

UNIFIED PLANNING WORK PROGRAM FY 2012



The preparation of this report was financed in part through a technical studies grant from the Federal Transit Administration and metropolitan planning funds from the Federal Highway Administration, administered by the Kansas Department of Transportation and the Missouri Department of Transportation. The opinions, findings and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Kansas Secretary of Transportation, the Federal Highway Administration or the Federal Transit Administration.

Approved _____, 2012

THIS PAGE LEFT BLANK INTENTIONALLY

2012 UPWP DRAFT

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 23 CFR 450 subpart C;
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.

Date _____
Jerry Younger
Deputy Secretary/State Transportation Engineer
Kansas Department of Transportation

Date _____
Dan Niec
Kansas City District Engineer
Missouri Department of Transportation

Date _____
David A. Warm
Executive Director
Mid-America Regional Council

**FY 2012 UNIFIED PLANNING WORK PROGRAM
MID-AMERICA REGIONAL COUNCIL
TABLE OF CONTENTS**

INTRODUCTION	1
TRANSPORTATION PLANNING PROCESS	2
MAJOR TRANSPORTATION PLANNING INITIATIVES	10
1.0 PROGRAM SUPPORT AND ADMINISTRATION.....	11
1.1 Program Administration – Lead Agency: MARC.....	11
1.2 Public Participation – Lead Agency: MARC.....	12
2.0 LONG-RANGE TRANSPORTATION PLANNING	14
2.1 Land Use, Demographic and Comprehensive Planning – Lead Agency: MARC.....	14
2.2 Long-Range Transportation Plan – Lead Agency: MARC	16
2.3 Modeling/Forecasting Activities – Lead Agency: MARC	16
2.4 Congestion Management Process – Lead Agency: MARC	18
2.5 Transportation Research and Database Management – Lead Agency: MARC.....	18
2.6 5-County Regional Transportation Study – Phase 2- Lead Agency: KDOT	19
3.0 SHORT-RANGE TRANSPORTATION PLANNING.....	21
3.1 Transportation Improvement Program – Lead Agency: MARC.....	21
3.2 MoDOT Traffic Studies – Lead Agency: MoDOT	22
4.0 AIR QUALITY PLANNING	23
4.1 Conformity of the Long-Range Transportation Plan and Transportation Improvement Program – Lead Agency: MARC.....	23
4.2 Mobile Source Elements of the Clean Air Action Plan – Lead Agency: MARC.....	24
5.0 TRANSPORTATION SYSTEM MANAGEMENT/TRAVEL DEMAND MANAGEMENT.....	26
5.1 Active Transportation Planning– Lead Agency: MARC	26
5.2 Intelligent Transportation Systems Planning and Integration – Lead Agency: MARC	27
5.3 Transportation Safety Planning – Lead Agency: MARC.....	28
5.4 Traffic Operations and Management Planning – Lead Agency: MARC.....	29
6.0 PUBLIC TRANSPORTATION PLANNING	32
6.1 Transit/Paratransit Planning and Coordination – Lead Agency: MARC.....	32
6.2 KCATA Short –Range Transportation Planning –Lead Agency: KCATA	33
6.3 KCATA Transit Infrastructure and Passenger Amenity Needs Study – Urban Corridors and Service Areas – Lead Agency: KCATA.....	33
6.4 Jackson County/Kansas City Regional Alternatives Analysis- Lead Agency: MARC.....	34
6.5 JCT Short-Range Transit Planning – Lead Agency: Johnson County	36
6.6 JCT Long-Range Transit Planning – Lead Agency: Johnson County	37
6.7 JCT Systemwide Planning Activities – Lead Agency: Johnson County	38
6.8 I-35 Fixed Guideway Planning – Lead Agency: Johnson County	39

7.0	GOODS MOVEMENT/ FREIGHT PLANNING.....	41
7.1	Goods Movement/Freight Planning – Lead Agency: MARC	41
8.0	MAJOR CORRIDOR STUDIES	43
8.1	Major Corridor Studies – General – Lead Agency: MARC.....	43
8.2	Environmental Impact Statement: I-70 from west of Paseo Boulevard to east of Blue Ridge Cutoff – Lead Agency: MoDOT	44
8.3	I-35 Managed Lanes Study – Lead Agency: KDOT.....	45
9.0	AVIATION PLANNING.....	46
9.1	Aviation and Surface Transportation Planning Coordination – Lead Agency: MARC	46
Appendix A	47
	RELATIONSHIP BETWEEN UPWP PROJECTS AND LRTP POLICY DIRECTION	47
Appendix B	49
	MAJOR WORK ACCOMPLISHMENTS IN 2011.....	49
Appendix C	51
	SCHEDULE 1 - BUDGET TABLES	51
Appendix C	52
	SCHEDULE 2 - MoDOT BREAKDOWN OF DIRECT COSTS.....	52
Appendix C-SCHEDULE 3	53
Appendix D	55
	Indirect Cost Documentation	55
Appendix E	57
	RELATED ACTIVITIES	57

2012 UPWP DRAFT

**FY 2012 UNIFIED PLANNING WORK PROGRAM
MID-AMERICA REGIONAL COUNCIL**

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 2012 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 2012). 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 2012 *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 2012 *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 1.9 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

