area is the region's bi-state Kansas City Area Transportation Authority (KCATA). Substantial service is also provided by two local governments, Johnson County (Johnson County Transit) and the Unified Government of Kansas City, Kansas and Wyandotte County (Unified Government Transit). These three transit agencies submit projects to MARC for inclusion in the *Transportation Improvement Program*, and carry out many of the transit-related planning activities contained in the *Unified Planning Work Program*. All three entities are represented on MARC's Total Transportation Policy Committee.

MAJOR TRANSPORTATION PLANNING INITIATIVES

The work elements identified in the *UPWP* are intended to assist the region in informing, refining, enhancing, or implementing elements of the LRTP. Appendix A reflects how work elements relate to the LRTP's goals and objectives. The following is a brief discussion of the major transportation planning initiatives that are reflected in the 2011 *UPWP*.

Planning and Policy Development

- Nodes and Corridors Definition and Planning- Task 2.1, 2.2
- Preparation for Ozone Redesignation/Clean Air Action Plan Update- Task 4.1, 4.2
- KDOT 5-County Transportation Study Phase II-Task 2.6
- K-7 Corridor Development Study -Task 8.5
- Streetcar/commuter Rail Alternatives Analysis- Task 6.4
- Shawnee Mission Parkway/Metcalf Planning Studies- Task 6.7
- Johnson County Transit Northeast Facility Planning Study- Task 6.7
- MoDOT Environmental/Corridor Studies- Task 8.2, 8.3, 8.4
 - I-70 First Tier EIS
 - I-70 Dedicated Truck Lanes Study
 - I-35 State Line to Downtown Loop Study
- Eco-Logical Planning on Regional Mitigation and TO2040 Project Assessments-Task 2.1
- Monitor/Update Positions on Next Federal Transportation Authorization- Task 1.1
- Smart Moves Implementation Planning- Task 6.1

Implementation Support

- Johnson County START Committee Follow-up- Task 6.7
- I-35 Bus on Shoulder Implementation Support- Task 6.8
- 2012-2016 Transportation Improvement Program- Task 3.1

Data/Tools/Planning Support Systems

- Congestion Management Process- Task 2.4
- Performance Measurement System- Task 2.2
- Regional ITS Architecture Update- Task 5.2
- Travel Demand Model Development/Application- Task 2.3
- TAZ/TAD Definition for the 2010 Census-Task 2.3
- Safety Data/Tools Enhancements-Task 5.3
- Bicycle/Pedestrian Counting Program- Task 5.1

**FY 2011 UNIFIED PLANNING WORK PROGRAM
MID-AMERICA REGIONAL COUNCIL**

WORK ELEMENT/TASK DESCRIPTIONS

1.0 PROGRAM SUPPORT AND ADMINISTRATION

1.1 Program Administration – Lead Agency: MARC

Program Objectives

- To provide overall management of MARC's transportation planning program, and ensure compliance with applicable federal and state requirements.
- To administer all federal funding in a prudent and lawful manner.
- To insure that all grants and contracts are administered to allow timely completion of scheduled activities and products.
- To support the various transportation and related committees and ensure communications among and between the committees.
- To manage and develop staff contributing to transportation planning activities.

Background/Previous Work

MARC has managed the metropolitan transportation planning process in compliance with applicable federal and state requirements since being designated as the MPO in 1974. The region's transportation planning process was reviewed in 2009 and certified as to its compliance with all applicable laws and regulations, in accordance with federal transportation planning requirements. In 2007, MARC completed amendments to the Long-Range Transportation Plan to ensure compliance with SAFETEA-LU; USDOT found that with the amendments, MARC had a SAFETEA-LU compliant plan. In 2010, MARC and the region's planning partners reviewed the Memorandum of Understanding outlining the respective roles and responsibilities of each party to the metropolitan planning process.

Program Activities and Products (Estimated Completion Dates)

1. Support MARC's transportation policy, planning, programming and special committees (monthly).
2. Prepare Quarterly *UPWP* progress reports (4/2011, 7/2011, 10/2011).
3. Prepare Annual Progress Report per 23 CFR 420.117(b) (1/2011).
4. Prepare annual *Unified Planning Work Program* and Budget (10/2011).
5. Conduct third party contract procurement and provide pre- and post-award contract administration (as needed).
6. Participate in, monitor and prepare reports that document DBE and Title VI activities (1/2011, 4/2011, 7/2011, 10/2011).
7. Develop Title VI review process for subrecipients (12/2011)
8. Complete annual staff evaluations (12/2011).
9. Conduct staff recruitments (as necessary).
10. Staff development and training (12/2011).
11. Monitor state/federal legislative activities related to transportation programs and modify/update MARC policy positions (12/2011).
12. Support operating expenses (training, meeting expenses, advertising, travel, supplies, etc.) to conduct the metropolitan planning process (12/2011).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 155,922	\$ 38,980
CPG-MO	<u>271,067</u>	<u>67,767</u>
Task Total	\$ 426,989	\$ 106,747 (Provided by Task 2.6, 3.2)

1.2 Public Participation – Lead Agency: MARC

Program Objectives

- To gain meaningful input into the transportation and air quality planning processes from persons with diverse knowledge and ideas, including those traditionally underserved by transportation and those who have not traditionally participated in the planning process.
- To provide opportunities for convenient public access, review and comment on regional planning and programming documents, as well as the data and forecasts on which they are based.
- To incorporate public input into plans, programs and other products of the metropolitan planning process.
- To document official actions (review, approval, adoption and amendments) of transportation and air quality planning processes and related public review, as well as special studies and other projects that could result in significant changes to these processes.
- To comply with federal public participation requirements.

Background/Previous Work

MARC's public participation procedures call for early and continuous consultation with community stakeholders and the general public. MARC uses tools such as the *Transportation Matters* and *ReMARC* newsletters, and the agency Web site (www.marc.org), to provide information and announce opportunities for input to MARC's planning efforts. Public meetings are also integral to this process. In 2005, MARC helped create One KC Voice, a citizen engagement collaborative, and launched the oneKCvoice.org Web site as another tool to engage citizens in regional issues, including transportation.

MARC's public involvement activities are carried out through a Public Participation Plan that outlines strategies to increase the effectiveness of MARC's current public involvement activities, particularly with reaching traditionally underserved populations, and notes that ongoing investigation of best practices will be used to make sure the full range of public engagement activities is considered for each project. MARC developed a new Public Participation Plan in 2007.

Program Activities and Products (Estimated Completion Dates)

1. Actively seek the participation of and provide liaison with community stakeholders, including both public and private entities, and the general public (12/2011).
2. Publish *Transportation Matters* and *ReMARC* newsletters and issue-specific fact sheets (monthly, quarterly and as needed).
3. Utilize a wide range of public involvement techniques (alternative media, social networking Web sites, greater contact and partnerships with community-based organizations and community leaders, carefully designated meeting locations, and non-English translations of collateral material) to reach out to those traditionally underserved by transportation and those who have not traditionally participated in the planning process (12/2011).
4. Interact with the media to ensure timely availability of information regarding transportation plans, programs and projects (as needed).

5. Maintain speakers bureau and presentation materials for outreach efforts, especially those related to *Transportation Outlook 2040* (12/2011).
6. Distribute “*Citizen’s Guide to the Transportation Planning Process*” (12/2011).
7. Develop MARC meeting notices, publications and advertisements (monthly and as needed).
8. Provide information for public review and comment, document public input and agency response and provide to decision-makers (TIP: 1/2011, 4/2011, 7/2011, 10/2011; other: as needed).
9. Redesign and upgrade Web pages concerning transportation plans and programs and the data, policies and forecasts that support them (12/2011).
10. Research interactive technologies for gathering/monitoring public input that could be accessed through the MARC Web site or deployed elsewhere (12/2011).
11. Use Public Participation Plan tools to track and evaluate public participation processes (12/2011).
12. Continue to convene natural resource agencies in the transportation planning process through the Linking Environmental and Transportation Planning Advisory Group and other engagement processes (12/2011).
13. Partner with the regional transportation advocacy organizations on public outreach related to public transit (12/2011).
14. Participate in, monitor and prepare reports that document DBE and Title VI activities (1/2011, 4/2011, 7/2011, 10/2011).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 97,685	\$ 24,421
CPG-MO	<u>169,826</u>	<u>42,457</u>
Task Total	\$ 267,511	\$ 66,878 (Provided by Task 2.6, 3.2)

2.0 LONG-RANGE TRANSPORTATION PLANNING

2.1 Land Use, Demographic and Comprehensive Planning – Lead Agency: MARC

Program Objectives

- To promote local and regional land use policies consistent with the goals and objectives adopted by the MARC Board and the Long-Range Transportation Plan.
- To maintain and improve the economic, demographic, geographic and land use data that facilitates the above and that is necessary to conduct metropolitan transportation planning.
- To communicate development changes and their implications to elected officials, business leaders, civic groups, community organizations, and city, county, and staff agency personnel.
- To promote Creating Quality Places and Transit-Supportive Development principles through dialogue, presentations, analysis of data and practices, maintenance of the MARC Web site and development of tools to assist local communities.
- To encourage sustainable development and greater housing choices in the metropolitan area, reducing travel demand and better integrating transportation, housing and environmental investments
- To support local officials and others working together to address climate change and broader goals of sustainability to advance the vision of the Kansas City area becoming America's Green Region.

Background/Previous Work

In June 2010, MARC adopted *Transportation Outlook 2040*, the Long-Range Transportation Plan (LRTP). The adopted LRTP includes a detailed policy framework, an identified regional land use direction supporting regional activity centers (nodes) and corridors, detailed listings of transportation needs and projects, and an underlying population and employment forecast.

MARC has engaged the First Suburbs Coalition to outline strategies and programs to address reinvestment in older suburban areas, address transportation and other infrastructure needs, consider design of infill development and redevelopment to increase opportunities for non-motorized transportation and public transit.

MARC has convened representatives from housing and community development organizations and local government officials to address housing needs, particularly as it relates to the design and location of housing to meet the needs of underserved populations, the need to balance housing and employment locations, and to reduce transportation costs by making the work trip more efficient and shorter.

Program Activities and Products (Estimated Completion Dates)

1. Maintain, update and improve data sets and analytical capabilities as described above, as well as active committees overseeing them (12/2011).
2. Staff support to deliver and distribute final quality-controlled 2010 aerial imagery (3/2011).
3. Compile and evaluate recent local comprehensive plans to provide updated planned land use for Paint the Town (12/2011).
4. Collect, create files and begin analysis of the 2010 Census information as it is released (6/2011).
5. Acquire an updated employment file for the region (6/2011).
6. Establish partnerships in the community that will lead to the creation of a web-based GIS system for accessing and displaying data at a variety of geographic levels, from cities and counties to parcels or aggregates of parcels, including the development of a local government data editor tool (12/2011).

7. Continue to engage stakeholders and the public, through meetings, forums, workshops, Web site interaction and other means, to facilitate dialogue on metropolitan land use development, transportation investments and environmental protection, based on the principles of Creating Quality Places (12/2011).
8. Continue to work with a diverse group of stakeholders on implementing the Linking Environmental and Transportation Planning Action Plan, including a regional mitigation strategy and LRTP Project assessments (12/2011).
9. Continue efforts to engage stakeholders in a regional dialogue on greater housing choices and affordable housing, including implications for future development and transportation investments (12/2011).
10. Reports and other summary materials of integrated regional planning meetings and events held to consider transportation, land use and environmental issues (12/2011).
11. Continue to revise and add tools and resources to the MARC Creating Quality Places Web site (12/2011).
12. Expand the region's Green House Gas Emission Tool to develop a baseline regional inventory and move towards corridor-level analysis (12/2011).
13. Continue to support local governments in considering growth and development issues, and in particular, the relationship between land use decisions, environmental protection, and transportation investments (12/2011).
14. Analysis and resources prepared to support the First Suburbs Coalition and other regional groups (12/2011).
15. Support and report on the Regional Planning Roundtable (12/2011).
16. Coordinate with stakeholders and local municipalities the creation and implementation of a regional nodes and corridors strategy (12/2011).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 185,106	\$ 46,277
CPG-MO	321,800	80,450
Task Total	\$ 506,906	\$ 126,727 (Provided by Task 2.6, 3.2)
CPG-KS	\$ 181,454	\$ 45,364
CPG-MO	315,452	78,863
Task Total	\$ 496,906	\$ 124,227 (Provided by Task 2.6, 3.2)

2.2 Long-Range Transportation Plan – Lead Agency: MARC

Program Objectives

- To maintain a Long-Range Transportation Plan (LRTP) for the Kansas City Metropolitan Area.
- To integrate the LRTP with the statewide long-range plans, funding priorities, and transportation programs developed by KDOT and MoDOT.
- To facilitate continued community dialogue concerning regional development and mobility and transportation goals, policies, strategies, and priorities reflected in the LRTP.
- To measure progress related to the goals and performance measurements outlined in the LRTP.

Background/Previous Work

In June 2010, MARC adopted *Transportation Outlook 2040*, the Long-Range Transportation Plan (LRTP). The adopted LRTP includes a detailed policy framework, an identified regional land use direction supporting regional activity centers (nodes) and corridors, detailed listings transportation needs, and an underlying population and employment forecast.

Program Activities and Products (Estimated Completion Dates)

1. *Transportation Outlook 2040 Update* amendments (ongoing).
2. Integrate information provided by the Congestion Management Process and other management systems into the long-range planning process (ongoing).
3. Initiate the implementation of strategies and policy priorities outlined in the LRTP (ongoing).
4. Further develop transportation elements of regional activity centers (nodes) and corridors strategy (12/2011)
5. Develop programming and implementation process to align investments with LRTP polices and priorities (12/2011).
6. Develop general public information and best practices resource to aid in local strategy implementation, including development of a centers and corridors guidebook (12/2011).
7. Finalize *Transportation Outlook 2040* performance measures and report them annually to decision makers and the public (12/2011).
8. Develop a methodology to assess the region's system condition, and conduct workshops and training (12/2011).
9. Develop, print and distribute a Sustainable Complete Streets Policy Manual (12/2011).
10. Conduct Workshops on integrating sustainability considerations into transportation plans, programs and decisions, including topics on asset management and active living (12/2011).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 72,650	\$ 18,163
CPG-MO	126,298	31,574
Task Total	\$ 198,948	\$ 49,737 (Provided by Task 2.6, 3.2)
CPG-KS	\$ 74,476	\$ 18,619
CPG-MO	129,472	32,368
Task Total	\$ 203,948	\$ 50,987 (Provided by Task 2.6, 3.2)

2.3 Modeling/Forecasting Activities – Lead Agency: MARC

Program Objectives

- To maintain and improve the control total, land use and travel models needed to prepare long-range forecasts of metropolitan growth and development.
- To utilize these models to analyze impacts of specific policies and investments that might be undertaken in support of the regional goals and objectives adopted by the MARC Board of Directors and stated in the Long-Range Transportation Plan.

Background/Previous Work

An accurate, state-of-the-practice suite of control total, land use and transportation forecasting models must be maintained in order to identify needed infrastructure improvements and to gauge impacts of regional policies and investments. Over the last several years, MARC has improved its in-house modeling capacities. These include:

- A continually enhanced and updated regional economic and demographic model (REMI) to provide long-range forecasts of metropolitan Kansas City's total population by age, income and employment by industry.
- A GIS-based land use forecasting model (Paint the Town) that utilizes detailed parcel-level current land use, an aggregation of local land use plans, and a calibrated development probability index to provide forecasts of households, population and employment at the level of 800,000 grid cells which are then aggregated to TAZs.
- An improved and augmented set of four-step travel demand models that explicitly models the availability of autos in the home and is based on a set of recent travel surveys.

At the end of 2010, MARC had adopted new set of population, household and employment forecasts by small-area using Paint the Town. While Paint the Town enabled the rapid development of alternative scenarios that helped generate a discussion of land use policies, several issues were uncovered during the preparation of the final forecast. Many of these will be addressed during 2011 in preparation for an updated forecast, which is due by summer of 2012.

Program Activities and Products (Estimated Completion Dates)

1. Updated and improved travel forecasting models as described above (ongoing).
2. New regional control total forecast (12/2011).
3. Address Paint the Town issues that came up during forecasting. This may include 1) improved and more objective identification and classification of nodes, 2) easier updating of land use data, 3) improved capacity to forecast employment levels, locations and types, 4) more thorough integration with transportation models, and 5) better data sets for monitoring things like the proportion of growth accommodated through redevelopment (12/2011).
4. Incorporate 2010 Census data into the land use forecasts to update the base year to 2010 (12/2011).
5. Define transportation analysis zones (TAZ) and transportation analysis districts (TAD) for use in the 2010 census transportation planning package (12/2011).
6. Recalibrate land use models using the improved methods and data (12/2011).
7. Transportation model runs, network assignments, analyses and reports, including impact assessments (ongoing).
8. Staff training on new emme/2 modeling languages (python and SQL) and new emme/2 software version.

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 103,777	\$ 25,944
CPG-MO	<u>180,408</u>	<u>45,102</u>
Task Total	\$ 284,185	\$ 71,046 (Provided by Task 2.6, 3.2)

2.4 Congestion Management Process – Lead Agency: MARC

Program Objectives

- To continue to implement and refine regional policies and objectives regarding congestion on the major roadway network.
- To continue to implement and refine a system for monitoring regional congestion and identifying needed capital improvements, demand management and system management strategies.

Background/Previous Work

As the MPO for a Transportation Management Area (TMA), MARC, in cooperation with the two state DOTs, is responsible for developing a Traffic Congestion Management Process (CMP) for the metropolitan area and integrating it with the metropolitan planning process.

Program Activities and Products (Estimated Completion Dates)

1. Conduct regional travel time studies (12/2011).
2. Publish an assessment of congested conditions (12/2011).
3. Update CMP web site (12/2011).
4. Integrate CMP activities with LRTP, TIP and Regional ITS Architecture development activities (ongoing).
5. Continue CMP data collection and analysis through new consultant contract, incorporating regional travel time survey and traffic count data into the CMP database (ongoing).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 52,163	\$ 13,041
CPG-MO	<u>90,680</u>	<u>22,670</u>
Task Total	\$142,843	\$ 35,711 (Provided by Task 2.6, 3.2)

2.5 Transportation Research and Database Management – Lead Agency: MARC

Program Objectives

- To collect, maintain and analyze data on transportation and travel behavior within the region to facilitate transportation planning and decision-making.
- To use information derived from analysis of data in modeling and other activities to promote rational transportation planning.
- To promote better understanding of transportation patterns and trends among member jurisdictions and the general public.
- To maintain data on low-income and minority populations to support social equity/environmental justice outreach and analysis.
- To respond to requests for information from local, state and private agencies and members of the public.

Background/Previous Work

To better understand transportation and travel behavior within the region, MARC regularly collects and analyzes data through special surveys initiated locally or available through federal, state or private sources. Examples of prior data collection efforts include the 1996, 2000, and 2007 Travel Time Studies, the 1998 and 2002 Vehicle Occupancy Studies, the 2004 Household Travel Survey, the 2005 On-Board Transit Survey, and the 2007 External Survey.

Data pertaining to transportation that is routinely tracked and reported such as traffic counts, transit ridership, accidents, aircraft activity and expenditure of funds for maintenance and expansion of transportation facilities are kept on file in computer databases at MARC.

Program Activities and Products (Estimated Completion Dates)

1. Monitor data sources and maintain databases and documentation (ongoing).
2. Process data collected through surveys and special studies for use in planning, programming, management, and marketing of transportation services and projects (ongoing).
3. Integrate newly captured survey data into the EMME2 transportation model (ongoing).
4. Geocode data within MARC's Geographic Information System (ARCVIEW) for graphical representation (ongoing).
5. Prepare miscellaneous periodic research reports and analyses on transportation trends and related information (ongoing).
6. Disseminate data and/or analyses to MARC member jurisdictions, other interested agencies and the general public (ongoing).
7. Maintain data on the MARC Transportation Web pages (ongoing).
8. Conduct annual review and update of functional classification maps (12/2011).
9. Maintain access to MoDOT TMS System (ongoing).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 160,205	\$ 40,051
CPG-MO	<u>278,511</u>	<u>69,628</u>
Task Total	\$ 438,716	\$ 109,679 (Provided by Task 2.6, 3.2)

2.6 5-County Regional Transportation Study – Phase 2- Lead Agency: KDOT

Program Objectives

- Develop criteria to prioritize needs in the 5 county area.
- Develop strategies to address the prioritized needs.
- Identify delivery methods and financial strategies for key projects.

Background/Previous work

Recent growth in five northeast Kansas counties around Kansas City and Lawrence has strained the transportation infrastructure needed to support continued growth. Billions of dollars worth of transportation needs have already been identified with additional needs to still be studied. Funding for transportation is limited and cannot accommodate every improvement that has been recommended. To address this situation, KDOT is leading a two-phase transportation study. The first phase, which is now complete, identified

transportation needs and developed general goals and objectives. The second phase which began in 2010, will develop specific criteria to systematically prioritize these needs and develop strategies to address them. This second phase of the project will also look at potential alternate delivery methods and specific financial strategies for up to five key projects.

Program Activities and Products (Estimated Completion Dates)

1. Identification of projects in corridors and programs
2. Development of specific performance-based criteria to evaluate projects
3. Development of a transportation project toolbox of strategies for developing projects within each corridor
4. Refinement of the travel demand model as created in Phase 1 of the study
5. Definition and evaluation of specific transportation projects in a corridor analysis
6. Regional comparison and prioritization of projects and priorities
7. Exploration of alternative project delivery methods and innovative finance strategies Implementation of stakeholder involvement strategies

**Please note that some of these activities may have been initiated in 2010, extend into 2011, and be completed in 2012.*

Funding:

Task Total **\$600,000** (MARC MPO Counties Share)

(Up to \$600,000 of this project is providing local in-kind contributions to match federal funds used elsewhere in the UPWP)

3.0 SHORT-RANGE TRANSPORTATION PLANNING

3.1 Transportation Improvement Program – Lead Agency: MARC

Program Objectives

- To develop a detailed and financially realistic program of transportation projects, drawn from all elements of the community, which is consistent with the long-range transportation plan, financially realistic, in conformity with air quality plans and addresses social equity/environmental justice regulations.
- To evaluate and prioritize projects according to procedures approved by the Kansas and Missouri Surface Transportation Program and Bridge Program (STP/BR) Priorities Committees, CMAQ Committee, Kansas and Missouri Transportation Enhancements Committees, Special Transportation – Job Access Partnership, and “Destination: Safe” Coalition.
- To ensure opportunities for public input, review and comment related to the *TIP*.
- To foster an understanding of the *TIP* process among member jurisdictions, and to effectively communicate the approved *TIP* to the general public.
- To establish and maintain an efficient *TIP* amendment process.

Background/Previous Work

MARC produces the regional *Transportation Improvement Program (TIP)* in cooperation with the Kansas and Missouri Departments of Transportation, local governments and public transportation agencies. The *TIP* is a staged, five-year list of surface transportation projects proposed for federal, state and local funding that documents how the Kansas City region prioritizes the limited transportation resources available for the various

needs of the region consistent with the adopted long-range transportation plan and federal transportation planning requirements. In 2009, MARC approved the 2010-2014 *TIP* in compliance with current federal transportation law. Also in 2009, MARC implemented a new policy on modifying the *TIP* that includes provisions for quickly amending the *TIP* in response to emergency situations.

Program Activities and Products (Estimated Completion Dates)

1. Maintain the 2010-2014 *TIP* (ongoing).
2. Process quarterly *TIP* amendments (1/2011, 4/2011, 10/2011).
3. Track project implementation and program expenditures (12/2011).
4. Develop the 2012-2016 Transportation Improvement Program (7/2011)

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 45,889	\$ 11,472
CPG-MO	<u>79,778</u>	<u>19,945</u>
Task Total	\$ 125,667	\$ 31,417 (Provided by Task 2.6, 3.2)

3.2 MoDOT Traffic Studies- Lead Agency: MoDOT

Program Objectives

- To analyze traffic characteristics to support management of the transportation system.

Background/Previous Work

MoDOT traffic personnel perform various technical duties associated with updating and maintaining the traffic volume, speed and accident data; analyze data for causes and recommend remedial action on the transportation system within the MARC boundary. Personnel also assist in developing long-range and short-range projects to relieve congestion by addressing roadway management, congestion management, incident management, roadway access management and traffic signal network management. Other areas of work include reviewing and analyzing traffic control problems and taking appropriate corrective action.

Program Activities

1. Review and analyze traffic and safety data to identify concerns and recommend solutions.
2. Maintain traffic related databases and spreadsheets and generate reports.
3. Develop recommendations and prepare projected data, maintain programs, databases and historical files of related data in coordination with MARC.
4. Maintain Regional ITS architecture in coordination with MARC, KC Scout, KDOT and local officials.
5. Implement recommendations of the Regional Arterial Management System – Operation Green Light (OGL).

Funding:

State	\$ 470,061	MoDOT
Task Total	\$ 470,061	

(Up to \$470,061 of this project is providing direct cost match for federal funds used elsewhere in the UPWP)

4.0 AIR QUALITY PLANNING

4.1 Conformity of the Long-Range Transportation Plan and Transportation Improvement Program – Lead Agency: MARC

Program Objectives

- Ensure that transportation plans and programs support regional air quality objectives and do not result in increased air pollution.
- Remain prepared for the possibility that the region may become subject to air quality/ transportation conformity requirements under the eight-hour ozone standard if the region is redesignated a nonattainment area.
- Support the mobile source emission reduction goals of the Kansas and Missouri State Implementation Plans and the regional Clean Air Action Plan.

Background/Previous Work

As a one-hour nonattainment and maintenance area, the Kansas City region was required to conform its LRTP and TIP to mobile source emissions budgets in the Kansas and Missouri State Implementation Plans (SIPs). MARC, as the metropolitan planning organization for the Kansas City region, was responsible for developing the conformity analyses, for getting approval from federal, state and local agencies on the methodologies and assumptions used to demonstrate conformity, and for seeking public comment on the analyses. The work was carried out to ensure that projected future year mobile source emissions would not exceed limits prescribed in the SIPs.

In May 2005, the Kansas City region was designated attainment for the eight-hour ozone standard. When the one-hour ozone standard was revoked on June 15, 2005, the region ceased to be subject to federal transportation/air quality conformity requirements. In 2007 the region experienced violations of the eight-hour 85ppb ozone standard, and in response, the states of Kansas and Missouri began to implement contingency measures in their ozone SIPs.

However, EPA is currently in the process of lowering the ground level ozone standard and the Kansas City region is expected to be designated as nonattainment under the 2010 standard. The nonattainment designation is expected to become final in late 2011, with conformity analysis required of the LRTP/TIP by August 2012. New ground level ozone SIPs will be due in December of 2013, and the geographic area of the air quality boundary may change significantly, with additional counties potentially being included in the nonattainment designation on both sides of the state line.

To ensure that the region is prepared to meet air quality conformity requirements in the future based on an eight-hour ozone nonattainment designation, MARC has continued to perform voluntary conformity analyses of its TIP and LRTP using emissions budgets from the one-hour ozone maintenance plans. MARC will continue to conform the TIP and LRTP to these budgets.

Program Activities and Products (Estimated Completion Dates)

1. Conduct voluntary conformity analyses/determinations on LRTP/TIP documents (as needed).
2. Convene the Conformity Consulting Agencies Group and other necessary subcommittees to review and discuss air quality conformity analyses/determinations and related planning assumptions and methodologies (as needed).

3. Send email updates to Conformity Consulting Agencies on region's status in regard to the eight-hour ozone standard (as needed).
4. Prepare meeting summaries and documentation for Consulting Agencies Group (as needed).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 16,701	\$ 4,175
CPG-MO	<u>29,035</u>	<u>7,259</u>
Task Total	\$ 45,736	\$ 11,434 (Provided by Task 2.6, 3.2)

4.2 Mobile Source Elements of the Clean Air Action Plan – Lead Agency: MARC

Program Objectives

- Promote compliance with the eight-hour National Ambient Air Quality Standard for ozone.
- Build stakeholder support for initiatives that mitigate air pollution caused by cars and trucks.
- Provide input on regional air quality plans and programs as they relate to transportation.
- Promote mobile source emissions reductions, particularly from heavy-duty diesel vehicles.

Background/Previous Work

MARC serves as the designated Section 174 agency for the bi-state Kansas City area, coordinating the development of state air quality plans and providing opportunities for local governments to participate in the development of these plans. MARC's air quality responsibilities include coordination, planning, technical analysis, and public information and education. This work element encompasses the transportation component of MARC's air quality planning program. Previous work included an update of the mobile source emissions inventory and budgets for inclusion in the Kansas City SIPs for ground-level ozone.

In March 2005, the MARC Board of Directors approved a regional Clean Air Action Plan (available on the MARC website at www.marc.org/airq/caap.htm). The plan includes voluntary strategies for reducing emissions from a variety of sources, including cars and trucks. Some of the mobile source measures in the plan include gas cap testing; retrofitting diesel engines on buses, heavy duty trucks and locomotives; electrifying truck stops to enable drivers to idle their rigs less; and promoting the use of idling reduction policies for public and private fleets. While some of these elements can be implemented at little or no cost, a majority of them are capital intensive and will require public or private funds in order to be realized. In 2010, an update process began that will extend into 2011, with public and elected official input on new project areas to consider for regional air quality planning in addition to the previously mentioned measures.

Since 2008, MARC has worked with MDNR and KDHE to administer Clean Diesel grants from EPA to local projects to reduce on- and off-road heavy duty diesel emissions, including projects involving rail and freight transport. MARC has also applied on behalf of large fleets for this funding, and will continue to work with Kansas City area fleets on reducing diesel emissions.

The US EPA is in the process of revising the ground level ozone standard, and the Kansas City region is expected to be designated as nonattainment under the new standard. A new ground level ozone SIP will be due in December 2013 and will likely include new controls on the transportation sector. Additional counties are also expected to be included in the nonattainment designation on both sides of the state line. MARC will support identification and implementation of voluntary measures leading up to regulations put in place by a new SIP.

Program Activities and Products (Estimated Completion Dates)

1. Prepare transportation/mobile source and updates to regional Clean Air Action Plan (mid-2011).
2. Engage area chambers of commerce, economic development councils, and industry and trade associations in efforts to implement other CAAP mobile source elements (ongoing).
3. Provide technical, planning and analytical support to Kansas and Missouri in implementing diesel idling regulations per the terms of the eight-hour ozone maintenance plans (ongoing).
4. Provide technical, planning and analytical support to local government efforts to reduce mobile source emissions of ozone precursor emissions, particularly from fleets (ongoing).
5. Analyze air quality benefits resulting from regional mobile source emissions reduction initiatives (ongoing).
6. Engage cities and counties new to the Air Quality Boundary to help them understand mobile source elements of the CAAP and future SIP (ongoing).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 18,395	\$ 4,599
CPG-MO	<u>31,980</u>	<u>7,995</u>
Task Total	\$ 50,375	\$ 12,594 (Provided by Task 2.6, 3.2)

4.3 Plug-In Electric Vehicle Readiness Planning – Lead Agency: MARC

Program Objectives

- To develop and implement regional policies and objectives to integrate plug-in electric vehicles into public and private fleets in the Kansas City area.