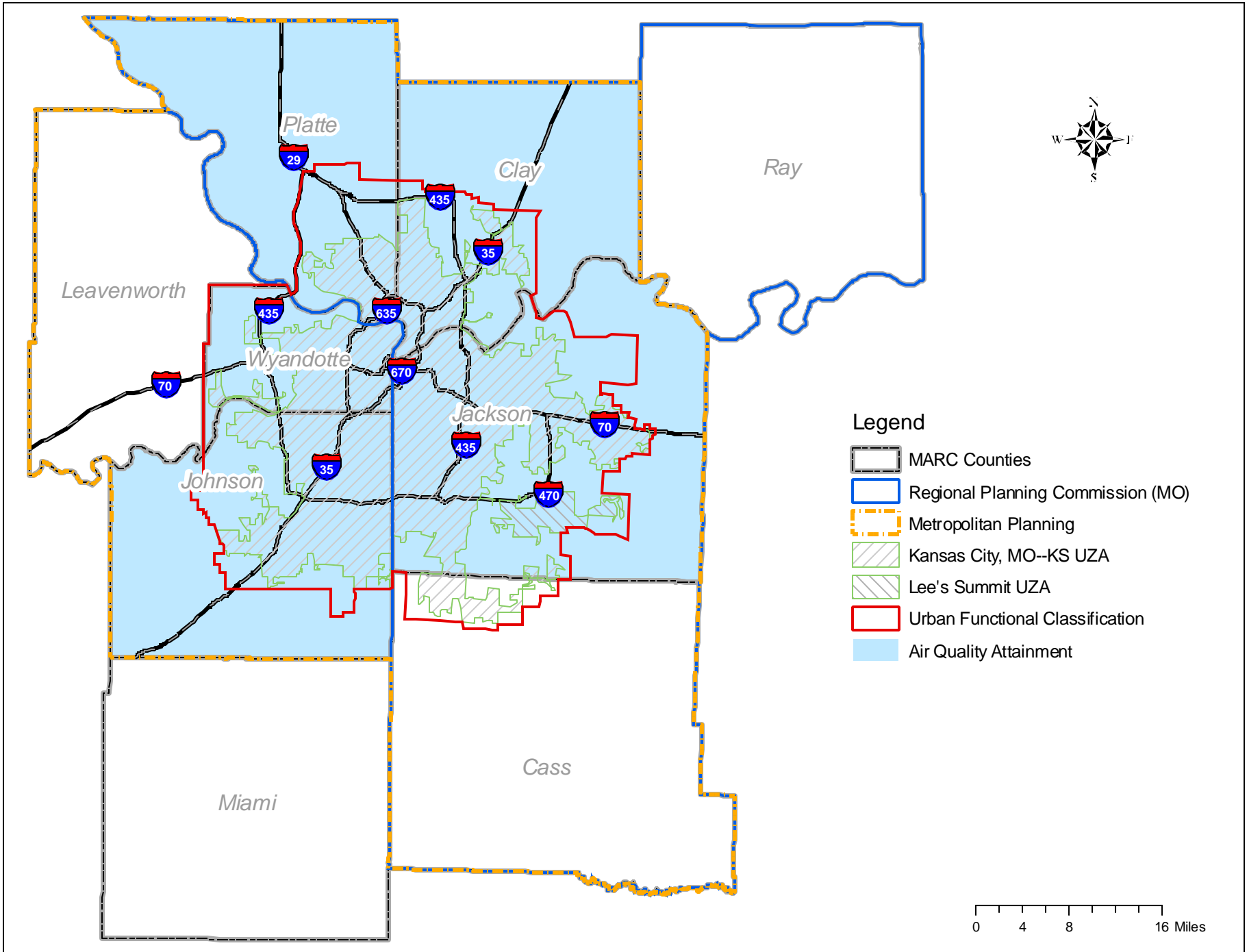
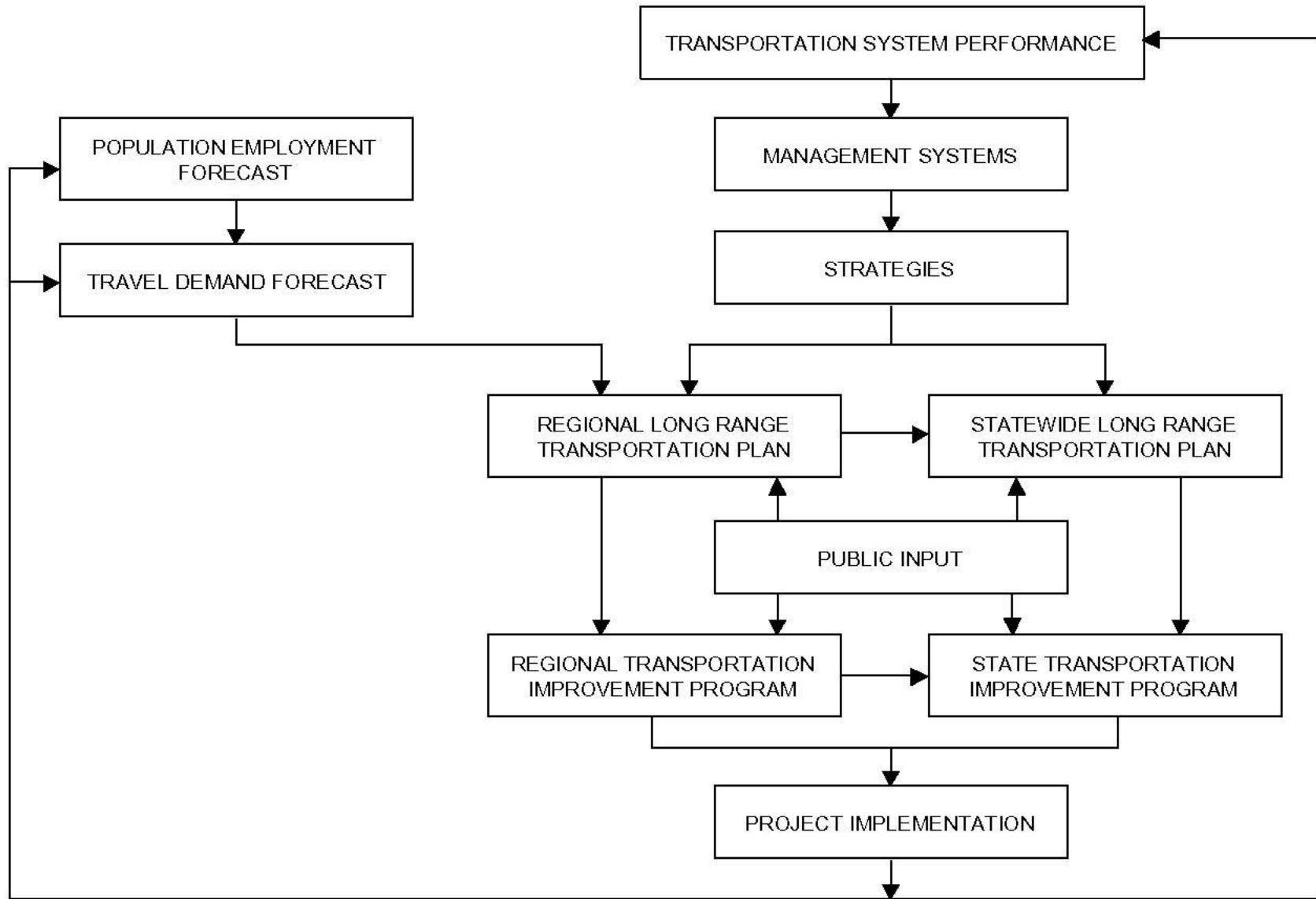


Figure 2 – Transportation Planning Process



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 suspended efforts in 2011 to revise the ground level ozone standard; it is unclear at this point whether EPA will resume efforts to designate areas under the existing ozone standard, and if so, what Kansas City's status will be. Should Kansas City be designated as nonattainment in the future, conformity determinations on the LRTP and *TIP* will be required.

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. Once the region has been redesignated 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* is being developed in 2011.

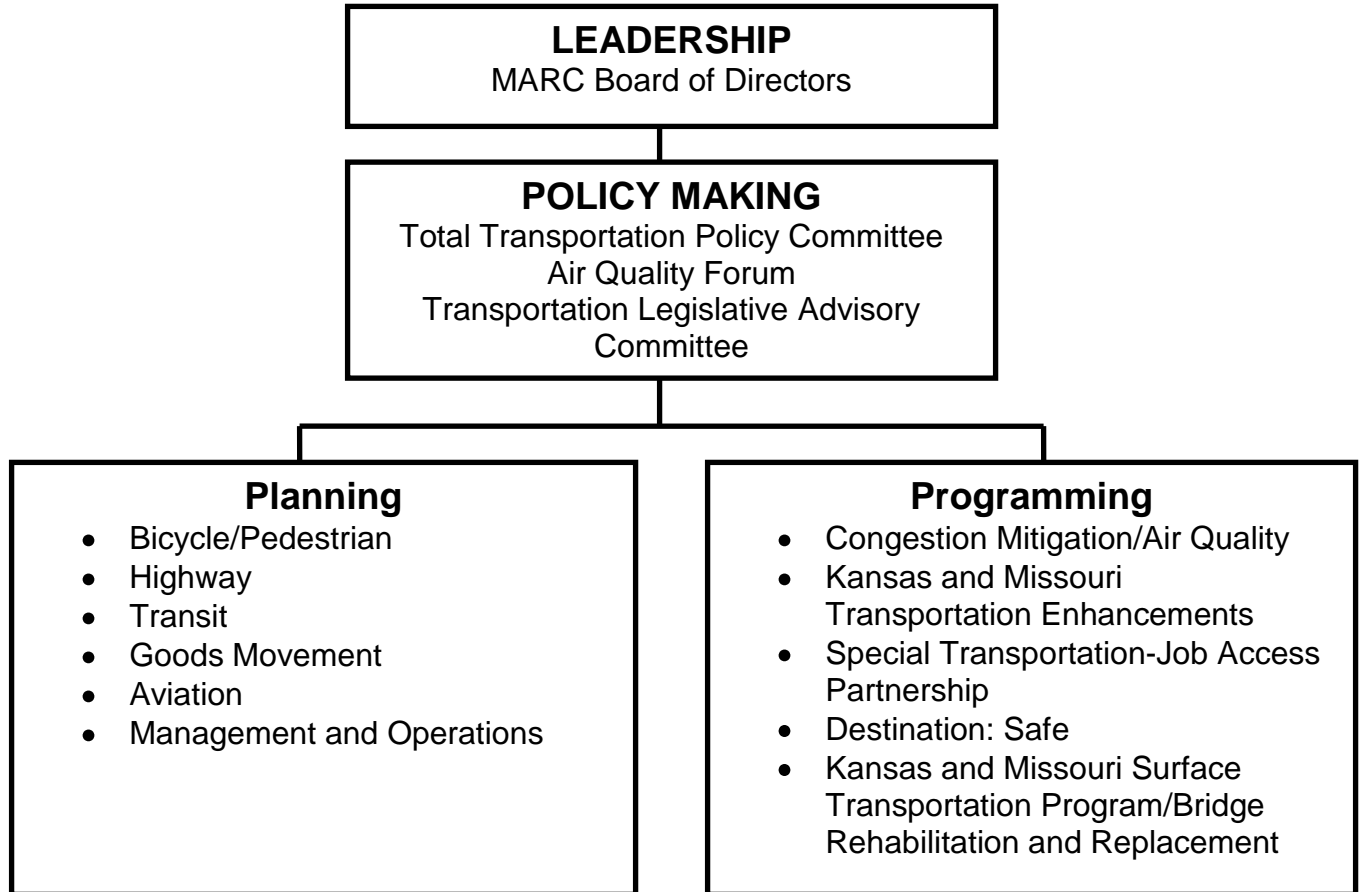
Advisory Committees

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. A current example of an ad hoc committee would be the Linking Environmental and Transportation Planning Advisory Group.