Background/Previous Work

A significant number of major truck and automotive manufacturers including General Motors, Nissan, Tesla, Smith Electric Vehicles and others are poised to introduce plug-in electric vehicles into mainstream use in North America within the next 2-5 years. These vehicles have the potential to significantly reduce energy use and emissions of ozone precursors and greenhouse gas from the transportation sector. Wide-scale adoption of these vehicles may be impacted by the availability of publicly accessible charging infrastructure, and adoption of these vehicles may have impacts on local utilities, land use and permitting processes, parking policies and other issues.

In 2010, MARC—in partnership with the Greater Kansas City Clean Cities Coalition, Rocky Mountain Institute, area local governments and other public and private sector organizations—initiated the Greater Kansas City Plug-in Readiness Task Force to develop readiness plans for the introduction of plug-in electric vehicles into public and private sector fleets in the metropolitan area. This initiative is identifying implementation issues for retail and fleet demand, government policies, charging infrastructure, vehicle availability and incentives. In 2011, this work will result in completion of comprehensive implementation plans and initiation of implementation activities.

Program Activities and Products (Estimated Completion Dates)

1. Develop implementation plans for regional and local issues related to retail and fleet demand, government policies, charging infrastructure, vehicle availability and incentives for plug-in electric vehicles (3/2011).
2. Consolidate individual issue plans into a regional plug-in readiness plan (06/2011)
3. Initiate implementation activities identified in the regional plug-in readiness plan (12/2011)

Funding

<u>CPG Funded</u>		<u>CPG Match</u>
		<u>Required</u>
CPG-KS	\$ 5,165	\$ 1,291
CPG-MO	<u>8,978</u>	<u>2,245</u>
Task Total	\$ 14,143	\$ 3,536 (Provided by Task 2.6, 3.2)

5.0 TRANSPORTATION SYSTEM MANAGEMENT/TRAVEL DEMAND MANAGEMENT

5.1 Active Transportation Planning– Lead Agency: MARC

Program Objectives

- Maintain, update and implement the Active Transportation Chapter of Transportation Outlook 2040.
- Provide appropriate technical and planning assistance to local governments and other project sponsors during all phases of multi-modal, bicycle/pedestrian facilities development.
- Foster transportation policies that integrate non-motorized transportation accommodations with community development needs in the region.
- Inform community stakeholders about the benefits of integrating bicycle and pedestrian transportation options through multi-modal transportation planning, land-use planning, local programming of capital improvement projects and transportation improvement projects.
- Foster efforts through engineering best practices, public education and traffic enforcement to improve safety of pedestrians and bicyclists.
- Encourage increased regional bicycle and pedestrian travel as a share of all trips.

Background/Previous Work

The Kansas City region and MARC have a long history of regional bicycle/pedestrian planning activities stretching back over two decades. MPO program objectives have included: development and maintenance of Bicycle and Pedestrian elements of the Long-Range Transportation Plan (now referred to as “Active Transportation”) ; assistance with preparation of the first bicycle transportation plan for the Missouri side of the metro area; development of a MetroGreen Action Plan for a regional greenway trail (off-road) system and numerous off-road trail planning initiatives; local planning guidance on pedestrian accommodation; hosting a number of events, including workshops on bicycle and pedestrian facility design, traffic calming, access management, safe routes to school, bicycle friendly communities and walkable communities; development and adoption of Local Bicycle Facility Design Guidelines in conjunction with the local chapter of the American Public Works Association; launching the *Explore KC Bike more, Walk more* campaign; the development of the *Safety Ambassador* training program; launching *By the Numbers* a effort to standardize and collect bicycle and pedestrian traffic counts ,and the MARC Policy on Bicycle and Pedestrian Accommodations on Missouri and Kansas River Bridges.

Program Activities and Products (Estimated Completion Dates)

1. Provide staff support to the MARC Bicycle and Pedestrian Advisory Committee by engaging stakeholders, hosting meetings, organizing and promoting opportunities to advance program objectives (1/2011, 3/2011, 5/2011, 7/2011, 9/2011, 11/2011, or as needed).
2. Prepare an updated inventory of local bikeway plans and facilities (8/2011).
3. Research local design guidelines/standards for pedestrian and bikeway facilities in cooperation with the local chapter of the American Public Works Association (08/2011).
4. Foster sustainable planning principles that support coordinated pedestrian, bicycle, transit and auto integration (12/2011).
5. Refine grant review criteria as needed and review Transportation Enhancement (TE) and Congestion Mitigation Air Quality (CMAQ) applications from the Kansas City area with bicycle and/or pedestrian components (as needed).
6. Conduct “By the Numbers”, a MARC train-the-trainer program, to assist local officials in setting up local programs and conducting bicycle and pedestrian counts. This program aims to collect data with local governments to build a body of data about non-motorized counts on specific facility types (10/2011).

7. Procure automated bicycle and pedestrian counters to initiate a regional counting program to support MARC planning and programming work; including trend analysis, demographic analysis of bike/ped users, air quality analysis of proposed bike/ped infrastructure, crash analysis and exposure rates, and to validate and calibrate predictive models. Local governments will assist in the cooperative data collection program (6/2011).
8. Host bicycle and pedestrian design-related webinars and workshops for transportation professionals throughout the year (12/2011).
9. Work with Destination Safe Coalition partners; identify opportunities for the coordination of education and enforcement activities that increase awareness of bicycle and pedestrian safety concerns and compliance with rules of the road (12/2011).

Funding

		CPG Match
<u>CPG Funded</u>		<u>Required</u>
CPG-KS	\$ 41,626	\$ 10,407
CPG-MO	<u>72,366</u>	<u>18,092</u>
Task Total	\$ 113,992	\$ 28,499 (Provided by Task 2.6, 3.2)

5.2 Intelligent Transportation Systems Planning and Integration – Lead Agency: MARC

Program Objectives

- To manage, maintain and refine the Regional Intelligent Transportation Systems (ITS) Architecture that outlines the functional relationships between current and planned ITS deployments in the Kansas City metropolitan area.
- To integrate the Regional ITS Architecture and ITS planning activities with the Long-Range Transportation Plan and the *Transportation Improvement Program*.
- To strategically plan for sustainable traffic management in the region.

Background/Previous Work

MARC adopted the first version of the Regional Intelligent Transportation Systems (ITS) Architecture for the Kansas City metropolitan area in compliance with federal transportation planning requirements in 2004. The Regional ITS Architecture provides a specific, tailored structure for facilitating institutional agreement and technical integration for the implementation of ITS projects in the region by defining how systems functionally operate and the interconnection of information exchanges that must take place between these systems to accomplish transportation services.

In 2011, MARC expects to complete an update of the Regional ITS Architecture in accordance with FHWA Rule 940.9(d)5, FTA National ITS Architecture Policy Section 5.d.5, and the most recent version of the National ITS Architecture (version 6.1).

Program Activities and Products (Estimated Completion Dates)

1. Conduct stakeholder engagement and technical activities initiate to initiate an update of the Regional ITS Architecture in accordance with FHWA Rule 940.9(d)5, FTA National ITS Architecture Policy Section 5.d.5, and the most recent release (version 6.1) of the National ITS Architecture (12/2011).
2. Process periodic updates to the Regional ITS architecture as needed (12/2011).

3. Staff assistance to ITS stakeholders as needed to refine the regional architecture or ensure that project-level ITS planning conforms to the regional architecture (12/2011).
4. Plan for a new Internet-based user interface and Web site for the Regional ITS Architecture (12/2011).
5. Initiate strategic planning activities in support of sustainable traffic management (12/2011).

Funding:

<u>CPG Funded</u>	<u>CPG Match</u>	
	<u>Required</u>	
CPG-KS	\$ 25,385	\$ 6,346
CPG-MO	44,131	11,033
Task Total	\$ 69,516	\$ 17,379 (Provided by Task 2.6, 3.2)

CPG-KS	\$ 27,211	\$ 6,803
CPG-MO	47,305	11,826
Task Total	\$ 74,516	\$ 18,629 (Provided by Task 2.6, 3.2)

5.3 Transportation Safety Planning – Lead Agency: MARC

Program Objectives

- To document and understand transportation safety issues across all travel modes in the Kansas City region.
- Maintain, update and implement the Safety Chapter of the LRTP and the *Kansas City Regional Transportation Safety Blueprint*.
- To foster communication and regional collaboration among local, state and national safety stakeholders on transportation safety issues in the Kansas City region.
- To share and reinforce messages to the public, which encourage safe travel behavior.

Background/Previous Work

Transportation Outlook 2040 Update identifies that one of the region's transportation goals is to “improve safety and security for all transportation users.” MARC initiated efforts in transportation safety planning in 2003 by sponsoring the “Planning it Safe” forum, where representatives of state and local governments discussed safety planning initiatives underway within the region as well as across the country, and identified ways that safety considerations could be more significantly integrated into all levels of transportation planning, programming, project development and implementation.

In subsequent years, MARC built upon these efforts by engaging new safety stakeholders, including national and state safety offices, injury prevention advocates, law enforcement officers, health professionals, and other road safety advocates. Regional educational efforts to improve pedestrian and bicycle safety were undertaken to promote safety with non-motorized travel modes. The collection and examination of crash data on a regional and county level was initiated. The baseline issues and trends have assisted the Destination Safe Coalition in establishing high priority transportation safety areas for the Kansas City region. Proven solutions involving engineering, education, enforcement and emergency services partnerships will continue in 2011 to address the six high priority areas of unbelted motorists, aggressive drivers, youth and young adults, impaired drivers, pedestrians, and transportation safety data with funds through Missouri’s Coalition for Roadway Safety and the Kansas Section 402 Safety Program. Through the work of Destination Safe Coalition and partners the region’s roadway fatalities have dropped in all of the high priority areas. MARC has

continued to advance the integration of safety at all levels of transportation planning, programming and project development while continuing to build a stronger Coalition through membership growth and increased coordination of work. In 2010 task teams were created to advance the strategies identified in the *Kansas City Regional Transportation Safety Blueprint, 2009 Update*. These regional efforts support the states' development and implementation of Strategic Highway Safety Plans (SHSPs) and are coordinated with the Safety Chapter in *Transportation Outlook 2040 Update* and the *Kansas City Regional Transportation Safety Blueprint*.

Program Activities and Products (Estimated Completion Dates)

1. Collaborate with safety partners on transportation safety issues in the Kansas City region, including, but not limited to, engaging additional stakeholders, attending Coalition meetings, holding task team meetings, promoting events that incorporate transportation safety, and conducting meetings of the Destination Safe Coalition (1/2011, 3/2011, 5/2011, 7/2011, 9/2011, 11/2011, or as needed).
2. Provide quarterly safety/fatality reports to the Destination Safe Coalition and TTPC (1/2011, 4/2011, 7/2011, 10/2011).
3. Provide an annual safety review to the Destination Safe Coalition and TTPC (8/2011).
4. Conduct an exploratory analysis of crash data involving pedestrians, including contributing factors and spatial analysis 5/2011).
5. Maintain and update database of traffic crashes and safety-related data (12/2011).
6. Update geodatabases of mapped regional crash data (8/2011).
7. Safety data analyses as part of project area studies, corridor studies, and other program activities (as needed).
8. Foster the development of an annual Public Information & Education plan (4/2011)
9. Maintain online transportation safety calendar of regional events (12/2011).
10. The Destination Safe Coalition is building capacity to assist local transportation agencies with Road Safety Assessment (RSA)s on as requested basis (as needed).
11. Support local efforts to develop SRTS plans and implement strategies contained in those plans (as needed).
12. Host transportation safety-related webinars and workshops for transportation professionals throughout the year (12/2011).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 45,551	\$ 11,388
CPG-MO	<u>79,185</u>	<u>19,796</u>
Task Total	\$ 124,736	\$ 31,184 (Provided by Task 2.6, 3.2)

6.0 PUBLIC TRANSPORTATION PLANNING

6.1 Transit/Paratransit Planning and Coordination – Lead Agency: MARC

6.1 Transit/Paratransit Planning and Coordination – Lead Agency: MARC

Program Objectives

- To provide planning and coordination needed to secure a dedicated, reliable source of funds to support the implementation of the Smart Moves regional transit vision.
- To improve local and regional mobility and expand modal choice through increased transit and special transportation availability, enhanced communication and public education, and improved coordination.
- To integrate Public Transit and Human Services Transportation into one system.
- To reduce traffic congestion and improve air quality.
- To enhance Creating Quality Places principles by coordinating transit planning with sidewalk planning, bikeways, and sustainable land use.

Background/Previous Work

MARC, in cooperation with the Kansas City Area Transportation Authority, Johnson County Transit, Unified Government Transit and other transit interests in the region, completed an update to the Smart Moves Regional Transit Vision in 2008. Smart Moves outlines a vision for regional, coordinated and expanded transit services throughout the region.

Efforts in 2008, 2009, and 2010 focused on:

- Updating the Long Range Plan and the Smart Moves Regional Transit Vision as needed to incorporate recent planning activities underway at the local level; (locally preferred alternatives related to the Kansas City North/South Alternatives Analysis, the State Avenue Alternatives Analysis, and the Metcalf/Shawnee Mission Alternatives Analysis.)
- Developing strategies focused on successful implementation of the Smart Moves plan;
- Refining the Smart Moves Vision, including efforts to identify major corridor investments and to integrate public transit and human services transportation as envisioned in SAFETEA-LU;
- Providing ongoing public information and education regarding the benefits of investing in public transit
- Selecting specific projects and services in the region to receive federal transit and related funds; and
- Jointly pursuing federal grant opportunities to implement Smart Moves Vision.

Program Activities and Products (Estimated Completion Dates)

1. Smart Moves Vision Update and implementation support including completion of Phase III of the Regional Transit Implementation Plan (ongoing).
2. Conduct Transit/Smart Moves related public involvement and education programs (as needed).
3. Refine and enhance the Coordinated Public Transit Human Services Transportation Plan as needed (ongoing).
4. Provide technical assistance to governmental, non-profit and for-profit grantees and operators of transportation/mobility services (ongoing).
5. Participate in and coordinate transit studies in the region (ongoing).
6. Develop enhanced transit planning resources including travel demand modeling, mode choice methodologies and GIS for system and sub-market planning (ongoing).
7. Conduct programming processes for transit related funding programs; administer funds as necessary (ongoing).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 40,353	\$ 10,088
CPG-MO	<u>70,150</u>	<u>17,538</u>
Task Total	\$ 110,503	\$ 27,626 (Provided by Task 2.6, 3.2)

6.2 KCATA Short –Range Transportation Planning –Lead Agency: KCATA

Program Objectives

- Assess transit projects, analyze and coordinate with other planned projects, existing activities and facilities, and other agencies.

Background/Previous Work

A number of transit planning activities are currently underway in the Kansas City metropolitan area. The Kansas City Area Transportation Authority (KCATA) participates in many of these studies. This project will support KCATA staff and consultant work related to the various transit planning studies and initiatives.

Program Activities and Products (Estimated Completion Dates)

1. Track system, monthly fixed route system, route ridership and performance statistics; monitor routes that experienced a recent service cut (12/2011).
2. Coordinate with local communities in planning service improvements throughout the system (12/2011).

Funding

Federal	\$ 50,000	FTA Sec. 5307
Local	<u>\$ 50,000</u>	KCATA
Task Total	\$ 100,000	

6.3 KCATA Transit Infrastructure and Passenger Amenity Needs Study – Urban Corridors- Lead Agency: KCATA

Program Objectives

- Assess the transit infrastructure, passenger amenity, pedestrian access, and sidewalk needs related to improving the passenger experience, KCATA service delivery, and livability in urban corridors.
- Specific to each urban corridor studied, develop improvement plans and related cost estimates to address critical and unmet transit capital needs.
- Plans will focus on enhancing pedestrian and transit connections to bus stops, sidewalk and trail networks, neighborhoods, and employment centers. Recommended improvements will include bus shelters, benches, bus pads, curb-cuts/pull-outs, lighting, sidewalks, ADA street crossings, transit lanes, queue jumps, park-and-rides, and transit centers.
- Develop a catalogue of necessary capital improvements by corridor—complete with priority rankings and cost estimates—to use for future grant submissions.

Background/Previous Work

Several arterial transit corridors are in critical need of improved transit passenger amenities and pedestrian systems that effectively link bus stops to housing, employment centers, and medical facilities. With the Federal Transit Administration’s (FTA) new emphasis on programs that foster livable communities, KCATA intends to formally study and document the critical and unmet transit infrastructure, passenger amenity, and pedestrian access needs along major urban corridors. The study will focus on urban arterial corridors that currently have high levels of transit service and significant ridership. The study will build on previous work done including MARC’s urban corridors studies, the KCATA comprehensive service analysis study, TIGER grant bus stop improvements, and various local planning studies.

Study will assess, recommend, and prioritize transit and pedestrian capital improvements for each corridor. Cost estimates for such improvements will also be calculated. Specific capital improvements for study and recommendation by corridor will include bus shelters, benches, bus pads, curb-cuts/pull-outs, lighting, sidewalks, ADA street crossings, transit lanes, queue jumps, park-and-rides, and transit centers. Results may lead to federal funding requests for implementation of preferred capital improvements.

Program Activities and Products (12 Months)

1. Assess transit capital, passenger amenity, and pedestrian needs by urban corridor.
2. Develop capital improvement recommendations by each corridor, complete with cost estimates and priority rankings.
3. Final report synthesizing study efforts and recommendations.

Funding

Federal	\$ 200,000	FTA Sec. 5307
Local	<u>\$ 50,000</u>	KCATA
Task Total	\$ 250,000	

6.4 Jackson county/Kansas City Regional Alternatives Analysis- Lead Agency: MARC

Program Objectives

- Complete feasibility and financial analysis of a commuter rail and modern streetcar in downtown Kansas City, and Jackson County Mo.
- Manage study through a partnership with the Kansas City Area Transportation Authority (KCATA) and related local jurisdictions
- Utilize KCATA’s past planning experience and operational expertise in the North/South corridor to lead study elements related to downtown streetcar
- Fulfill FTA Planning and Alternative Analysis requirements

Background/Previous Work

The study will build on past systems-planning work conducted by MARC, KCATA, Kansas City and Jackson County, and will evaluate opportunities for high capacity fixed-guideway transit services several regionally significant corridors. This Regional Alternatives Analysis will identify preferred services strategies for each corridor.

These system corridors include:

1. A I-70 commuter alignment heading east from Union Station, running in a shared corridor, to approximately the I-70/I-435 interchange, where it then runs east along I-70 through the cities of Independence, Blue Springs, Grain Valley, Oak Grove and Odessa.
2. A Rock Island alignment southeast of downtown, generally along Missouri Route 350, and specifically along the former Rock Island railroad right of way (not currently in railroad service) through the communities of Raytown, Lee's Summit, Greenwood and Pleasant Hill.
3. A downtown KCMO circulator system connecting Crown Center and Union Station with the Crossroads District, Downtown Kansas City, and the River Market area.

The detailed regional grant application can be viewed at:

<http://www.kcsmartmoves.org/pdf/JacksonCountyKCRegionalAlternativesAnalysisApplication.pdf>

Program Activities and Products (18 months)

1. Develop transit alternatives for assessment
2. Develop and assess alternatives including proposed alignments, modes and costs
3. Assess financing options for construction and long term operations and maintenance
4. Develop and recommend financial scenarios
5. Select LPA and finalized financial plan

Funding – Commuter Corridor Element

Federal	\$ 1,260,000	FTA Sec. 5333
Local	<u>\$ 315,000</u>	Jackson County, MO
	\$ 1,575,000	

Funding – Street Car Element

Federal	\$ 540,000	FTA Sec. 5333
Local	<u>\$ 135,000</u>	City of Kansas City, MO
	\$ 675,000	

Funding – Combined Regional AA

Federal	\$ 1,800,000	FTA Sec. 5333
Local	<u>\$ 450,000</u>	City of Kansas City, MO & Jackson County, MO
	\$ 2,250,000	

6.5 JCT Short-Range Transit Planning – Lead Agency: Johnson County

Program Objectives

- To utilize planning assistance to enhance support, in conjunction with MARC and other transportation providers, and to insure a comprehensive, cooperative and continuing transportation planning process.

Background/Previous Work

The work elements of this short-range planning process are designed to address the collection of information concerning specific aspects of transportation operation and impacts. This information is gathered, analyzed,

and maintained in a form that is useful to the development of specific Johnson County Transit (JCT) short-range plans, programs, and policies.

Program Activities and Products

1. Prepare monthly transportation operations reports, collect and maintain ridership statistics, analyze route performance, monitor schedule adherence and evaluate transit operational deficiencies, and recommend improvements. (12/2011)
2. Conduct ridership surveys. (12/2011)
3. Monitor schedule adherence. (12/2011)
4. Evaluate transit operational deficiencies, and recommend improvements. (12/2011)
5. Measure the effectiveness of implemented plans, programs and policies. (12/2011)
6. Monitor quality service standards and performance indicator data. (12/2011).
7. Collect data, complete and prepare the 2009 National Transit Database (NTD) Report. (12/2011)
8. Maintain communication in cooperation with other transit providers in the region regarding policies impacting inter-system transit. (12/2011)
9. Public Communication – maintain customer communications and continue to upgrade and utilize The Jo website more extensively (<http://www.thejo.com>). (12/2011)
10. Work with public regarding service change, development and implementation. (12/2011)
11. Continue to participate in cooperative efforts toward comprehensive transit services for the greater Kansas City metropolitan area. (12/2011)
12. Work with local municipalities and businesses for cost-sharing on expanded service. (12/2011)
13. Work on passenger amenities, bus pullouts and other infrastructure improvements that will increase operating efficiencies. (12/2011)
14. Update the JCT Strategic Plan and begin integration into service planning and operation (annually). (12/2011)
15. Participate in the annual development of the *Unified Planning Work Program (UPWP)*. (12/2011)

Funding

Federal	\$ 100,000	FTA Sec. 5307
Local	<u>\$ 25,000</u>	Johnson County
Task Total	\$ 125,000	

6.6 JCT Long-Range Transit Planning – Lead Agency: Johnson County

Program Objectives

- To provide planning and administrative support to ensure a comprehensive, cooperative and continuing transportation planning process.

Background/Previous Work

This work element encompasses Johnson County's participation in various aspects of the regional transportation planning process, as well as long-range planning for Johnson County Transit (JCT), which includes The JO, The JO-Special Edition and SWIFT.

Program Activities and Products

1. Participate in the maintenance of the region's long-range transportation plan. (12/2011)

2. Participate in the annual update of the *Transportation Improvement Program (TIP)*. (12/2011)
3. Participate in local and regional planning meetings. (12/2011)
4. Prepare and administer grant applications in conjunction with the long-term county commitment to Johnson County Transit programs, capital assets and rolling stock. (12/2011)
5. Produce an annual overall Johnson County Transit Work Program. (12/2011)
6. Update the Johnson County Transit long term strategies based on JCT's Strategic Plan, and regional goals. (12/2011)
7. Continue participation in regional major investment studies. (12/2011)
8. Review and revise JCT and/or county policies in conjunction with federal grant requirements. (12/2011)
9. Continue to work regionally for an integrated metropolitan transit infrastructure. (12/2011)
10. Through the Coordinated Transit Plan, JCT Five Year Strategic Plan and the Smart Moves Vision, develop and implement a comprehensive transit and paratransit transportation plan. (12/2011)

Funding

Federal	\$ 100,000	FTA Section 5307
Local	<u>\$ 25,000</u>	Johnson County
Task Total	\$ 125,000	

6.7 JCT Systemwide Planning Activities – Lead Agency: Johnson County

Program Objectives

- To utilize planning assistance, through a third party contract, to promote JCT short and long-term goals and objectives.

Background/Previous Work

This work element encompasses systemwide strategies and initiatives to improve, enhance or expand Johnson County's transit system.

Program Activities and Products (Estimated Completion Dates)

1. Engineering services for passenger amenities, such as bus shelters, transit hubs or bus pullouts.(12/2011)
2. Engineering services for transit signal priority, queue jumpers, slip ramps, dedicated transit lanes and any other technology or application that provides priority to transit. (12/2011)
3. Transit service planning for BRT options on Metcalf and Shawnee Mission Parkway/Johnson Drive. (12/2011)
4. Planning services for transit routes to increase productivity or establish benchmarks for service modifications. (12/2011)
5. Review and analyze options for service delivery improvements. (12/2011)
6. Plan integration process between cities within Johnson County and JCT.(12/2011)
7. Continue to explore and develop standard operating procedures (SOP) for I-35/Bus on Shoulder service application. (12/2011)
8. Review and analyze means to implement the JCT Strategic Plan and regional initiatives without a potential new funding source. (12/2011)
9. Northeast Facility Planning Study. (12/2011)
10. Completion of the Shawnee Mission/Metcalf study and a potential extension to the west along Shawnee Mission Parkway. (12/2011)

11. Follow-up work related to the Strategic Transit Action Recommendation Taskforce (START) Committee. (12/2011)

Funding

Federal	\$ 500,000	FTA Section 5307
Local	<u>\$ 125,000</u>	Johnson County
	\$ 625,000	
Federal	\$ 250,000	FTA Section 5309
Local	<u>\$ 62,500</u>	
	\$ 312,500	

6.8 I-35 Fixed Guideway Corridor Study – Lead Agency: Johnson County

Program Objectives

- Review a Fixed Guideway Transit option both along the I-35 corridor and on arterial north-south corridors eventually merging with Interstate 35 in Johnson County (12/2010).
- Outline routes where a Fixed Guideway option is feasible (12/2010).
- Assess viability of Fixed Guideway options as an alternative to Commuter Rail and other modes previously studied (12/2010).

Background/Previous Work

I-35 between Olathe and downtown Kansas City, Missouri is among the most congested corridors in the metropolitan area, and the level of service is expected to deteriorate further due to continued rapid growth in Johnson County. The I-35 Corridor/Commuter Rail Feasibility Study was initiated in FY1994 to address the potential for implementing a commuter rail line on the Burlington Northern Santa Fe (BNSF) Railroad line paralleling I-35. Phase 1-A of the Feasibility Study was completed in 1995, and the remaining phases were structured to address Major Investment Study requirements. The complete Major Investment Study was completed in 1998 and concluded that a commuter rail option was the most viable alternative for reducing increasing traffic congestion over the next 20 years. Based on that study, Johnson County moved forward with follow-up planning for a potential commuter rail system. However, detailed analysis determined escalating costs for commuter rail required review of the original finding.

Therefore, an update of the I-35 Fixed Guideway Alternatives Analysis was initiated in October 2004. The updated study has evaluated the feasibility of previously studied alternatives, including commuter rail, light rail, additional express bus service, high occupancy vehicle lanes, as well as a mode not previously studied Bus Rapid Transit (BRT).

The specific study goals of the I-35 Fixed Guideway Study were to:

- Enhance mobility through and within the corridor.
- Provide efficient, high quality transit improvements.
- Be mindful to financial considerations in determining the best options.
- Support existing and planned business, transportation and residential investments.
- Support effective land use and development patterns.
- Provide a cleaner, safer environment.

- Provide service for transit-dependent persons.

Extensive public participation was utilized throughout this project to gain public input, provide informational updates to our local, state and federal partners, and to get consensus on a Locally Preferred Alternative (LPA). In addition, a Technical Committee and an Advisory Committee were formed to help guide the project team and process. Both Committees recommended moving forward with the Bus Rapid Transit option, knowing that (if feasible) a rail option could be incorporated at a later date and time. The recommendation for BRT was based on the following information:

- Ridership estimates for commuter rail are in the range of 800 to 1,000 daily passenger trips. Ridership estimates for the Bus Rapid Transit (BRT) alternative are approximately 4,300 trips per day.
- The ridership estimates for commuter rail are lower than expected, and are likely not sufficient to justify FTA funding through the New Starts grant program. Commuter rail is estimated to have an initial capital cost near \$228 million. Preliminary operating cost estimates are \$6.3 million per year.
- The ridership estimates for BRT are encouraging and are at levels that appear to justify a transit investment in the corridor. Capital cost estimates for the BRT alternative are about \$50 million. Preliminary operating cost estimates are \$6.2 million per year.
- BRT services can be developed and deployed incrementally as resources become available whereas rail service must be fully developed and funded (upon completion of design and engineering) prior to construction.

The Johnson County Board of County Commissioners unanimously approved the I-35 Fixed Guideway Alternatives Analysis Locally Preferred Alternative of Bus Rapid Transit on I-35 on May 15, 2008. MARC approved the I-35 Fixed Guideway Preferred Alternative in January, 2009.

JCT is moving forward with phased implementation as funds become available. The I-35 Fixed Guideway Phased Implementation Plan is currently underway to develop an implementation plan for moving forward with the I-35 Fixed Guideway Alternatives Analysis Locally Preferred Alternative of Bus Rapid Transit on I-35 using existing infrastructure. In general, the project will prepare a phased implementation plan for enhanced bus service on I-35; multiple routes would use the bus-on-shoulder operating technique. It is anticipated that the initial phase will involve three routes. The service would operate from park and ride lots and employ other transit priority measures. The phased implementation plan would include schedule, budget, milestones and other information required to advance the project. The plan will identify phasing, public education, use of technology, need for policy changes at KDOT, the role of law enforcement and timeline for implementation.

The second phase of implementation would include program management issues, service planning, branding, ITS development plan, roadway design, park and ride design, and station design, as well as, address legislative issues.

Program Activities and Products (Estimated Completion Dates)

1. Further develop plans and design of Fixed Guideway corridors to provide relief for congestion and priority for transit along the I-35 corridor and on corridors leading to I-35 (12/2011).
2. Determine a service plan for phased implementation of Bus Rapid Transit within the I-35 corridor (12/2011).
3. Evaluate I-35 shoulder lanes for use in bus on shoulder operations (12/2011).
4. Determine the location and conceptual design of support facilities for the I-35 Fixed Guideway Phased Implementation of Bus Rapid Transit in the I-35 corridor and on corridors leading to I-35 (12/2011).
5. Propose Park & Ride areas for concentrated Fixed Guideway stops (12/2011).

6. Perform traffic operations analysis to support the I-35 Fixed Guideway Phased Implementation Plan (12/2011).
7. Identify and determine approximate cost for implementing bus priority measures including bus-on-shoulder, transit signal priority, slip ramps, queue jumpers and other priority treatments along I-35 and adjacent corridors leading to I-35 corridor (12/2011).
8. Determine the appropriate technology to be deployed as part of the I-35 Fixed Guideway project (12/2011).
9. Estimate ridership and patronage numbers (12/2011).
10. Update capital and operating cost estimates (12/2011).
11. Develop phased approach to Fixed Guideway completion (12/2011).
12. Identify and propose means to address legal and institutional issues with implementation of bus-on-shoulder operation in the I-35 corridor (12/2011).
13. Develop project management task to include service planning, branding, ITS deployment plan, and roadway design (12/2011).
14. Set a timeline and identify components required to launch a public education campaign for bus-on-shoulder operation in the I-35 corridor (12/2011).