Public Involvement

MARC's Public Participation Plan was updated in 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 2012 *UPWP*.

- Monitor/Update Positions on Next Federal Transportation Authorization – Task 1.1
- Corridor Planning in conjunction with the Creating Sustainable Places project – Task 2.1
- Eco-Logical Planning on Regional Mitigation – Task 2.1
- Annual TO2040 Performance Measurement Report – Task 2.2
- KDOT 5-County Transportation Study Phase II – Task 2.6
- Traffic Operations and Management Strategic Planning – Task 5.4
- KCATA Transit Infrastructure and Passenger Amenities Needs Study – Task 6.3
- Alternatives Analyses for Downtown and Commuter Corridors – Task 6.4
- Mission Transit Center Operations Plan – Task 6.7
- Johnson County Transit Northeast Facility Planning Study- Task 6.7
- Shawnee Mission Parkway/Metcalf Corridor Improvements – Task 6.7
- KU Medical Center Area Transit Improvements – Task 6.7
- I-35 Bus on Shoulder Implementation Support – Task 6.8
- Freight Corridor Planning Pilot Project – Task 7.1
- MoDOT I-70 Environmental Impact Statement – Task 8.2
- KDOT I-35 Managed lanes Study in Johnson and Wyandotte Counties – Task 8.3

**FY 2012 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 ensure 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 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. *ACTIVITY: Committee Support.* Support MARC's transportation policy, planning, programming and special committees with agendas, meeting logistics, maintenance of membership and miscellaneous communications (monthly).
2. *ACTIVITY: Legislative Tracking.* Monitor state/federal legislative activities related to transportation programs and modify/update MARC policy positions (as needed).
3. *ACTIVITY: Personnel.* Complete annual staff evaluations (Dec); Conduct staff recruitments (as needed); Staff development and training (monthly), which could include training on the MPO process and products, modal planning, operations and management, linkages between transportation and related planning topics, and functional skills related to data, software, facilitation, communication and customer service.
4. *ACTIVITY: Procurement.* Conduct third party contract procurement and provide pre- and post-award contract administration (as needed).
5. *ACTIVITY: Operations.* Support operating expenses (training, meeting expenses, advertising, travel, supplies, etc.) to conduct the metropolitan planning process (monthly).
6. *PRODUCT: UPWP and Progress Reports.* Prepare annual Unified Planning Work Program and Budget (Oct); Prepare Quarterly UPWP progress reports (April, July, Oct); Prepare prior year Annual Progress Report per 23 CFR 420.117(b) (Jan).
7. *PRODUCT: Title VI Reports.* Participate in, monitor and prepare reports that document DBE and Title VI activities (Jan, April, July, Oct); Develop Title VI review process for subrecipients (Dec).

Funding

<u>CPG Funded</u>		<u>CPG Match</u>	
CPG-MO	\$ 224,710	<u>Required</u>	\$ 56,178
CPG-KS	<u>\$ 159,256</u>		<u>\$ 39,814</u>
Task Total	\$ 383,966		\$ 95,992 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

1.2 Public Participation – Lead Agency: MARC

Program Objectives

- To gain meaningful input into the transportation and related 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. **ACTIVITY: Engagement.** Actively engage public and private community stakeholders, the general public and the media as outlined in the Public Participation Plan (monthly); evaluate effectiveness (Dec).
2. **PRODUCT: Newsletters.** Publish *Transportation Matters* (monthly); Smart Moves news blasts (periodically); and transportation stories for ReMARC (quarterly).
3. **PRODUCTACTIVITY: Publications/Documents.** Develop issue-specific fact sheets and presentations (as needed); design written reports for publication (as needed); distribute "Guide to the Transportation Planning Process" (ongoing).
4. **ACTIVITY: Speakers Bureau.** Maintain speakers bureau and presentation materials for outreach efforts, especially those related to Kansas City/Jackson County Alternatives Analysis studies (Dec).

5. *PRODUCT: Calendar and Announcements.* Maintain transportation-related meetings and events on public online calendars (monthly). Create HTML invitations to advertise transportation events (as needed).
6. *ACTIVITY: Formal Public Review and Comment.* Provide information for public review and comment, document public input and agency response, and provide to decision makers (TIP: Jan, April, July, Oct; UPWP: Oct; other: as needed).
7. *PRODUCT: Web Pages.* Develop and maintain websites and Web pages for transportation plans and programs, and the data, policies and forecasts that support them (ongoing).

Funding

<u>CPG Funded</u>		<u>CPG Match</u>	<u>Required</u>
CPG-MO	\$ 121,180		\$ 30,295
CPG-KS	\$ 85,881		\$ 21,470
Task Total	\$ 207,061		\$ 51,765 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

2012 UPWP DRAFT

2.0 LONG-RANGE TRANSPORTATION PLANNING

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

Program Objectives

- To support a planning process that engages community stakeholders and the public in dialogue about regional goals and objectives, and how best to achieve them through the integration of the region's transportation investments, land use decisions and environmental conservation efforts.
- To promote local and regional land use policies consistent with the goals and objectives adopted by the MARC Board and included in 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 multiple communication channels and through the development of tools to assist local communities.
- To encourage sustainable development and greater housing choices in the metropolitan area, reducing travel demand.
- 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

The MARC Board and MARC committees adopted *Transportation Outlook 2040* in May, 2010. This plan includes specific policy direction related to regional growth and development and outlines a clear direction towards developing integrated land use, transportation and environmental strategies as a mechanism to pursue a more sustainable future.

The development of detailed strategies and forecasts rests upon a host of data sets, analytical capabilities and public engagement capacities that must be continually maintained, often as a joint effort between MARC and its member local governments or partner organizations. These include (list is not exhaustive):

Data

- Aerial orthoimagery, flown metro-wide every 2 years by MARC on behalf of the region's cities and counties to provide the basis for geographically accurate local land use data.
- Parcel-level land use, maintained by counties and integrated by MARC, to provide current land use.
- Planned land use, maintained by cities and counties and integrated by MARC to represent the collective future imagined by area local governments.
- Street centerlines, names and addresses, maintained by cities and counties and integrated by MARC to accurately geocode buildings and employers to Transportation Analysis Zones (TAZ) and other geographic areas.
- Economic and demographic data, maintained by a wide variety of federal, state and local agencies and aggregated by MARC to monitor changing trends by location or characteristic.

Analytical Capabilities

- Geographic Information Systems (currently ESRI's ArcGIS) to maintain, integrate, and analyze the geographically-based data sets above.

- Statistical analysis software (currently SAS) to analyze the above data sets and to estimate the parameters on various models, especially the development probability index required for Paint the Town.
- Modeling and visualization software to help translate technical data inputs into meaningful measures (greenhouse gas emissions, energy consumption, etc), and to visually display data for improved understanding and public awareness.