Funding:

Federal	\$ 500,000	FTA Sec. 5309
Local	\$ <u>125,000</u>	
Task Total	\$ 625,000	

6.9 KU Medical Center Area Transit Study - Lead Agency: KCATA

Program Objectives

- Identify options for improving transit service and transit connections to and from the KU Medical Center’s main campus in Kansas City, Kansas, the surrounding medical facility and the surrounding community
- Identify opportunities for transit service improvement and coordination and assist in responding to constraints on parking and vehicular use

Background/Previous Work

The Unified Government of Wyandotte County/Kansas City Kansas, the City of Roeland Park, KCATA, Johnson County Transit and MARC have been meeting to investigate options to improve transit service and connectivity in the vicinity of the KU Medical Center in Kansas City, Kansas. The result of those meetings has been a proposed, coordinated effort to study the area. The study will build on past systems-planning work conducted by MARC, as well as recent operational planning by KCATA, Johnson County Transit and the Unified Government.

Program Activities and Products (4 months)

1. Review existing transit services and evaluate their effectiveness to meet current and future demand
2. Assess demand for improved transit connectivity to and from the Medical Center and surrounding communities
3. Identify potential transit service options
4. Assess service options’ ability to alleviate parking and congestion issues around the Medical Center
5. Identify options and locations for a future transit or transfer center in the area
6. Prepare final report

Funding		CPG Match	
CPG-Funded		Required	
CPG-KS	\$ 3,652	\$ 913	
CPG-MO	\$ 6,348	\$ 1,587	
Subtotal CPG	\$ 10,000	\$ 2,500	(provided by Task 2.6, 3.2)
Federal	\$ 50,000	FTA Sec. 5307 (KCATA)	
Local	\$ 5,000	Unified Government	
	\$ 5,000	Johnson County Transit	
	\$ 5,000	KCATA	
Task Total	\$ 75,000		

6.10 Shawnee Mission Parkway Transit Analysis - Lead Agency: MARC

Program Objectives

- Identify options for improving transit service and amenities along the Shawnee Mission Parkway Urban Transit Corridor west of Metcalf Avenue

Background/Previous Work

Johnson County Transit, in partnership with MARC, local governments in the corridor and the region's other transit agencies has been studying the Shawnee Mission Parkway/Metcalf Avenue urban transit corridor to identify services and supporting infrastructure to respond to transit demands in that corridor. Those plans are now serving as the basis for implementation activities being funded through the regional TIGER grant.

As part of MARC's Creating Sustainable Places (CSP) grant, there is interest in looking at transit and land use options in the portion of the Shawnee Mission Parkway corridor west of Metcalf Avenue. The CSP grant will focus on the land use considerations in the corridor. This analysis will focus on the transit service and supporting infrastructure considerations in the corridor. The project will be conducted in cooperation with Johnson County Transit, and the local governments in the corridor.

Program Activities and Products

7. Review existing transit services in the corridor and evaluate their effectiveness to meet current and future demand
8. Identify potential transit service options in the corridor
9. Identify options and locations for upgraded passenger amenities, including future transit stations or centers in the corridor
10. Prepare final report

Funding

		CPG Match	
CPG-Funded		Required	
CPG-KS	\$ 17,841	\$ 4,460	
Task Total	\$ 17,841	\$ 4,460	(provided by Task 2.6)

7.0 GOODS MOVEMENT/ FREIGHT PLANNING

7.1 Goods Movement/Freight Planning – Lead Agency: MARC

Program Objectives

- To integrate freight transportation issues and concerns within the overall metropolitan transportation planning process.

Background/Previous Work

Because of its central location and historical importance as a gateway to the western United States, the Kansas City metropolitan area is one of the nation's major centers for the movement of freight. The city ranks as the second largest rail hub in the country, served by eight major railroads and six intermodal facilities. The region is home to numerous trucking companies, including the country's largest less-than-truckload (LTL) carrier. Barge and air freight are also important to the region's economy.

MARC has been actively involved in freight planning since the 1995 Intermodal Freight Strategies Study, which provided the basis for the Goods Movement Element of the LRTP.

In 1996, as part of the restructuring of MARC's transportation committees, a new Goods Movement Committee was established to bring together representatives of the private sector freight industry with elected and staff officials from state and local governments. This committee will play an active role in identifying and prioritizing projects that will result in more efficient goods movement within and through the region.

In 1998, MARC, in cooperation with the Greater Kansas City Chamber of Commerce and the US Department of Treasury initiated the Mid-Continent TradeWay Study to evaluate the potential for establishing an international trade processing capability in the Kansas City region. In 2000, MARC, in cooperation with the Greater Kansas City Chamber of Commerce and the Kansas City Area Development Council, established Kansas City SmartPort to implement the recommendations of the Mid-Continent TradeWay Study. In 2006, MARC, in cooperation with Kansas City SmartPort, Inc., KDOT and MoDOT, completed an updated ITS implementation plan for Kansas City SmartPort. In 2007, MARC worked with Kansas City SmartPort to conduct pilot tests of some of the operational concepts developed in the 2006 ITS planning work. In 2009 MARC completed the Kansas City Regional Freight Outlook Study (KCRFO) that provided a regional freight strategic plan to assist the region to remain a vital national freight transportation hub and support the region's freight transportation planning. In 2009 MARC in cooperation with KC SmartPort completed Phase II operational testing of the 2006 ITS planning work.

Program Activities and Products (Estimated Completion Dates)

1. Provide staff support to the standing Goods Movement Committee (12/2011).
2. Maintain liaison and support to the Kansas City SmartPort and other freight interests in the region (12/2011).
3. Identify regional freight-related needs and priorities for consideration in possible updates of the Long-Range Transportation Plan, *Transportation Improvement Program* and grant opportunities. (12/2011).
4. MARC participation in Kansas City SmartPort (12/2011).
5. Incorporate the strategies identified from the KCRFO into the region's transportation planning process (12/2011).

6. Initiate Freight Corridor Planning activities, as recommended in the Kansas City Regional Freight Outlook (12/2011).
7. Develop economic data to test transportation decisions using the region's economic model (12/2011).
8. Develop a framework for travel demand modal strategies to integrate truck movement into the regional travel demand model (12/2011).
9. Update regional ITS architecture for freight-related initiatives within the region's transportation planning process (12/2011).
10. Provide public engagement between the freight community and the public sector about the importance freight in the transportation planning process (12/2011).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 20,072	\$ 5,018
CPG-MO	<u>34,892</u>	<u>8,723</u>
Task Total	\$ 54,964	\$ 13,741(Provided by Task 2.6, 3.2)

8.0 MAJOR CORRIDOR STUDIES

8.1 Major Corridor Studies – General – Lead Agency: MARC

Program Objectives

- To coordinate the initiation and conduct of major corridor studies within the MARC region and provide for the incorporation of study findings and recommendations in MARC's Long-Range Transportation Plan and *Transportation Improvement Program*.
- To actively participate in corridor studies and provide input reflecting regional goals, policies and priorities.

Background/Previous Work

MARC's policy is to conduct major investment studies (MIS) whenever major transportation improvements are proposed in the region. These studies are viewed as an integral part of the metropolitan transportation planning process, and as a precedent or companion to NEPA environmental and alignment or operational studies. In some instances, other (non-MIS) studies are undertaken to develop, evaluate and select strategies for improving the performance of the region's transportation network.

The Long-Range Transportation Plan identifies locations for major studies in the region. MARC will play an active role in coordinating and facilitating corridor studies in the region, although other agencies may have lead responsibility. This work element encompasses MARC staff's participation in the various major corridor studies in 2011, many of which are also included as specific work elements in the *UPWP*.

Program Activities and Products (Estimated Completion Dates)

1. Ensure compliance with MARC policy regarding the initiation, conduct and review of major corridor studies in cooperation with federal, state and local agencies (as necessary).
2. Coordinate meetings of key agencies to determine whether major corridor studies should be conducted (as necessary).
3. Provide information/technical assistance to local agencies regarding the study process (as necessary).
4. Provide technical and policy support to key corridor studies in the region (12/2011).
5. Participate in steering and technical committees for corridor studies in the region (12/2011).
6. Coordinate review of corridor study reports by key MARC committees (12/2011).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-KS	\$ 13,507	\$ 3,377
CPG-MO	<u>23,480</u>	<u>5,870</u>
Task Total	\$ 36,987	\$ 9,247 (Provided by Task 2.6, 3.2)

8.2 First Tier Environmental Impact Statement: I-70 Corridor – Lead Agency: MoDOT

Program Objectives

- Approval of a general concept (i.e., preferred strategy) for improving I-70 in KC Metro, including a plan for prioritizing the improvements.
- Identification of portions of I-70 in KC Metro that can be considered “sections of independent utility” for analysis in future second tier studies.
- Environmental documentation that can be referenced by second tier studies and reduce the amount of duplication between studies.
- Public and agency consensus and understanding around the overall improvement plan.

Background/Previous Work

MoDOT has proposed to prepare a First Tier Environmental Impact Statement (FTEIS) for the I-70 corridor in the Kansas City Metropolitan Area (KC Metro) from the last ramp termini east of the Missouri-Kansas state line to east of the I-470 interchange, and includes all of the Kansas City, Missouri Downtown Central Business District (CBD) Freeway Loop. This study has been included in *Transportation Outlook 2030*, the region’s long-range transportation plan.

In August 2000, MoDOT, MARC, and KCATA initiated the Major Investment Study (MIS) for the I-70 corridor in Jackson County. This study covered 28 miles of the I-70 corridor from the Downtown CBD Loop eastward to the intersection of State Routes F/H located in Oak Grove. The I-70 MIS established the following six goals that characterized the overall transportation needs throughout the I-70 Study Area:

1. Improve safety
2. Maintain mobility
3. Restore and maintain existing infrastructure
4. Increase modal choice
5. Improve accessibility to surrounding communities
6. Preserve and enhance the built and natural environment

The I-70 MIS was completed in November 2004 and it identified a variety of conceptual strategies to address these goals.

The FTEIS covers an 18-mile section of I-70 from the last ramp termini east of the Missouri-Kansas state line to east of the I-470 interchange, and includes all of the Downtown CBD Loop. The remaining I-70 section east of the I-470 interchange from the I-70 MIS overlaps with the study limits for the statewide I-70 second tier environmental studies, known as Improve I-70 – SIU #1, which was completed in 2006. In early 2008, the I-70 Supplemental Environmental Impact Statement (SEIS) was initiated to evaluate truck only lanes potential on I-70 from east of the I-470 interchange to Lake St. Louis Boulevard. This study received a Record of Decision (ROD) in August 2010 for the truck only lanes alternative.

The I-70 FTEIS will be developed in accordance with all applicable federal regulations and guidelines. The FTEIS will satisfy the National Environmental Policy Act (NEPA) requirements of this type of document.

The I-70 FTEIS will build on the efforts of the I-70 MIS as well as other system planning studies that have been or are being completed in the study area. The conclusion of the final FTEIS will be to obtain a ROD.

Program Activities and Products (Estimated Completion Dates)

1. Record of Decision (January 2011).

Funding

Federal	\$ 54,000	FHWA NHS (MO)
State	<u>\$ 6,000</u>	MoDOT
Task Total	\$ 60,000	

8.3 Feasibility Study: I-70 Dedicated Truck Lanes from Missouri to Ohio – Lead Agency: MoDOT

Program Objectives

- Develop the business case in sufficient detail in Phase 1, which would allow the ability to make an informed decision on whether to continue to Phase 2.

Background/Previous Work

The I-70 Dedicated Truck Lanes Feasibility Study is a multi-phased, multi-state analysis being funded jointly by the Federal Highway Administration (FHWA), and the Departments of Transportation (DOTs) of Indiana, Illinois, Ohio, and Missouri.

In September 2007, U.S. DOT selected 800 miles of Interstate 70, through Missouri, Illinois, Indiana, and Ohio as one of six nationally significant corridors designated as a “Corridor of the Future.” In addition to the designation, the corridor was awarded \$5 million dollars from U.S. DOT. Of the \$5 million, \$2 million was allotted to MoDOT to conduct an environmental evaluation and assessment of the corridor section in Missouri. The remaining \$3 million was allotted to a Coalition made up of the four state DOTs to study the feasibility of constructing dedicated truck lanes through the four state corridor.

The Feasibility Study is being lead by the Indiana DOT (INDOT) for a four-state Coalition including the DOTs of Indiana (INDOT), Illinois (IDOT), Ohio (ODOT), and Missouri (MoDOT). This study will have a two-phased approach. Phase 1 will evaluate the “business case for the corridor” and potential corridor fatal flaws. Phase 2 will provide a more in-depth evaluation of the concept and potential approaches, financing and revenue options, operational characteristics.

Phase 1 of the Feasibility Study begins in the summer/fall of 2009 and concludes in winter/spring of 2010.

Phase 2 would start in the spring/summer of 2010 and conclude sometime in 2011.

In August 2009, MoDOT received a Record of Decision for the I-70 Supplemental Environment Impact Statement. This study determined the Truck-Only Lanes Strategy as the Selected Alternative from east of the I-470 interchange to the Lake St. Louis interchange.

Program Activities & Products (Estimated Completion Dates)

1. Phase 2 – Refining, enhancing, validating and expanding the Phase 1 finding (2011).
2. Phase 2 – Recommending the actions and efforts needed to move the concepts of Dedicated Truck Lanes into a reality (2011).
3. Final Phase 2 report (2011).

Funding:

Federal	\$	TBD	FHWA TCSP (IN)
State	\$	TBD	MoDOT
Task Total	\$	TBD	

8.4 Feasibility Study: I-35 from MO-KS State Line to SW Corner of Downtown Loop – Lead Agency: MoDOT

Program Objectives

- Develop viable alternative concepts, which would provide highway service commensurate with social, economic, and environmental impacts.
- Recommend a preferred range of solutions to address the transportation needs of the facility.

Background/Previous Work

MoDOT has proposed to perform a feasibility study for the I-35 corridor from the Missouri-Kansas state line to the southwest corner of the Downtown Central Business District (CBD) Freeway Loop in Kansas City, Missouri. This study will recommend a preferred range of solutions to address the transportation needs of the facility. The intent of the study is to look for improvements that stay within the existing right-of-way.

The I-35 Feasibility Study is being conducted as a result of the public involvement feedback from the I-70 First Tier Environmental Impact Statement (FTEIS) in the Kansas City Metropolitan Area. This study will build on the efforts of the I-70 FTEIS as well as other system planning studies that have been or are being completed in the study area.

The I-35 Feasibility Study started in June 2009 and it will conclude in March 2011.

Program Activities & Products (Estimated Completion Dates):

1. Make recommendations on the preferred range of solutions to address the transportation needs of the facility (1/2011).
2. Written report (3/2011).