Public Engagement Capacities

- Data web sites, including Metro Dateline (www.metrodateline.org), Metro Outlook Live (www.metrooutlook.org), and KC Economy (www.kceconomy.com).
- Wikis for interactive communication around particular issues, such as developing a Community Wide Information Network (CWIN).
- MARC has continued to provide support to the First Suburbs Coalition to address infrastructure investments that would support housing and commercial development, and began discussions with Community Development Corporations and other organizations regarding a strategic action plan to increase the capacity to develop affordable housing in the region.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Technical Analysis.* Maintain, update and improve data sets, analytical capabilities and public engagement capacities as described above, as well as provide staff support to the committees overseeing them (ongoing).
2. *ACTIVITY: Creating Sustainable Places Program.* Assist in coordinating elements of the Creating Sustainable Places Program with the metropolitan planning process, including elements related to local corridor studies, assessing land use policies, and the related public engagement process (ongoing). Also supported by \$1,300,000 in HUD grant funds.
3. *ACTIVITY: Linking Environmental and Transportation Planning.* Conduct planning activities and provide support to the Linking Environmental and Transportation Planning Advisory Group to develop stronger and earlier linkages to environmental planning in the metropolitan planning process (ongoing).
4. *PRODUCT: Livable Communities Pilot Planning Program Guidance and Deployment.* Develop program guidance to support the Livable Communities Planning Program and initiate the public solicitation for candidate projects (Dec).
5. *PRODUCT: Website Content.* Develop updated data and other content for MARC web pages to support dissemination of land use and demographic information to committees, stakeholders and the general public (ongoing).
6. *ACTIVITY: First Suburbs.* Provide support to transportation infrastructure planning by the First Suburbs Coalition that would support reinvestment in residential and commercial properties (Dec). Also supported by \$ 400,000 in HUD grant funds.
7. *ACTIVITY: Affordable Housing along Transportation Corridors.* Develop an action agenda along transportation corridors and in centers served by public transit to support increased capacities to develop and manage affordable housing (Dec). Also supported by \$ 95,000 in HUD grant funds.
8. *PRODUCT: Aerial Imagery.* Provide staff support for the 2012 Aerial Imagery project (funded through other sources/local government contributions); provide partial funding to secure the infrared band to assist with mitigation planning work (Dec).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-MO	\$ 302,644	\$ 75,661
CPG-KS	\$ 214,486	\$ 53,622
Task Total	\$ 517,130	\$ 129,283 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

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 of transportation needs, and an underlying population and employment forecast.

Program Activities and Products (Estimated Completion Dates)

1. *PRODUCT: Transportation Outlook 2040.* Maintain the LRTP by processing proposed amendments (as needed).
2. *PRODUCT: Annual Performance Measurement Report.* Produce an annual report that measures the region's progress toward the goals and performance measurements outlined in the LRTP (Oct).
3. *ACTIVITY: Plan Implementation.* Continue the implementation of strategies and policy priorities outlined in the LRTP (ongoing).
 - a. Continue development of MARC Complete Streets Policy and related resources for local governments (Dec).
 - b. Deploy the Livable Communities Pilot Planning Program (Dec).
 - c. Present the LRTP to stakeholders and officials as requested (ongoing).
4. *ACTIVITY: Training.* Conduct targeted training programs that support LRTP goals and strategies for MARC stakeholders through the Academy for Sustainable Communities or other mechanisms (ongoing).
5. *ACTIVITY: Develop TO2040 Update Strategy.* Develop formal plan for updating the region's long range plan in advance of the next required update deadline of June 2015 (Dec).

Funding

<u>CPG Funded</u>		<u>CPG Match</u>
CPG-MO	\$ 100,464	\$ 25,116
CPG-KS	\$ 71,201	\$ 17,800
Task Total	\$ 171,665	\$ 42,916 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

2.3 Modeling/Forecasting Activities – Lead Agency: MARC

Program Objectives

- To maintain and improve economic, demographic and travel models needed to prepare long-range forecasts of metropolitan growth and development and resulting travel.

- 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 economic, demographic 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.

In June 2010, MARC had adopted new set of population, household and employment forecasts by small-area using Paint the Town. As part of the adoption process, needed improvements to the identification of activity centers and corridors were identified, as was the need to develop a method of annually tracking the percentage of population growth occurring in existing areas. Both these improvements were developed during 2011. An updated land use forecast is due by summer of 2012.

Program Activities and Products (Estimated Completion Dates)

1. *PRODUCT: Land Use Forecast.* Updated land use forecast with base year set to 2010 and forecast horizon of 2040 (July).
2. *ACTIVITY: Travel Model Development.* Updated and improved travel forecasting models as described above including strategies to integrate truck movement (ongoing).
3. *ACTIVITY: Travel Model Outputs.* Transportation model runs, network assignments, analyses and reports, including impact assessments [and analysis in support of the Congestion Management Process](#) (ongoing).

Funding

<u>CPG Funded</u>	<u>CPG Match Required</u>
CPG-MO \$ 157,649 <u>151,796</u>	\$ 39,412 <u>37,949</u>
CPG-KS \$ 111,727 <u>107,580</u>	\$ 27,932 <u>26,895</u>
Task Total \$ 269,376 <u>259,376</u>	\$ 67,344 <u>64,844</u> (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

2.4 Congestion Management Process – Lead Agency: MARC

Program Objectives

- To continue to implement and refine regional policies and standards regarding congestion on the major roadway network.
- To continue to implement and refine a process for monitoring regional congestion and identifying needed capital improvements, as well as 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 Congestion Management Process (CMP) for the metropolitan area and integrating it with the metropolitan transportation planning process.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: CMP Linkages.* Integrate CMP work with LRTP, TIP, and Regional ITS Architecture development activities (ongoing).
2. *ACTIVITY: Congestion Analysis.* Continue CMP data analysis, in support of the annual *Transportation Outlook 2040* Performance Measures Report, and evaluation of congestion management strategies (ongoing).
3. *PRODUCT: CMP Network.* Update and adopt the congestion management network based on criteria established in the MARC CMP Policy (May).
4. *PRODUCT: Travel Time Study.* Publish Regional Travel Time Study Report (March).
5. *PRODUCT: Toolbox.* Publish updated Congestion Management Toolbox (June).

Funding

<u>CPG Funded</u>		<u>CPG Match</u> <u>Required</u>
CPG-MO	\$ 53,110	\$ 13,278
CPG-KS	\$ 37,639	\$ 9,410
Task Total	\$ 90,749	\$ 22,687 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

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. *ACTIVITY: Database Management.* Monitor data sources and maintain databases and documentation; process data collected through surveys and special studies for use in planning, programming, management, and marketing of transportation services and projects (ongoing).
2. *ACTIVITY: Geocoding.* Geocode data within MARC's Geographic Information System (ARCVIEW) for graphical representation (ongoing).
3. *PRODUCT: Research Reports.* Prepare miscellaneous, periodic research reports and analyses on transportation trends and related information as prompted by emerging issues (as needed).
4. *ACTIVITY: Data Distribution.* Disseminate data and/or analyses to MARC member jurisdictions, other interested agencies and the general public (ongoing).
5. *PRODUCT: Web Page Content.* Maintain data displayed on the MARC Transportation web pages (ongoing).
6. *ACTIVITY: Functional Classification.* Conduct annual review and update of functional classification maps (Dec).
7. *ACTIVITY: TMS.* Maintain access to MoDOT's TMS System (ongoing).
8. *ACTIVITY: Environmental Justice Review.* Refine environmental justice identification and analysis processes in preparation for future LRTP and TIP updates (Dec).
9. *ACTIVITY: Urbanized Area Boundary.* Develop the adjusted urbanized area boundary from the 2010 Census and address resulting changes to the functional classification system (Dec.).

Funding

<u>CPG Funded</u>		<u>CPG Match</u>
CPG-MO	\$ 216,597	\$ 54,149
CPG-KS	\$ 153,505	\$ 38,376
Task Total	\$ 370,102	\$ 92,526 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

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

Program Objectives

- To develop criteria to prioritize needs in the 5 county area.
- To develop strategies to address the prioritized needs.
- To 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. *ACTIVITY*: Identification of congested roadway corridors; transit issues and corridors; and future corridor studies.
 2. *ACTIVITY*: Establish baseline revenue information.
 3. *PRODUCT*: Technical memorandum summarizing corridors, issues, and future corridor studies.
 4. *ACTIVITY*: Development of specific performance-based evaluation criteria.
 5. *PRODUCT*: Technical memorandum to summarize the performance standards and evaluation criteria.
 6. *ACTIVITY*: Defined approach to examining transportation solutions and define a set of strategies.
 7. *PRODUCT*: Technical memorandum detailing the transportation project toolbox of strategies.
 8. *ACTIVITY*: Update of travel demand model as created in Phase 1 and conversion of travel demand model to TransCAD for future use by KDOT.
 9. *PRODUCT*: Refined travel demand model.
 10. *ACTIVITY*: Definition and evaluation of alternative transportation strategies within priority corridors.
 11. *ACTIVITY*: Preparation of planning level cost estimates for each alternative strategies.
 12. *PRODUCT*: Technical memorandum that documents the identified strategies and measures of effectiveness for each corridor.
 13. *ACTIVITY*: Regional comparison and prioritization of projects and priorities.
 14. *PRODUCT*: Technical memorandum documenting the benefit/cost analysis for each corridor and regional priorities by 10-year intervals.
 15. *ACTIVITY*: Exploration of alternative project delivery methods and innovative finance strategies for five projects. Estimate revenues and conduct high-level market assessment for the five projects.
 16. *PRODUCT*: Briefing paper and memorandum describing the preferred value capture funding concept to be analyzed for each project. Memorandum documenting estimated revenues and market assessment findings for each project.
 17. *ACTIVITY*: Prepare Phase 2 draft report for review by the core team.
 18. *PRODUCT*: Draft and final Phase 2 report including executive summary, main report and appendices.
- *Please note that some of these activities may have been initiated in 2011 and extended into 2012. All activities are expected to be completed by April 2012.*

Funding

State	\$ 177,240	KDOT
Task Total	\$ 177,240	

(Up to \$177,240 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 2011, MARC approved the 2012-2016 *TIP* in compliance with current federal transportation law. Also in 2011, MARC introduced a new interactive user interface for the dissemination of information documented in the *TIP*.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: TIP Maintenance.* Maintain the current 2012-16 TIP through communications with project sponsors, timely processing of requested administrative modifications, and any other necessary changes (ongoing).
2. *ACTIVITY: Programming.* Pending a new federal transportation authorization, evaluate and prioritize projects according to procedures approved by various MARC committees as needed (ongoing).
3. *PRODUCT: TIP Amendments.* Process quarterly TIP amendments (Jan, Apr, Jul, Oct) and special TIP amendments (as needed).
4. *PRODUCT: Project Tracking.* Prepare Annual Listing of Obligated Projects per 23 CFR 450.332 (Dec).

Funding

		CPG Match
<u>CPG Funded</u>		<u>Required</u>
CPG-MO	\$ 69,458	\$ 17,365
CPG-KS	\$ 49,224	\$ 12,306
Task Total	\$ 118,682	\$ 29,671 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

3.2 MoDOT Traffic Studies – Lead Agency: MoDOT

Program Objectives

- To analyze traffic characteristics to support management of the transportation system.
- To produce and maintain various traffic databases and reports in order to recommend solutions to improve and enhance the safety of the regional transportation system.

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. *ACTIVITY: Data Analysis.* Support Review and analyze traffic and safety data to identify concerns and recommend solutions (as needed).
2. *ACTIVITY: ITS Architecture (Scout) Activities.* Maintain Regional ITS architecture in coordination with MARC, KC Scout, KDOT and local officials (as needed).
3. *ACTIVITY: Operation Green Light Activities.* Review and analyze recommendations of the Regional Arterial Management System – Operation Green Light (OGL) and study potential solutions at various intersections (as needed).
4. *PRODUCT: Traffic Databases and reports.* Regularly maintain traffic related databases and spreadsheets and generate reports (Dec).
5. *PRODUCT: Historical Traffic Data Files.* Regularly develop recommendations and prepare projected data, maintain programs, databases and historical files of related data in coordination with MARC (Dec).

Funding

State	\$ 432,637 253,109	MoDOT
Task Total	\$ 432,637 253,109	

(Up to \$~~432,637~~ 253,109 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

- To ensure that transportation plans and programs support regional air quality objectives and do not result in increased air pollution.
- To 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.
- To 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.

In late FY2011, the proposed 60-70ppb ozone standard was withdrawn from consideration in favor of waiting until the next scheduled review in 2013. At this time, it is unclear whether the designation process under the 2008 75ppb standard will resume prior to that review. A nonattainment designation is expected for the Kansas City area whether the standard is 75ppb or lower, with conformity analysis required of the LRTP/TIP a year after the designation becomes final. 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. *ACTIVITY: Technical Analysis.* Conduct voluntary conformity analyses/determinations on LRTP/TIP documents (as needed).

2. *ACTIVITY: Committee Support.* 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. *PRODUCT: Email Updates.* Send email updates to Conformity Consulting Agencies, [Air Quality Forum and Congestion Mitigation Air Quality Committee](#) on region's status in regard to the eight-hour ozone standard (as needed).
4. *PRODUCT: Committee Support.* Prepare meeting summaries and documentation for Consulting Agencies Group (as needed).

Funding

<u>CPG Funded</u>	<u>CPG Match Required</u>
CPG-MO \$ 23,135	\$ 5,784
CPG-KS \$ 16,395	\$ 4,099
Task Total \$ 39,530	\$ 9,883 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

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

Program Objectives

- To promote compliance with the eight-hour National Ambient Air Quality Standard for ozone.
- To build stakeholder support for initiatives that mitigate air pollution caused by cars and trucks.
- To provide input on regional air quality plans and programs as they relate to transportation.
- To 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 2011, a comprehensive update was made and the plan now also includes promotion of complete streets planning and transit access.

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.

In late FY2011, the proposed 60-70ppb ozone standard was withdrawn from consideration in favor of waiting until the next scheduled review in 2013. At this time, it is unclear whether the designation process under the 2008 75ppb standard will resume prior to that review. A nonattainment designation is expected for the Kansas City area whether the standard is 75ppb or lower, with conformity analysis required of the LRTP/TIP a year after the designation becomes final. 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.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Engagement.* Engage area chambers of commerce, economic development councils, and industry and trade associations in efforts to implement other CAAP mobile source elements (ongoing).
2. *ACTIVITY: Program Support.* 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).
3. *ACTIVITY: Fleet Engagement.* Provide technical, planning and analytical support to local government efforts to reduce mobile source emissions of ozone precursor emissions, particularly from fleets (ongoing).
4. *ACTIVITY: Technical Analysis.* Analyze air quality benefits resulting from regional mobile source emissions reduction initiatives (ongoing).
5. *ACTIVITY: Public Engagement.* 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 Match</u>
		<u>Required</u>
<u>CPG Funded</u>		
CPG-MO	\$ 25,360	\$ 6,340
CPG-KS	<u>\$ 17,974</u>	<u>\$ 4,494</u>
Task Total	\$ 43,334	\$ 10,447 10,834 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

5.0 TRANSPORTATION SYSTEM MANAGEMENT/TRAVEL DEMAND MANAGEMENT

5.1 Active Transportation Planning– Lead Agency: MARC

Program Objectives

- To develop, maintain and implement the Active Transportation Element of *Transportation Outlook 2040*.
- To provide appropriate technical and planning assistance to local governments and other project sponsors during appropriate phases of multi-modal, bicycle/pedestrian facilities' development.
- To foster transportation policies that integrate non-motorized transportation accommodations with community development needs in the region.
- To 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.
- To foster efforts through engineering best practices, public education, and traffic enforcement to improve safety of pedestrians and bicyclists.
- To 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, maintenance and implementation of the Active Transportation Element of *Transportation Outlook 2040*; 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; development of *Creating Walkable Communities* – a guide for local governments; 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; leading the formation of ad-hoc and formal coalitions around corridor planning; launching the *Explore KC Bike more, Walk more* campaign; supporting development of the *Safety Ambassador* training program; launching *By the Numbers* – an effort to standardize and collect bicycle and pedestrian traffic counts, and development of the MARC Policy on Bicycle and Pedestrian Accommodations on Missouri and Kansas River Bridges.

Program Activities and Products (Estimated Completion Dates)

1. **ACTIVITY: Committee Support.** Provide staff support to the MARC Bicycle and Pedestrian Advisory Committee by engaging stakeholders, hosting meetings, organizing and promoting opportunities to advance program objectives (Jan, March, May, July, Sept, Nov, or as needed).
2. **ACTIVITY: Bikeway Inventory.** Collect and maintain inventory of local bikeway plans and facilities as needed to support regional active transportation planning (Dec).
3. **ACTIVITY: Pedestrian Barriers.** Develop criteria to identify and prioritize barriers to pedestrian travel (June).
4. **ACTIVITY: Design Standards.** Research local design guidelines/standards for pedestrian facilities in cooperation with the local chapter of the American Public Works Association (Dec).
5. **ACTIVITY: Modal Integration.** Foster sustainable planning principles that support coordinated pedestrian, bicycle, transit and auto integration through transportation policies and corridor planning work (Dec).
6. **ACTIVITY: Contract Management.** Supervise the development and delivery of contract services for *Safe Street for Bikes* program (Jan 2014). Funded through MO-TE funds, the Safe Street for Bikes program will support multi-disciplinary collaboration with local governments to improve the design of bicycle facilities.