Funding:

Federal	\$	0	
State	\$	12,500	MoDOT
Task Total	\$	12,500	

8.5 K-7 Corridor Development Study in Leavenworth and Wyandotte Counties – Lead Agency: MARC

Program Objectives

- To assess planned land uses along the K-7 corridor for compatibility with the proposed K-7 freeway facility
- To identify opportunities to maximize the economic impact of the state's investment in the K-7 corridor

- To assess opportunities for land development along the K-7 Corridor to assist with financing the projects necessary to convert the corridor to a freeway facility
- To assess the relationship between land uses planned for the corridor and opportunities to provide bicycle/pedestrian and transit facilities and services along/across the corridor
- To assess the relationship between land uses planned for the corridor and the nodes and corridors development strategy identified in Transportation Outlook 2040
- To develop an implementation strategy/phasing plan for converting the K-7 corridor to a freeway facility
- To understand the relationship between K-7 and K-5 for future traffic between Leavenworth County and Wyandotte County

Background/Previous Work

In 2006, KDOT, in conjunction with MARC and the affected local governments in Leavenworth, Wyandotte, and Johnson Counties, completed the K-7 Corridor Study which resulted in a recommendation to convert the existing K-7 facility to a freeway. KDOT entered into agreements with the local governments along the corridor to protect the right-of way needed for the freeway conversion from future development. While the K-7 Corridor Study did result in a vision for the corridor, it did not lay out an implementation strategy for completing the conversion. The study also focused on the roadway facility itself, and did not address bicycle, pedestrian or transit options in the corridor, and it did not look at adjacent land uses to assess the economic impact to the state and adjacent communities of the freeway conversion, nor the opportunity for land development in the corridor to assist with the financing of the freeway conversion.

MARC has recently adopted Transportation Outlook 2040, which identifies future population and employment growth in the K-7 corridor, and which also promotes the development of more vibrant, mixed use, walkable nodes of activity along major corridors in the region.

In order to fully understand the transportation and land use relationship and opportunities in the K-7 corridor, MARC will work, in cooperation with KDOT, local governments in Leavenworth and Wyandotte Counties, and other community interests to more fully identify a transportation and land use development strategy for the K-7 Corridor.

Program Activities and Products (Estimated Completion Dates)

1. Engage affected jurisdictions and the general public in discussions of options and opportunities for the corridor (throughout the project).
2. Summarize KDOT's K-7 Corridor Study, existing local government land use/comprehensive plans, and Transportation Outlook 2040 policy direction (3/2011).
3. Assess impacts of upgraded K-5 corridor on traffic forecast for K-7 (4/2011)
4. Review planned land uses along the K-7 corridor; assess compatibility at jurisdictional boundaries; assess compatibility with planned K-7 freeway facility (4/2011).
5. Conduct economic/market study to assess opportunities to maximize the economic impact of the past and future investment in the K-7 facility, including options for higher intensity, mixed use nodes of development along the corridor (6/2011).
6. Assess development options' ability to support increased walking, bicycling, and transit use in the corridor (8/2011).
7. Assess development options' ability to finance transportation projects in the corridor (9/2011).
8. Summarize recommended land use plan changes for consideration by local governments (11/2011).
9. Develop an implementation/staging plan for conversion of the corridor to a freeway facility (12/2011).

Funding

CPG Funded

CPG-KS \$ 70,780
CPG-MO 0

CPG Match

Required

\$ 17,695
0

Non CPG Funded

UG Grant 38,000
KCK Chamber Foundation 10,000
Leavenworth County Port Authority 10,000
City of Lansing 3,598
City of Leavenworth 3,598

Task Total \$ 135,976

\$ 17,695

(Provided by KCK
Chamber Foundation
and Leavenworth
County Port
Authority
Contributions)

9.0 AVIATION PLANNING

9.1 Airports/Heliports System Plan – Lead Agency: MARC

Program Objectives

- To maintain a current Aviation System Plan, consistent with the needs of the Kansas City metropolitan area, and to integrate aviation with other transportation modes.
- To facilitate an open, ongoing discussion of regional aviation issues among aviation professionals, regional elected leadership, and local, state, and federal officials
- To effectively integrate aviation planning considerations into the overall MARC metropolitan transportation planning process

Background/Previous Work

The latest update to the MARC Airports System Plan was completed and adopted in 2005. The 2005 update incorporated the latest available demographic and aviation facilities inventory data, and extended the appropriate forecasts through the year 2020.

Program Activities and Products (Estimated Completion Dates)

1. Administer an aviation planning process for the region, including coordination of in-house planning work with other agencies, preparation of financial and progress reports, review of technical journals and papers, and attendance at meetings, conferences and seminars (ongoing).
2. Conduct bi-monthly meetings of the MARC Aviation Committee (1/2011, 3/2011, 5/2011, 7/2011, 9/2011, 11, 2011).
3. Coordinate with Federal Aviation Administration (FAA) officials, regional stakeholders, and MARC staff to integrate obstruction evaluation and airport airspace analysis (OE/AAA) into the MARC surface transportation planning/programming process (ongoing).

Funding

TBD

Appendix A

RELATIONSHIP BETWEEN UPWP PROJECTS AND LRTP POLICY DIRECTION

2011 UPWP Projects and LRTP Policy Framework

MARC's current Long-Range Transportation Plan (LRTP), *Transportation Outlook 2040*, creates a policy framework for transportation investments in the Kansas City region. The plan recognizes the vision of a sustainable region that increases the vitality of our society, economy and environment for current residents and future generations, with a more specific transportation vision of a safe, balanced, regional, multi-modal transportation system that is coordinated with land-use planning, supports equitable access to opportunities, and protects the environment. The LRTP identifies nine transportation goals to help make progress towards this vision. The *2011 Unified Planning Work Program (UPWP)* is designed to ensure the region focuses time and resources on this policy framework. Each transportation goal is shown below along with the specific actions included in the *2011 UPWP* that address that part of the region's policy framework.

Accessibility – Maximize mobility and access to opportunities for all area residents

- Transit Planning Activities (Tasks 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8)
- Active Transportation Planning and Bike/Ped Planning and Promotion Activities (Task 5.1, E.4)
- Land-Use and Comprehensive Planning Activities (Task 2.1)

Climate Change and Energy Use – Decrease the use of fossil fuels through reduced travel demand, technology advancements, and a transition to renewable energy sources

- Transit Planning Activities (Tasks 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8)
- Active Transportation planning and Bike/Ped Planning and Promotion Activities (Task 5.1, E.4)
- Land-Use and Comprehensive Planning Activities (Task 2.1)
- Environmental/Air Quality Planning Activities (Tasks 4.1, 4.2, 4.3)
- Linking Transportation and Environmental Planning Activities (Task 2.1)
- Operations and Management Planning Activities (Task 2.4, 4.3, 5.2, E.1, E.2, E.3, E.5)

Economic Vitality – Support an innovative, competitive 21st century economy

- Operations and Management Planning Activities (Task 2.4, 4.3, 5.2, E.1, E.2, E.3, E.5)
- Major Corridor Planning (Tasks 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 8.1, 8.2, 8.3, 8.4, 8.5)

Environment – Protect and restore the region's natural resources (land, water and air) through proactive environmental stewardship

- Environmental/Air Quality Planning Activities (Tasks 4.1, 4.2)
- Linking Transportation and Environmental Planning Activities (Task 2.1)
- Active Transportation Planning and Bike/Ped Planning and Promotion Activities (Task 5.1, E.4)

Place Making – Coordinate transportation and land-use planning as a means to create quality places in existing and developing areas and to strengthen the quality of the region

- Land-Use and Comprehensive Planning Activities (Task 2.1)

Public Health – Facilitate healthy, active living

- Transit Planning Activities (Tasks 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8)
- Active Transportation planning and Bike/Ped Planning and Promotion Activities (Task 5.1, E.4)
- Land-Use and Comprehensive Planning Activities (Task 2.1)

Safety and Security – Improve safety and security for all transportation users

- Safety and Security Planning Activities (Tasks 5.3, E.4)

System Condition – Ensure the transportation system is maintained in good condition

- System Condition Planning Activities (Tasks 2.2)

System Performance – Manage the system to achieve reliable and efficient performance

- Operations and Management Planning Activities (Task 2.4, 4.3, 5.2, E.1, E.2, E.3, E.5)
- Major Corridor Planning (Task 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 8.1, 8.2, 8.3, 8.4, 8.5)

Appendix B

MARC's MAJOR WORK ACCOMPLISHMENTS IN 2010

Planning and Project Development

- Adopted *Transportation Outlook 2040*, the region's new Long-Range Transportation Plan, following multiple years of public engagement, policy formulation, travel demand modeling and data analysis, modal planning and priority setting.
- In response to extensive community dialogue (over 60 meetings) around the baseline and adaptive future development scenarios, and in conjunction with land use policies approved by the MARC Board, developed a 2040 land use/demographic forecast that was adopted in concert with *Transportation Outlook 2040*.
- Smart Moves Implementation Planning - Completed the Phase I Urban Corridors Study and the Phase II Commuter Corridors study, resulting in the identification of strategic, corridor-specific transit improvements. Prepared and submitted a regional application for Alternatives Analysis funding for two commuter corridors and a connecting downtown streetcar project. Initiated the Phase III Systems Integration Study.
- Developed a greenhouse gas emissions tool to assess greenhouse gas impacts of land use scenarios, transportation plans and programs.
- Initiated an update to the Clean Air Action Plan in anticipation of a new federal ozone standard, and likely non-attainment designation for the region in conjunction with the new standard.
- Secured a grant from the Health Care Foundation of Greater Kansas City to support a sustainable/complete streets program.
- Regional Planning Roundtable – Convened quarterly roundtable meetings of city/county planners in the region to discuss best practices and share events/announcements.
- In response to the 2009 Federal Certification Review, developed and initiated a Congestion Management Process (CMP) work plan to bring the CMP fully into compliance.
- Approved Functional Classification changes in Missouri.
- Completed the 2010 Aerial Imagery Project.
- Produced quarterly fatality reports with updated format to incorporate historical data on the Safety Blueprint priority areas.
- Conducted a Road Safety Audit in Jackson County.
- Conducted a workshop on counting bicyclists and pedestrians that resulted in jurisdictions conducting local counts for the National Bicycle and Pedestrian Documentation Project.
- Secured a \$50 million TIGER grant award and began implementation of the project to rehabilitate infrastructure in Kansas City's Green Impact Zone and to implement transit capital projects along corridors connecting the Zone to employment opportunities across the region.

Programming

- Completed and approved 4 quarterly amendments to the 2010-2014 Transportation Improvement Program, as well as 2 special amendments.
- Continued to monitor the program of projects funded through the American Recovery and Reinvestment Act (ARRA) Highway Infrastructure Grant and Transit Capital Assistance Program. Managed and adjusted the program in response to project bid lettings to ensure all funds were obligated by the program deadline.
- Developed and approved recommended projects to receive 2010 Kansas Congestion Mitigation/Air Quality funds.
- Initiated Calls for Projects for 2013-2014 Surface Transportation Program and 2011-2012 Congestion Mitigation/Air Quality funds and 2010-2011 Missouri Transportation Enhancements funds.
- Developed and recommended Kansas Transportation Enhancement projects for consideration by KDOT in the statewide funding program.
- Supported regional applications through letters of support to MoDOT for 2010 non-infrastructure Missouri Safe Routes to School funding.
- Recommended Section 5310 vehicle purchases to MoDOT through a competitive application process. Participated in the Kansas Coordinated Transit District #1 process to recommend Section 5310 vehicle purchases to KDOT. Advised the MARC Area Agency on Aging procurement of transportation contractors for SFY2010.
- Programmed safety funds provided by MoDOT and made recommendations for state-funded safety projects in Kansas to KDOT through a competitive application process.
- Developed MARC's Regional Transportation Priorities as input to KDOT for the new T-WORKS transportation program.
- Developed MARC's Regional Transportation Priorities as input to discussions in Missouri regarding potential new state funding.

Public Engagement

- Published monthly editions of the Transportation Matters electronic newsletter; published quarterly editions of ReMARC.
- Developed a workshop series in support of the mitigation strategy in the Linking Environmental and Transportation Planning Action Plan.
- Hosted webinars and training programs on bicycle and pedestrian design, ADA accessibility, and other planning issues for regional professional development.
- Initiated the "Smartest Carpool" trivia contest to engage and reward the region's carpooling commuters.
- Sponsored the Green Commute Challenge, an employer-based alternative transportation contest, in July and August 2010. Forty-five teams and 1,158 individuals saved more than 607,658 miles of driving, 562,042 pounds of emissions and \$328,743 in driving costs.

- Initiated work in partnership with Kansas City Public Television to launch the “Imagine KC” public television series as an extension of the 2009 “Imagine KC” public engagement project.
- Conducted public engagement to solicit input to the update of the Clean Air Action Plan.

Management and Administration

- Reviewed the multi-party Metropolitan Planning Organization Memorandum of Understanding to assess if any changes were in order due to the 2009 Federal Certification Review. The review by the parties concluded that no changes were required.
- Completed/approved three amendments to the 2010 Unified Planning Work Program (UPWP); prepared the 2009 Year-end report; prepared 2010 Quarterly Reports; prepared the 2011 Unified Planning Work Program.
- Developed the annual Memorandum of Understanding between MARC and the Kansas City Area Transportation Authority, the region’s Designated Recipient of JARC and New Freedom funding.
- Completed a review of MARC’s Title VI program by KDOT and MoDOT.
- Developed and adopted a new DBE Goal for 2010.
- Developed and approved a Limited English Proficiency (LEP) Plan.

MID-AMERICA REGIONAL COUNCIL
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 Appendix C - SCHEDULE 1
 With Amendment #4

WORK ELEMENT	FUNDING								
	CPG (KS)	CPG (MO)	FHWA NHS (MO)	FHWA (TCSP)	FTA 5307/5339	FTA 5309	FTA 5333	KDOT	MoDOT
1.0 PROGRAM SUPPORT AND ADMINISTRATION									
1.1 Program Administration	\$155,921	\$271,068							
1.2 Public Participation	\$97,685	\$169,826							
2.0 LONG RANGE TRANSPORTATION PLANNING									
2.1 Land Use, Demographic and Comprehensive Planning	\$181,454	\$315,452							
2.2 Long-Range Transportation Plan	\$74,476	\$18,619							
2.3 Modeling/Forecasting Activities	\$103,777	\$180,408							
2.4 Congestion Management Process	\$52,163	\$90,680							
2.5 Transportation Research and Database Management	\$160,205	\$278,511							
2.6 5-County Regional Transportation Study (KDOT) (2)								\$600,000	
3.0 SHORT RANGE TRANSPORTATION PLANNING									
3.1 Transportation Improvement Program	\$45,889	\$79,778							
3.2 MoDOT Traffic Studies (MoDOT) (2) (3)									\$470,061
4.0 AIR QUALITY PLANNING									
4.1 Conformity of the LRTP and TIP	\$16,701	\$29,035							
4.2 Mobile Source Elements of the Clean Air Action Plan	\$18,395	\$31,980							
4.3 Plug-In Electric Vehicle Readiness Planning	\$5,165	\$8,978							
5.0 TSM/TDM									
5.1 Active Transportation Planning	\$41,626	\$72,366							
5.2 ITS Planning and Integration	\$27,211	\$47,305							
5.3 Transportation Safety Planning	\$45,551	\$79,185							
6.0 PUBLIC TRANSPORTATION PLANNING									
6.1 Transit/Paratransit Planning and Coordination	\$40,353	\$70,150							
6.2 KCATA Short-Range Transportation Planning (KCATA)					\$50,000				
6.3 KCATA Transit Infrastructure and Passenger Amenity Needs Study (KCATA)					\$200,000				
6.4 Jackson County/Kansas City Regional Alternatives Analysis							\$1,800,000		
6.5 JCT Short-Range Transit Planning (Johnson County)					\$100,000				
6.6 JCT Long-Range Transit Planning (Johnson County)					\$100,000				
6.7 JCT Systemwide Planning Activities (Johnson County)					\$750,000				
6.8 I-35 Fixed Guideway Corridor Study (Johnson County)						\$500,000			
6.9 KU Medical Center Area Transit Study (KCATA)	\$3,652	\$6,348			\$50,000				
6.10 Shawnee Mission Parkway Transit Analysis	\$17,841								
7.0 GOODS MOVEMENT/FREIGHT PLANNING									
7.1 Goods Movement/Freight Planning	\$20,072	\$34,892							
8.0 MAJOR CORRIDOR STUDIES									
8.1 Major Corridor Studies - General	\$13,507	\$23,480							
8.2 First Tier Environmental Impact Statement: I-70 Corridor (MoDOT)			\$54,000						\$6,000
8.3 Feasibility Study: I-70 Dedicated Truck Lanes (MoDOT)				TBD					TBD
8.4 Feasibility Study: I-35 from MO-KS State Line to Downtown Loop (MoDOT)									\$12,500
8.5 K-7 Corridor Development Study in LV and WY Counties	\$70,780	\$0							
9.0 AVIATION PLANNING									
9.1 Airports/Heliports System Plan									
TOTALS	\$1,192,424	\$1,808,061	\$54,000	\$0	\$1,250,000	\$500,000	\$1,800,000	\$600,000	\$488,561

(1) Highlighted tasks and amounts are serving as in-kind match for CPG funded planning activities in the UPWP.