7. *ACTIVITY: Programming Evaluation Criteria.* 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).
8. *ACTIVITY: Counting Training.* Conduct *By the Numbers*, a MARC training program that assists local governments with setting up local programs to conduct bicycle and pedestrian manual and automatic counts (Dec).
9. *ACTIVITY: Bike/Ped Safety.* 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 (Dec).

Funding

<u>CPG Funded</u>		<u>CPG Match</u>	<u>Required</u>
CPG-MO	\$ 64,963		\$ 16,241
CPG-KS	\$ 46,039		\$ 11,510
Task Total	\$ 111,002		\$ 27,751 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

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 LRTP and the TIP.

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 and completed an update to the architecture in 2012. 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.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Maintenance.* Process periodic updates to the Regional ITS architecture and public interface (as needed).
2. *ACTIVITY: Assistance.* Provide assistance to ITS stakeholders as needed to refine the regional architecture or ensure that project-level ITS planning conforms to the regional architecture (as needed).
3. *PRODUCT: Amendments.* Process amendments to the regional ITS architecture as needed (ongoing).

Funding

<u>CPG Funded</u>		<u>CPG Match</u>	<u>Required</u>
CPG-MO	\$ 24,455		\$ 6,114
CPG-KS	\$ 17,332		\$ 4,333
Task Total	\$ 41,787		\$ 10,447 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

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.
- To develop, maintain, and implement the Safety Element 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 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 2012 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 Element in *Transportation Outlook 2040* and the *Kansas City Regional Transportation Safety Blueprint*.

Program Activities and Products (Estimated Completion Dates)

1. **ACTIVITY: Coalition Support.** 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 (Jan, March, May, July, Sept, Nov, or as needed).
2. **PRODUCT: Quarterly Fatality Report.** Provide quarterly safety/fatality reports to the Destination Safe Coalition and TTPC (Jan, April, July, Oct).
3. **PRODUCT: Blueprint Maintenance.** Update the Kansas City Regional Transportation Safety Blueprint, including an annual review (Dec).

4. *PRODUCT: Pedestrian Crash Analysis.* Conduct an exploratory analysis of crash data involving pedestrians, including contributing factors and spatial analysis (Dec).
5. *ACTIVITY: Support Studies.* Conduct safety data analyses as part of project area studies, corridor studies, and other program activities (as needed).
6. *PRODUCT: Public Education.* Foster the development of an annual Public Information & Education plan (June).
7. *PRODUCT: Safety Calendar.* Maintain online transportation safety calendar of regional events (Dec).
8. *PRODUCT: Road Safety Assessments.* Support Destination Safe Coalition efforts to build capacity to assist local transportation agencies with Road Safety Assessment (RSA)s on an as requested basis (as needed).
9. *ACTIVITY: Safe Routes to School.* Support local efforts to develop Safe Routes to School plans and implement strategies contained in those plans (as needed).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-MO	\$ 76,445	\$ 19,111
CPG-KS	\$ 54,176	\$ 13,544
Task Total	\$ 130,621	\$ 32,655 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

5.4 Traffic Operations and Management Planning – Lead Agency: MARC

Program Objectives

- To provide a strategic planning framework for regional traffic operations and management programs while ensuring compliance with applicable federal and state requirements.
- To improve integration of regional traffic operations and management initiatives with the metropolitan transportation planning process.

Background/Previous Work

MARC's prior planning efforts have supported efforts to improve the efficiency and effectiveness of the region's transportation system through the implementation of operations and management strategies. MARC operates the region's RideShare program. MARC has lead the development and implementation of the Operation Green Light regional traffic signal coordination system since its original feasibility study was completed in 2000. Since that time, MARC has also developed and updated the Regional ITS Architecture and Congestion Management Process. MARC's partners have developed and deployed the Kansas City Scout freeway management system and traffic signal operations systems in Kansas City, Missouri, Olathe, Kansas and Overland Park, Kansas. In ~~2012~~2011, FHWA provided technical support to MARC to administer a "self-assessment" for regional traffic signal operations.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Committee Support.* Provide staff support to the Management and Operations Work Group (ongoing).
2. *ACTIVITY: Stakeholder Engagement.* Engage regional traffic operations stakeholders in an assessment of strengths, weaknesses, opportunities and threats to regional traffic operations initiatives (Dec).
3. *ACTIVITY: Strategic Framework.* Develop a strategic framework to guide future capital investments, operating practices, budgets and work plans for the Operation Green Light program (Dec).

4. *PRODUCT: Regional Traffic Operations Strategic Plan.* Finalize and adopt a Regional Traffic Operations Strategic Plan (Dec).

Funding

<u>CPG Funded</u>	<u>CPG Match Required</u>
CPG-MO \$ 25,019 30,871	\$ 6,255 7,718
CPG-KS \$ 17,732 21,880	\$ 4,433 5,470
Task Total \$ 42,751 52,751	\$ 10,688 13,188 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

5.5 Regional Evacuation Plan – Lead Agency: MARC

Program Objectives

- To identify and address transportation issues related to regional evacuation planning

Background/Previous Work

Transportation and personal security have received greater attention across the country since the terrorist attacks in New York City in 2001. The hurricane and resulting flooding along the Gulf Coast in 2005 demonstrated the importance of transportation facilities and services in an emergency event. Transportation facilities and systems are critical to maintaining the region’s economy and everyday quality of life, and responding to natural and manmade disasters.

MARC maintains a forum that engages the region’s leadership from local elected officials, fire service, law enforcement, emergency medical services, public health, emergency managers, public works and emergency communications. A number of committees contribute to the regional homeland security functions through the Regional Homeland Security Coordinating Committee. Through preparedness planning efforts, a Homeland Security Strategy Plan has been adopted that guides the work of the coordinating committee and other groups to evaluate risks and identify actions and investments to reduce them or increase response capabilities.

Emergency and security plans developed on a national, state, regional and local level that impact the Greater Kansas City area includes elements of critical transportation infrastructure. Some of these plans are more comprehensive, addressing factors such as public health, housing, special needs populations, communications and coordination. This task will provide support for the transportation-related activities of MARC’s Regional Homeland Security Coordinating Committee’s work to develop a Regional Evacuation Plan for the Kansas City area.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Evacuation Zone Analysis.* Identify analysis zones for evacuation planning. (June)
2. *ACTIVITY: Transportation Analysis.* Evaluate current roadway network, including roadway capacity, modes of transportation and traffic management strategies. Identify potential operational and capacity issues associated with evacuation operations. Recommend transportation strategies, including evacuation routes, to support evacuation operations. (June)
3. *PRODUCT: Regional Evacuation Plan.* Prepare transportation-related maps, narrative, tables and other content for *Regional Evacuation Plan* (June);

Funding

<u>CPG Funded</u>		<u>CPG Match</u>	
		<u>Required</u>	
CPG-KS	\$ 2,271	\$ 568	
CPG-MO	\$ 2,729	\$ 682	
Subtotal CPG	\$ 5,000	\$ 1,250	(KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)
Federal	\$ 5,000		Urban Area Security Initiative (UASI) Grant
Task Total	\$ 10,000		(Dept. of Homeland Security, no matching funds required)

2012 UP/WP DRAFT

6.0 PUBLIC TRANSPORTATION PLANNING

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 2009, 2010, and [2012-2011](#) focused on:

- Updating the LRTP 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 the Smart Moves Vision.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Smart Moves Vision Implementation Support.* Provide technical assistance to governmental, non-profit and for-profit grantees and operators of transportation/mobility services (ongoing).
2. *ACTIVITY: Programming.* Conduct programming processes for transit-related funding programs; administer funds as necessary (ongoing).
3. *ACTIVITY: Transit Study Development.* Participate in, coordinate, and produce transit studies in the region (ongoing).
4. *PRODUCT: Update Smart Moves Plan.* Update plan and related information (web site content, materials, etc.) to integrate results from the Smart Moves Implementation Plans Phases I, II, and III, and other related studies (Dec).
5. *ACTIVITY: Committee Support.* Provide staff support to the Transit Committee and the Special Transportation-Job Access Partnership (monthly).

Funding

<u>CPG Funded</u>		<u>CPG Match Required</u>
CPG-MO	\$ 104,634	\$ 26,159
CPG-KS	\$ 74,156	\$ 18,539
Task Total	\$ 178,790	\$ 44,698 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

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

Program Objectives:

- Through contracted consultant efforts, develop technical route service plans and recommendations to improve KCATA services in the community.

Background/Continuous Work:

A number of transit planning activities are currently underway in the Kansas City metropolitan area, and the KCATA participates in many of these studies. This ongoing project will support KCATA staff and consultant work related to various planning studies and initiatives anticipated in 2012, including additional work with the ongoing KCATA Comprehensive Service Analysis.

Program Activities and Products (12 Months)

1. *ACTIVITY:* Continued Comprehensive Service Analysis study efforts, route scheduling assistance, and plan implementation (12/2012)
2. *ACTIVITY:* Coordinate with local communities in service improvements planned for the route system (12/2012).

Funding:

Federal	\$ 120,000	FTA Sec. 5307
Local	\$ 30,000	KCATA
Task Total	\$ 150,000	

6.3 KCATA Transit Infrastructure and Passenger Amenity Needs Study – Urban Corridors and Service Areas – 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 and/or specific service areas.
- Specific to each urban corridor and service areas 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 and/or service area—complete with priority rankings and cost estimates—to use for future grant submissions.

Background/Previous Work

Several arterial transit corridors and service areas 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 Smart Moves plan and urban corridors studies, the KCATA comprehensive service analysis study, TIGER grant bus stop improvements, the HUD “Creating Sustainability Places Program,” and various local planning studies.

Study will assess, recommend, and prioritize transit and pedestrian capital improvements for each corridor and/or service area. 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. *ACTIVITY:* Assess transit capital, passenger amenity, and pedestrian needs by urban corridor and/or service area.
2. *ACTIVITY:* Develop capital improvement recommendations by each corridor and/or service area, complete with cost estimates and priority rankings.
3. *PRODUCT:* Final report synthesizing study efforts and recommendations.

Funding

Federal	\$ 160,000	FTA Sec. 5307
Local	\$ 40,000	KCATA
Task Total	\$ 200,000	

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

Program Objectives

- To complete feasibility and financial analysis of commuter rail and modern streetcar in downtown Kansas City, and Jackson County Mo.
- To manage study through a partnership with the Kansas City Area Transportation Authority (KCATA) and related local jurisdictions.
- To utilize KCATA’s past planning experience and operational expertise in the North/South corridor to lead study elements related to downtown streetcar.
- To 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 transit services including fixed-guideway alternatives on several regionally significant corridors. This Regional Alternatives Analysis will identify preferred service strategies for each corridor.

These system corridors include:

1. An I-70 commuter alignment heading east from the Downtown/Crossroads/Union Station area east along the I-70 corridor 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 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.
4. A US-71 commuter alignment running parallel to the US-71 facility from downtown Kansas City, MO through Grandview to Belton in Cass County.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Define Alternatives.* Develop transit alternatives for assessment (March).
2. *ACTIVITY: Evaluate Alternatives.* Develop and assess alternatives including proposed alignments, modes and costs (June).
3. *ACTIVITY: Define Funding Options.* Assess financing options for construction and long term operations and maintenance (December).
4. *PRODUCT: Locally Preferred Alternative.* Develop complete AA Plan, formally select & adopt LPA, and finalize financial plan (December).

Funding – Commuter Corridor Element

Federal	\$ 1,260,000	FTA Sec. 5333
Federal	\$ 652,200	FHWA TCSP
Local	\$ 395,440 <u>428,050</u>	Jackson County, MO
Local	\$ <u>50,000</u>	Three Trails CID
Total	\$ 2,357,640 <u>2,390,250</u>	

Funding – Downtown Corridor Element

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

Funding – Combined Regional AA

Federal	\$ 1,800,000	FTA Sec. 5333
Federal	\$ 652,200	FHWA TCSP
Local	\$ 395,440 <u>428,050</u>	Jackson County, MO
Local	\$ 135,000	City of Kansas City, MO
Local	\$ <u>50,000</u>	Three Trails CID
Task Total	\$ 3,032,640 <u>3,065,250</u>	

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. These work elements include ongoing planning and operations activities to maintain and improve transit service.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Operations Monitoring.* Prepare monthly transportation operations reports, collect and maintain ridership statistics, analyze route performance, monitor schedule adherence and evaluate transit operational deficiencies (Dec/monthly).
2. *ACTIVITY: Performance Measurement.* Monitor and analyze quality service standards and performance indicator data. Measure the effectiveness of implemented plans, programs and policies (Dec/ongoing).
3. *ACTIVITY: Transit System Improvement.* Evaluate transit operational deficiencies, and recommend improvements. Make periodic service adjustments as needed to account for changing travel needs and new service opportunities (Dec/ongoing).
4. *ACTIVITY: Seamless Transit.* Continue to participate in cooperative efforts toward comprehensive transit services for the greater Kansas City metropolitan area. Maintain communication with other transit providers in the region regarding policies impacting inter-system transit (Dec/ongoing).
5. *ACTIVITY: Public Communication.* Maintain customer communications and continue to upgrade and utilize The JO website (www.thejo.com) more extensively. Work with the public regarding service change, development and implementation. Conduct ridership surveys as needed (Dec/ongoing).
6. *ACTIVITY: Marketing.* Utilizing The JO website, social media, information distribution, and on-site presentations, promote JCT's services to current and potential customers (Dec/ongoing).
7. *ACTIVITY: Basic Passenger Infrastructure.* In coordination with public and private sector partners, provide improved passenger amenities such as shelters, route and schedule information, real-time arrival signage, bus pullouts and other infrastructure improvements that will increase transit usability and access (Dec/ongoing).
8. *ACTIVITY: Funding Assistance.* Continue to work with local municipalities and businesses for cost-sharing of expanded service (Dec/ongoing).
9. *PRODUCT: NTD Report.* Prepare the annual National Transit Database (NTD) Report (Dec/annually).
10. *PRODUCT: Monthly Operations Reports.* JCT's contractor completes monthly operations reports for reporting to the Johnson County Transportation Council (Dec/monthly).
11. *PRODUCT: JCT Strategic Plan, 2012 Update.* Complete the annual update of the Strategic Plan, including the near-term implementation plan, incorporating new data and service strategies (Dec./annually).
12. *PRODUCT: UPWP Quarterly Reports.* Participate in the annual development of the *Unified Planning Work Program (UPWP)* (Dec/quarterly).

Funding

Federal	\$ 200,000	FTA Sec. 5307
Local	\$ 50,000	Johnson County
Task Total	\$ 250,000	

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. *ACTIVITY: Regional Planning.* Participate in regional transportation planning and programming efforts, including the long-range transportation plan and the Transportation Improvement Program (TIP), and MARC committee meetings (Dec/ongoing).
2. *ACTIVITY: Committee Involvement.* Participate in various MARC committees including the Transit Committee, the Special Transportation-Jobs Access Partnership, the Total Transportation Policy Committee, and others as needed (Dec/ongoing, monthly meetings).
3. *ACTIVITY: Regional Transit Coordination.* Continue to work regionally for an integrated metropolitan transit infrastructure, including participation in regional major investment studies and ongoing coordination with other transit providers (Dec/ongoing).
4. *ACTIVITY: Grant Administration.* Prepare and administer grant applications in conjunction with the long-term county commitment to Johnson County Transit programs, capital assets and rolling stock. Review and revise JCT and/or county policies in conjunction with federal grant requirements (Dec/ongoing).
5. *ACTIVITY: Plan Integration.* Coordinate with cities to integrate planning policies and encourage transit-oriented development efforts, “complete streets” improvements, and other projects that improve transit, pedestrian, carpool, or bicycle travel (Dec/ongoing).
6. *ACTIVITY: Future Service and Infrastructure Planning.* Based on changing travel needs and new opportunities, begin conceptual planning for future services based on the Strategic Plan goals and strategies. This includes evaluating locations for future infrastructure improvements, including park-and-ride facilities and transit centers (Dec/ongoing).
7. *PRODUCT: Strategic Plan Long-Term Vision.* Update the long-range planning goals and strategies as a part of the annual update to the JCT Strategic Plan (Dec/annually).