(2) Highlighted task amount represents direct cost contribution to the work program.

(3) Please see Appendix C - Schedule 2 for breakdown of direct costs

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 Appendix C - SCHEDULE 1
 With Amendment #4

WORK ELEMENT	FUNDING					TOTAL	CPG MATCH REQUIRED		CPG MATCH PROVIDED	DIRECT COST MATCH PROVIDED
	KCMO	KCATA	JOCO	UNIFIED GOVT	OTHER	TOTAL	KS	MO		
1.0 PROGRAM SUPPORT AND ADMINISTRATION										
1.1 Program Administration						\$426,989	\$38,980	\$67,767		
1.2 Public Participation						\$267,511	\$24,421	\$42,457		
2.0 LONG RANGE TRANSPORTATION PLANNING										
2.1 Land Use, Demographic and Comprehensive Planning						\$496,906	\$45,364	\$78,863		
2.2 Long-Range Transportation Plan						\$93,095	\$18,619	\$32,368		
2.3 Modeling/Forecasting Activities						\$284,185	\$25,944	\$45,102		
2.4 Congestion Management Process						\$142,843	\$13,041	\$22,670		
2.5 Transportation Research and Database Management						\$438,716	\$40,051	\$69,628		
2.6 5-County Regional Transportation Study (KDOT) (2)						\$600,000				\$600,000
3.0 SHORT RANGE TRANSPORTATION PLANNING										
3.1 Transportation Improvement Program						\$125,667	\$11,472	\$19,945		
3.2 MoDOT Traffic Studies (MoDOT) (2) (3)						\$470,061				\$470,061
4.0 AIR QUALITY PLANNING										
4.1 Conformity of the LRTP and TIP						\$45,736	\$4,175	\$7,259		
4.2 Mobile Source Elements of the Clean Air Action Plan						\$50,375	\$4,599	\$7,995		
4.3 Plug-In Electric Vehicle Readiness Planning						\$14,143	\$1,291	\$2,245		
5.0 TSM/TDM										
5.1 Active Transportation Planning						\$113,992	\$10,407	\$18,092		
5.2 ITS Planning and Integration						\$74,516	\$6,803	\$11,826		
5.3 Transportation Safety Planning						\$124,736	\$11,388	\$19,796		
6.0 PUBLIC TRANSPORTATION PLANNING										
6.1 Transit/Paratransit Planning and Coordination						\$110,503	\$10,088	\$17,538		
6.2 KCATA Short-Range Transportation Planning (KCATA)		\$50,000				\$100,000				
6.3 KCATA Transit Infrastructure and Passenger Amenity Needs Study (KCATA)		\$50,000				\$250,000				
6.4 Jackson County/Kansas City Regional Alternatives Analysis	\$135,000					\$315,000				
6.5 JCT Short-Range Transit Planning (Johnson County)			\$25,000			\$125,000				
6.6 JCT Long-Range Transit Planning (Johnson County)			\$25,000			\$125,000				
6.7 JCT Systemwide Planning Activities (Johnson County)			\$187,500			\$937,500				
6.8 I-35 Fixed Guideway Corridor Study (Johnson County)			\$125,000			\$625,000				
6.9 KU Medical Center Area Transit Study (KCATA)		\$5,000	\$5,000	\$5,000		\$75,000	\$913	\$1,587		
6.10 Shawnee Mission Parkway Transit Analysis							\$4,460			
7.0 GOODS MOVEMENT/FREIGHT PLANNING										
7.1 Goods Movement/Freight Planning						\$54,964	\$5,018	\$8,723		
8.0 MAJOR CORRIDOR STUDIES										
8.1 Major Corridor Studies - General						\$36,987	\$3,377	\$5,870		
8.2 First Tier Environmental Impact Statement: I-70 Corridor (MoDOT)						\$60,000				
8.3 Feasibility Study: I-70 Dedicated Truck Lanes (MoDOT)						TBD				
8.4 Feasibility Study: I-35 from MO-KS State Line to Downtown Loop (MoDOT)						\$12,500				
8.5 K-7 Corridor Development Study in LV and WY Counties				\$38,000	\$27,196	\$135,976	\$17,695	\$20,000		
9.0 AVIATION PLANNING										
9.1 Airports/Heliports System Plan						TBD				
TOTALS	\$135,000	\$105,000	\$367,500	\$43,000	\$342,196	\$8,667,901	\$298,106	\$479,731	\$20,000	\$1,070,061

(1) Highlighted tasks and amounts are serving as in-kind match for CPG funded planning activities in the UPWP.

(2) Highlighted task amount represents direct cost contribution to the work program.

(3) Please see Appendix C - Schedule 2 for breakdown of direct costs

Appendix C
SCHEDULE 2A - MoDOT BREAKDOWN OF DIRECT COSTS

Title	Yearly Salary	Yearly Fringe	Yearly Total	% Eligible	Yearly Eligible
	Base	65.77%			
Traffic Studies Staff					
Senior-Traffic-Studies-Specialist	56,616	37,236	93,852	25%	23,463
Traffic-Operations-Engineer	62,244	40,938	103,182	40%	41,273
District-Traffic-Engineer	78,240	51,458	129,698	50%	64,849
Senior-Traffic-Technician	34,308	22,564	56,872	100%	56,872
Intermediate Traffic-Technician	30,840	20,283	51,123	100%	51,123
Traffic-Center-Manager	71,124	46,778	117,902	25%	29,476
Senior-Signal-Lighting-Electrician	43,380	28,531	71,911	100%	71,911
Senior-Signal-Lighting-Electrician	42,600	28,018	70,618	100%	70,618
Total Traffic Eligible Costs	419,352	275,808			409,586
Blueprint for Safety Staff					
Senior-Traffic-Studies-Specialist	50,568	33,259	83,827	40%	33,531
Senior Administrative-Technician	32,508	21,381	53,889	50%	26,944
Total Blueprint Eligible Costs	83,076	54,639			60,475
Total UPWP Eligible Costs	502,428	330,447			470,061

Projected 2011 Salary/Fringes based on FY11 base salary and FY11 Fringe Benefits.

Appendix C
SCHEDULE 2B- KDOT BREAKDOWN OF DIRECT COSTS

**5 County Phase 2 Cost Sharing Estimates
 Updated 10/5/10**

Total Study Cost		\$1,500,000.00	18 month timeframe				
Study Area	Proportion	Total Amount Available	2010	2011	2012		
MARC	3/5	\$900,000.00	\$100,000.00	11%	\$600,000.00	67%	\$200,000.00 22%
Douglas Co.	1/5	\$300,000.00	\$ 33,333.33		\$200,000.00		\$ 66,666.67
Miami Co.	1/5	<u>\$300,000.00</u>	\$ 33,333.33		\$200,000.00		\$ 66,666.67
		\$1,500,000.00					\$300,000.00
							\$1,500,000.00

Project Timeframe	% work by year
2010	11%
2011	67%
2012	22%

MARC CPG Equipment over \$5,000

UPWP Task	Project	Source	Amount
1.1	Miscellaneous Equipment (No Item over \$5,000)	CPG	\$8,000
2.4	Travel Time Study GPS Equipment	CPG	\$1,000
5.1	Bike/Ped Traffic Counting Program - Counters	CPG	\$20,000
Total Equipment			\$29,000

MARC CPG Subcontracts*

UPWP Task	Project	Source	Amount
2.1	Local government data editor tool	CPG	\$10,000
2.1	Updated Employment File	CPG	\$10,000
2.1	GIS Support Services	CPG	\$10,000
<u>2.1</u>	<u>Green House Gas Emission Tool Expansion</u>	<u>CPG</u>	<u>\$ 15,000</u>
2.2	Transportation Outlook 2040 Implementation-Centers and Corridors Guidebook	CPG	\$25,000
2.2	Transportation Sustainability Workshops	CPG	\$15,000
2.2	<u>Sustainable Complete Streets Policy/Manual</u>	CPG	\$20,000
2.3	Python, SQL and Emme/2 Training	CPG	\$14,000
2.4	Travel Time Study	CPG	\$80,000
<u>5.2</u>	<u>Strategic Planning for Sustainable Traffic Management</u>	<u>CPG</u>	<u>\$ 5,000</u>
5.3	Transportation Safety Workshops	CPG	\$ 2,000
6.1	Phase III- Regional Transit Implementation Plan	CPG	\$40,000
6.9	KU Medical Center Area Transit Study	CPG	\$10,000
<u>6.10</u>	<u>Shawnee Mission Parkway Transit Analysis</u>	<u>CPG</u>	<u>\$17,841</u>
8.5	K-7 Corridor Development Plan	CPG	\$50,000
TOTAL Contractual			<u>\$286,000</u> <u>\$323,841</u>

MARC CPG Operating Expenses

UPWP Task	Project	Source	Amount
1.1	Legal Fees	CPG	\$1,000
1.1	In Region Travel (includes Travel Time Survey)	CPG	\$4,500
1.1	Out of Region Travel	CPG	\$35,000
1.1	Telephone	CPG	\$2,000
1.1	Postage	CPG	\$200
1.1	Classified Ads	CPG	\$18,000
1.1	Supplies & General Expense	CPG	\$1,000
1.1	Computer Supplies	CPG	\$13,000
1.1	Software Maintenance Agreements (emme/2, REMI, etc.)	CPG	\$38,000
1.1	Courier/Overnight Delivery	CPG	\$200
1.1	Meetings	CPG	\$10,000
1.1	Registration Fees	CPG	\$15,000
1.1	Periodicals & Subscriptions	CPG	\$10,500
1.1	Agency Professional Memberships	CPG	\$31,000
1.1	Training (includes webinars)	CPG	\$15,000
1.1	Drafting	CPG	\$200
1.1	Printing	CPG	\$2,500
<u>1.1</u>	<u>Printing</u>	<u>CPG</u>	<u>\$7,500</u>
Total Operating Expenses			\$189,600
			\$197,100

MARC Personnel Costs

Salary	CPG	\$1,282,574
Salary	CPG	\$1,265,154
Fringe Benefits	CPG	\$558,132
Fringe Benefits	CPG	\$550,552
Total Personnel Costs		\$1,840,706
		\$1,815,706

MARC Other Costs

Indirect	CPG	\$645,576
Indirect	CPG	\$618,846
Rent	CPG	\$127,108
Rent	CPG	\$121,845
Total Other Costs		\$772,684
		\$740,691

STATE AND LOCAL RATE AGREEMENT

EIN #: 430976432

DATE: December 15, 2009

DEPARTMENT/AGENCY:
Mid-America Regional Council
600 Broadway, Suite 300
Kansas City

MO 64105-1554

FILING REF.: The preceding
Agreement was dated
February 18, 2009

The rates approved in this agreement are for use on grants, contracts and other agreements with the Federal Government, subject to the conditions in Section III.

SECTION I: INDIRECT COST RATES*

RATE TYPES: FIXED		FINAL	PROV. (PROVISIONAL)	PRED. (PREDETERMINED)	
TYPE	EFFECTIVE PERIOD		RATE (%)	LOCATIONS	APPLICABLE TO
	FROM	TO			
FINAL	01/01/09	12/31/09	38.4	On Site	All Programs
PROV.	01/01/10	UNTIL AMENDED	36.2	On Site	All Programs

*BASE:

Direct salaries and wages including all fringe benefits.

DEPARTMENT/AGENCY:
Mid-America Regional Council

AGREEMENT DATE: December 15, 2009

SECTION I: FRINGE BENEFITS RATES**

RATE TYPES: FIXED FINAL PROV. (PROVISIONAL) PRED. (PREDETERMINED)

TYPE	EFFECTIVE PERIOD		RATE (%)	LOCATIONS	APPLICABLE TO
	FROM	TO			
FIXED	01/01/09	12/31/09	42.1	On Site	Regular Staff
FIXED	01/01/09	12/31/09	7.6	On Site	Interns
FIXED	01/01/10	12/31/10	46.4	On Site	Regular Staff
FIXED	01/01/10	12/31/10	7.6	On Site	Interns
PROV.	01/01/11	UNTIL AMENDED	Use same rates and conditions as those cited for fiscal year ending December 31, 2010.		

**DESCRIPTION OF FRINGE BENEFITS RATE BASE:
Salaries and wages.

DEPARTMENT/AGENCY:
Mid-America Regional Council

AGREEMENT DATE: December 15, 2009

SECTION II: SPECIAL REMARKS

TREATMENT OF FRINGE BENEFITS:

The fringe benefits are charged using the rate(s) listed in the Fringe Benefits Section of this Agreement. The fringe benefits included in the rate(s) are listed below.

TREATMENT OF PAID ABSENCES:

The costs of vacation, holiday, sick leave pay and other paid absences are included in the organization's fringe benefit rate and are not included in the direct cost of salaries and wages. Claims for direct salaries and wages must exclude those amounts paid or accrued to employees for periods when they are on vacation, holiday, sick leave or are otherwise absent from work.

Equipment Definition -

Equipment means an article of nonexpendable, tangible personal property having a useful life of more than one year and an acquisition cost of \$1,000 or more per unit.

FRINGE BENEFITS:

FICA

Pension

401k Employer Match

Unemployment Compensation

Cafeteria Allowance

Health Insurance Subsidy

Educational Assistance

Disability Insurance

Vacation

Sick Leave

Holidays

Jury Duty

Funeral Leave

Emergency Leave

Transit Passes

Moving Expenses for New Hires

There is no In-Kind salaries and wages included in the base.

The indirect cost rate(s) has/have been negotiated in compliance with the applicable Administration for Children and Families Program Instructions for the Head Start program (ACYF-PI-HS-05-01 and ACYF-PI-HS-08-03). ACYF-PI-HS-08-03, dated 5/12/2008, specifically defines "compensation" and limited the cost of "compensation" charged to any federally funded program to zero for any staff whose "compensation" exceeded the rate payable for level II of the Executive Schedule. As of January, 2009 the Executive Schedule Level II rate is \$177,000.

DEPARTMENT/AGENCY:
Mid-America Regional Council

AGREEMENT DATE: December 15, 2009

SECTION III: GENERAL

A. LIMITATIONS:

The rates in this Agreement are subject to any statutory or administrative limitations and apply to a given grant, contract or other agreement only to the extent that funds are available. Acceptance of the rates is subject to the following conditions: (1) Only costs incurred by the organization were included in its indirect cost pool as finally accepted; such costs are legal obligations of the organization and are allowable under the governing cost principles; (2) The same costs that have been treated as indirect costs are not claimed as direct costs; (3) Similar types of costs have been accorded consistent accounting treatment; and (4) The information provided by the organization which was used to establish the rates is not later found to be materially incomplete or inaccurate by the Federal Government. In such situations the rate(s) would be subject to renegotiation at the discretion of the Federal Government.

B. ACCOUNTING CHANGES:

This Agreement is based on the accounting system purported by the organization to be in effect during the Agreement period. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this Agreement require prior approval of the authorized representative of the cognizant agency. Such changes include, but are not limited to, changes in the charging of a particular type of cost from indirect to direct. Failure to obtain approval may result in cost disallowances.

C. FIXED RATES:

If a fixed rate is in this Agreement, it is based on an estimate of the costs for the period covered by the rate. When the actual costs for this period are determined, an adjustment will be made to a rate of a future year(s) to compensate for the difference between the costs used to establish the fixed rate and actual costs.

D. USE BY OTHER FEDERAL AGENCIES:

The rates in this Agreement were approved in accordance with the authority in Office of Management and Budget Circular A-87 Circular, and should be applied to grants, contracts and other agreements covered by this Circular, subject to any limitations in A above. The organization may provide copies of the Agreement to other Federal Agencies to give them early notification of the Agreement.

E. OTHER:

If any Federal contract, grant or other agreement is reimbursing indirect costs by a means other than the approved rate(s) in this Agreement, the organization should (1) credit such costs to the affected programs, and (2) apply the approved rate(s) to the appropriate base to identify the proper amount of indirect costs allocable to these programs.

BY THE DEPARTMENT/AGENCY:
Mid-America Regional Council

(DEPARTMENT/AGENCY)

(SIGNATURE)

(NAME)

(TITLE)

(DATE)

Dorothy Pope
Dorothy Pope
Director of Financial Affairs
12-18-09

ON BEHALF OF THE FEDERAL GOVERNMENT:

DEPARTMENT OF HEALTH AND HUMAN SERVICES

(AGENCY)

(SIGNATURE)

(NAME)

DIRECTOR, DIVISION OF COST ALLOCATION-
(TITLE) CENTRAL STATES FIELD OFFICE

December 15, 2009

(DATE) 7366

HHS REPRESENTATIVE: Katherine Tang

Telephone: (214) 767-5362

Appendix E

RELATED ACTIVITIES

E.1 Operation Green Light – Lead Agency: MARC

Program Objectives

- Manage traffic signal coordination on the arterial corridors included in Operation Green Light in cooperation with partner agencies.
- Support regional traffic incident management initiatives by managing traffic signal timing plans on the arterial corridors included in Operation Green Light.

Background/Previous Work

Operation Green Light is a regional effort to improve traffic flow and reduce vehicle emissions.

Operation Green Light works with federal, state and local agencies to coordinate traffic signal timing plans and communication between traffic signal equipment across jurisdictional boundaries. Coordinating traffic signal systems can significantly reduce travel delay, reduce ozone precursor emissions and provide a powerful tool to help manage incident-related congestion.

Program Activities and Products (Estimated Completion Dates)

1. Program management—Activities included in this work include project management, stakeholder engagement, training, and all other work necessary to ensure the active prioritization of objectives to efficiently manage traffic signal infrastructure and control devices (12/2011)
2. Signal Timing and Synchronization—Activities include traffic data collection and analysis, field observation, controller programming and deployment, signal timing troubleshooting and traffic modeling and deployment (12/2011)
3. Regional network communications—Activities include, database management, repair tracking, field investigation, equipment procurement, server administration and other activities associated with the system network (12/2011)
4. Miscellaneous- Other activities as required (12/2011)

Funding

E.2 RideShare Program

Program Objectives

- Identify and implement ways to provide effective commuter resources that inform citizens of their transportation options
- Create opportunities for RideShare to help build social capital throughout the community.

- Increase the number of new RideShare registrants and implement strategies that encourage residents to reduce their single-occupant driving
- Increase RideShare's visibility and influence among area employers that are implementing or developing alternative transportation programs for their employees
- Develop opportunities for collaborative outreach activities with other programs at MARC and outside agencies to maximize resources and avoid duplication of services

Background/Previous Work

MARC administers the RideShare Commuter Resource Center as an on-going program. RideShare services include an 816-842-RIDE commuter hotline, free online carpool matching, vanpool and transit referral, Guaranteed Ride Home service to registered participants and online bulletins to alert commuters to roadway construction projects and potential travel delays. Services for employers include on-site RideShare promotions, in-house carpool matching and tracking of alternative transportation usage, as well as regional promotions like the Green Commute Challenge. RideShare is included in the region's Long Range Transportation Plan as a transportation demand management program.

Program Activities

1. Conduct of a review of ridematching software vendors and secure a contract with a provider of online ridematching services.
2. Execute agreements to replace and update carpool signs in the region.
3. Plan and implement a RideShare advertising campaign.
4. Conduct a targeted business outreach campaign to inform employers of RideShare's services and coordinate efforts with other transportation programs.
5. Coordinate a weeklong regional carpool promotion to generate media coverage and greater awareness of carpooling.
6. Coordinate and market the Green Commute Challenge employer contest to employers throughout the Kansas City region during the 2011 ozone season.
7. Identify opportunities to offer incentive items to registered carpoolers, vanpoolers and transit riders.
8. Continue refining a marketing strategy to promote online ridematching and other commuter resources to businesses, communities and individual commuters.
9. Build stronger relationships with area job placement programs that promote RideShare to ensure accuracy of information and optimal ridematching capability.
10. Continue offering individual ridematching and Guaranteed Ride Home services.

Products (Estimated Completion Dates)

1. Quarterly KC Commuter newsletters (3/2011, 6/2011, 9/2011, 12/2011).
2. Weeklong carpooling promotion (5/2011)
3. Green Commute Challenge contest (9/2011)
4. RideShare advertising campaign (12/2011)

Funding

E.3 Bicycle & Pedestrian Program Promotion

Program Objectives

- To promote and encourage bicycle and pedestrian travel in the general public and strategic target groups. To educate the public by providing relevant information about bikeways in the region and how to safely use them.
- To offer webinars and workshops designed to promote the integration of bicycle and pedestrian as integral transportation modes in a total transportation system.

Background/Previous Work

MARC's Explore KC Campaign has been promoting bicycle and pedestrian trips since 2003. A range of activities have been included in the campaign, such as the Bicycle and Pedestrian Commuter Challenge, the "favorite Plaus" campaign, and efforts to educate riders and promote safe bicycling.

In 2004, MARC developed a bicycling brochure for college students. The piece was designed to help freshmen transitioning to a new environment learn how to get around on bicycle. The brochures have been provided to all of the Universities and Community Colleges in the region. MARC continues to provide this material annually.

In 2004, MARC initiated a demonstration project at Southwood Elementary School in Raytown, MO to promote Walk to School Day on October 6, 2004. On a typical day, 35 student's walk to school but on October 6, 2004 the school recorded 201 of 350 students walking. Due to the success of this program, in 2005 MARC began to earnestly promote the International Walk to School Day by bringing together Kansas City, MO- Safe Kids Metro KC and Safe Kids Johnson County and FedEx to promote pedestrian safety.

Each year MARC has worked with Safe Kids to visit area schools preceding the event to talk about pedestrian and bicycle safety. Each year MARC has continued to promote and track the regional participation in International Walk To School Day through the national website. This program continues to hold a great deal of opportunity as Safe Routes to School Program, Walking School Buses and other related program spread across the region.

In 2006 MARC staff completed work on the regional Bikeways and Trails Map. Ten thousand copies of the new map were printed and distributed to area Parks and Recreation Departments, bike shops and at special request. This new product is in high demand. The map now contains more information than its predecessor. New safety information was added including graphics that explain how to ride on trails and roadways safely.

Beginning in 2006, under Explore KC, MARC developed print, bill board and radio media spots to get the "Share the Road" STR message that ran in May. In 2007, the Explore KC Campaign added the "Bike More... Walk More..." message. The Explore KC Campaign placed new emphasis on obeying the rules of the road due to increased bicycle fatalities witness in 2006. We worked on a Share the Road brochure for distribution through the Share the Road Safety Taskforce, and Destination Safe Coalition. In addition, a STR poster was developed. In addition we developed 15 and 30 second STR messages for radio messages. The Share the Road message was also designed for billboard ads strategically placed in the metro region.

In 2011, MARC will continue to participate in the promotion of Bike to Work Week, and International Walk to School Day. In addition, we will continue to provide brochures and maps to the general public and targeted groups. We have witnessed an increase in the popularity of bicycling and walking since the beginning of this campaign. In 2011 an updated Bikeway and Trails Map will be completed and distributed.

Program Activities and Products

1. Develop and distribute updated regional bikeway and trails map for public (4/2011).
2. Procure and distribute brochures and incentive items as need (12/2011)

Funding

E.4 Security Planning – Lead Agency: MARC

Program Objectives

- To integrate transportation safety into regional emergency preparedness and response planning and enhancements in metropolitan Kansas City.
- To enhance protection of critical transportation infrastructure.
- To reduce risks from and improve response to transportation-related hazardous chemical releases.
- To support the development of emergency evacuation plans.
- To identify and improve communication with special needs populations during emergencies to maximize their safety.

Background/Previous Work

MARC is supporting local agencies to enhance the region's capabilities to deter, respond and recover from emergency events, including terrorist threats and natural hazards. In 2007, MARC amended its Long-Range Transportation Plan to include a Security Element. MARC supports a number of emergency committees, including the Mid-America Local Emergency Planning Committee (LEPC). The LEPC brings industry and response agencies together to reduce risks from hazardous chemical releases. The LEPC makes regular updates of its response plan, including an analysis of transportation-related risks and opportunities to reduce those risks. In 2010, the Mid-America LEPC invited the LEPCs serving the three Kansas counties (Johnson, Leavenworth and Wyandotte) to join the Mid-America LEPC. Work is underway to incorporate information about the hazardous material risks in those three counties into the existing Mid-America LEPC plan. MARC is working with local law enforcement agencies, the FBI and other agencies to identify critical infrastructure, prepare protection and response plans and develop a Kansas City Terrorism Early Warning (KCTEW) Interagency Analysis System. MARC has completed an initial critical infrastructure plan for the region, and engaged representatives from public and private sectors on identifying critical assets and protection strategies. MARC continues to work with local agencies and the Metropolitan Emergency Managers Committee to address transportation-aspects of evacuation appropriate to the Kansas City region. MARC prepared a Regional Public Works Mutual Aid agreement and continues to encourage local adoption. MARC works with an advisory group representing special needs populations to ensure that communication mechanisms and services are available and prepared to meet their needs prior to and during emergencies. MARC is administering several port security grants and works with the Coast Guard, port authorities and local government officials to plan for and invest grant funds to secure the region's port facilities. Through the port security grant, MARC is preparing a strategic risk mitigation plan.

Program Activities and Products (Estimated Completion Dates)

1. Continue to involve transportation professionals in regional emergency preparedness and response planning, training and exercises (12/2011).
2. Continue to enhance transportation aspects of regional hazardous materials plans, protocols, training and exercises (12/2011).
3. Seek adoption of the Regional Mutual Aid Agreement by local agencies (12/2011).
4. Develop protocols for requesting resources and plan tabletop exercises to test the protocols (12/2011).
5. Involve public works and other transportation agencies responsible for critical infrastructure in protection and response planning and security enhancements (12/2011).
6. Support emergency management agencies in the development of evacuation and other emergency response plans (12/2011).
7. Work with community organizations and special advisors to refine planning and to implement recommendations to improve communications with special populations prior to and during emergency events (12/2011).
8. Develop plans to protect the region's port facilities and develop funding recommendations to invest federal homeland security funds to enhance port and related critical infrastructure security (12/2011).

Funding

Non-CPG Funded

\$ 100,000	Port Security
<u>150,000</u>	Urban Areas Security Initiative

Task Total \$ 250,000

E.5 Kansas City SmartPort/Trade Data Exchange Phase III Planning – Lead Agency: MARC

Program Objectives

- To develop and implement freight transportation management systems and software to improve domestic and international freight mobility serving regional markets.

Background/Previous Work

Because of its central location and historical importance as a gateway to the western United States, the Kansas City metropolitan area is one of the nation's major centers for the movement of freight. The city ranks as the second largest rail hub in the country, served by eight major railroads and six intermodal facilities. The region is home to numerous trucking companies, including the country's largest less-than-truckload (LTL) carrier. Barge and air freight are also important to the region's economy.

In 1998, MARC, in cooperation with the Greater Kansas City Chamber of Commerce and the US Department of Treasury initiated the Mid-Continent TradeWay Study to evaluate the potential for establishing an international trade processing capability in the Kansas City region. In 2000, MARC, in cooperation with the Greater Kansas City Chamber of Commerce and the Kansas City Area Development Council, established Kansas City SmartPort to implement the recommendations of the Mid-Continent TradeWay Study. In 2006, MARC, in cooperation with Kansas City SmartPort, Inc., KDOT and MoDOT, completed an updated ITS implementation plan for Kansas City SmartPort. In 2007, MARC worked with Kansas City SmartPort to conduct pilot tests of some of the operational concepts developed in the 2006 ITS planning work. In 2009 MARC in cooperation with KC SmartPort completed Phase II operational testing of the Trade Data Exchange.

Program Activities and Products (Estimated Completion Dates)

11. Complete development of Trade Data Exchange Phase III freight transportation management systems and software (12/2011).
12. Maintain liaison and support to the Kansas City SmartPort and other freight interests in the region (12/2011).
13. Provide public engagement between the freight community and the public sector about the importance freight in the transportation planning process (12/2011).

Funding

E.6 Creating Livable Places – Lead Agency: MARC

Program Objectives

- To identify strategic steps within the metropolitan planning process where livability considerations could be incorporated.
- To develop tools and methods to facilitate the incorporation of livability principles into the metropolitan planning process.

Background/Previous Work

In 2009, the federal government created the Partnership for Sustainable Communities, a joint effort of USDOT, EPA and HUD. The Partnership identified six livability principles that would serve as the foundation for the interagency coordination. Current MPO planning regulations require the consideration of a series of planning factors in the development of metropolitan transportation plans and programs that could contribute to a more livable region. However, to date, limited guidance or research on best practices exist on how best and most effectively to incorporate such considerations into the planning process and its resulting products.

MARC has been awarded a research grant from the Federal Highway Administration to conduct such research using the Kansas City region as a test case. The work will be conducted in concert with, and be highly coordinated with the Creating Sustainable Places grant awarded to MARC by HUD.

Program Activities and Products (Estimated Completion Dates)

14. Identify opportunities to more fully bring livability considerations into the metropolitan planning process (12/2011).
15. Identify gaps in the incorporation of livability principles into local planning efforts (12/2011).
16. Identify data sets, tools and strategies necessary to support integration of livability principles into the metropolitan planning process (12/2012).
17. Identify tools and strategies that support implementation of plans with livability principles (12/2012).
18. Identify mechanisms to institutionalize the incorporation of livability principles into the metropolitan planning process (6/2013).
19. Prepare and submit final research report (6/2013).

Funding

Non-CPG Funded

<u> \$ 125,000</u>	<u>FHWA Research Program Grant</u>
<u> 125,000</u>	<u>Local Government In-kind Contributions</u>
<u>Task Total</u>	<u>\$ 250,000</u>