Funding

Federal	\$ 200,000	FTA Section 5307
Local	\$ 50,000	Johnson County
Task Total	\$ 250,000	

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 in accordance with the JCT Strategic Plan. Tasks include implementing the recommendations of planning studies and service expansion initiatives.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Basic Passenger Infrastructure.* Planning and engineering services for certain basic passenger infrastructure improvements as needed, including new transit stations, transit signal priority, queue jumpers, slip ramps, dedicated transit lanes and any other technology or application that provides priority to transit (Dec/ongoing).
2. *ACTIVITY: Service Delivery Improvements.* Review and analyze options for improving and incrementally expanding current services (Dec/ongoing).
3. *ACTIVITY: Strategic Plan Implementation.* Expand and modify transit service and amenities in accordance with the JCT Strategic Plan (Dec/ongoing).
4. *ACTIVITY: TIGER Improvements.* Oversight and coordination with partners for the construction and operations of TIGER-funded improvements on the Metcalf/Shawnee Mission Parkway corridor (Dec/ongoing).
5. *ACTIVITY: Urban Corridor Improvements.* Implementation of recommendations of the Metcalf/Shawnee Mission Parkway Alternatives Analysis, including identifying funding opportunities for future service and infrastructure needs (Dec/ongoing).
6. *ACTIVITY: KU Medical Center Area.* Implementation of recommendations of the Local Area Transit Study for the KU Medical Center Area, including identifying funding opportunities for future service and infrastructure needs (Dec).
7. *ACTIVITY: West Shawnee Mission Parkway.* Continue the planning process for studying transit alternatives in the West Shawnee Mission Parkway corridor, or other potential corridors in western Johnson County (Dec).
8. *ACTIVITY: Funding Strategies.* Review and analyze means to implement the JCT Strategic Plan and regional initiatives without a potential new funding source (Dec/ongoing).
9. *PRODUCT: Mission Transit Center Operations Plan.* Finalize and document service modifications due to the opening of the Mission Transit Center in late 2012 or early 2013 (Dec).
10. *PRODUCT: Northeast Facility Planning Study.* Assess the operations and cost impacts of a future JCT Northeast Johnson County satellite facility (Dec).

Funding

Federal	\$ 300,000	FTA Section 5339
Federal	\$ 600,000	FTA Section 5309
Local	<u>\$ 225,000</u>	Johnson County
Task Total	\$ 1,125,000	

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

Program Objectives

- To successfully implement Bus On Shoulder (BOS) operations along the I-35 corridor.
- To reduce travel time for express routes and improve service reliability.
- To improve transit stations in Johnson County, including Park and Ride facilities that provide access to the transit system.
- To increase transit ridership by providing a competitive alternative to single-passenger car travel, and by increasing access to the system to a wider population.

Background/Previous Work

After studying commuter rail in the late 1990s, an update of the I-35 Fixed Guideway Alternatives Analysis was initiated in October 2004. The updated study evaluated the feasibility of previously studied alternatives, and concluded that Bus Rapid Transit (BRT) was the Locally Preferred Alternative, with a rail option (if feasible) potentially being incorporated at a later date and time. The recommendation for BRT was based on encouraging ridership estimates and the ability to deploy enhanced service incrementally.

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, completed in August 2009, developed an implementation plan for moving forward with the Bus Rapid Transit alternative on I-35 using existing infrastructure. The plan identified phasing, public education, use of technology, need for policy changes at KDOT, the role of law enforcement and timeline for implementation.

Phase II of the Phased Implementation Plan is underway and includes program management issues, service planning, branding, ITS development plan, roadway design, park and ride design, and station design. This process is scheduled to be completed in late 2012, although some long-term service planning efforts may extend into 2012. This phase of planning includes an Early Implementation Project, which seeks to begin implementation of bus on shoulder operation by the start of 2012. KDOT has been involved throughout the planning, design, review, and project implementation process.

Program Activities and Products (Estimated Completion Dates)

1. **ACTIVITY: Bus On Shoulder Implementation.** Begin operating the first phase of bus-on-shoulder service on the I-35 corridor, including revised scheduling and route alignments (Jan).
2. **ACTIVITY: BOS Operations Monitoring.** Collect and analyze qualitative and quantitative data on BOS operations, with special attention to corridor segments designated for a six-month review (July).
3. **ACTIVITY: Public Education & Marketing.** Continue to inform the public of BOS operations, with the goals of ensuring public safety, improving awareness, and increasing ridership (Dec/ongoing).
4. **ACTIVITY: Express Service Branding.** Continue to develop and implement branding activities that create a unique identity for I-35 express services (Dec/ongoing).
5. **ACTIVITY: Service Plan Implementation.** Create a timeline for the implementation of expanded express service on the I-35 corridor, in accordance with the Phased Implementation Plan (Dec).
6. **ACTIVITY: ITS/Real-Time Signage.** Procure and deploy real-time signage and associated technology at stations along the corridor (Dec).
7. **PRODUCT: I-35 Fixed Guideway Phased Implementation Plan –Phase II.** Completion and adoption of this plan for improved express service along I-35 (July).

8. *PRODUCT: Legislative Approval.* Work with public sector partners and elected officials to pass legislation allowing BOS operations in Wyandotte County (July).
9. *PRODUCT: Bus On Shoulder Six Month Review.* Prepare a report on the effectiveness of I-35 BOS service, with a recommendation to continue or discontinue service on segments designated for review (July).
10. *PRODUCT: Standard Operating Procedures (SOP) Update.* Based on the Six Month Review, update the standard operating procedures for I-35/Bus on Shoulder service application (Dec).

Funding:

Federal	\$ 200,000	FTA Sec. 5309
Local	<u>\$ 50,000</u>	Johnson County
Task Total	\$ 250,000	

2012 UP/WP DRAFT

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 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, 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 (KCRFO) that provided a regional freight strategic plan to assist the region in remaining a vital national freight transportation hub and inform the region's ongoing 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. **ACTIVITY: Committee Support.** Provide staff support to the Goods Movement Committee (ongoing).
2. **ACTIVITY: Stakeholder Coordination.** Maintain liaison, support to and participation in Kansas City SmartPort and other freight interests in the region; provide public engagement between the freight community and the public sector regarding the role of goods movement in the transportation planning process (Dec).
3. **ACTIVITY: Freight Project Implementation Support.** Identify regional freight-related needs and priorities to support regional transportation planning products (LRTP, TIP, etc.) and to pursue grant opportunities. (Dec).
4. **ACTIVITY: KCRFO Follow-up Activities.** Incorporate the strategies identified from the KCRFO into the region's transportation planning process (Dec).
5. **ACTIVITY: Corridor Planning.** Utilizing the framework developed in 2011, initiate in a pilot corridor the Freight Corridor Planning activities recommended in the Kansas City Regional Freight Outlook (Dec).
6. **PRODUCT: Coordination with ITS Architecture.** Update the regional ITS architecture for freight-related initiatives within the region's transportation planning process (Dec).

Funding

CPG Funded

CPG-MO \$ 49,301

CPG-KS \$ 34,942

Task Total \$ 84,243

CPG Match

Required

\$ 12,325

\$ 8,736

\$ 21,061 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

2012 UP/WP DRAFT

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 LRTP 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 2012, many of which are also included as specific work elements in the UPWP.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Study Coordination.* Ensure compliance with MARC policy regarding the initiation, conduct and review of major corridor studies in cooperation with federal, state and local agencies; ensure findings from studies are reviewed by key MARC committees and incorporated into the region's plans and programs as appropriate (as necessary).
2. *ACTIVITY: Study Support.* Support studies by providing information/technical assistance to local agencies and by participating in steering and technical committees (as needed).
3. *ACTIVITY: Committee Support.* Provide staff support to the Highway Committee (ongoing).
4. *ACTIVITY: Approval Process.* Process study conclusions through appropriate MARC committees for incorporation into the LRTP or other plans/documents (as needed).

Funding

<u>CPG Funded</u>	<u>CPG Match</u>
CPG-MO \$ 35,485	<u>Required</u> \$ 8,871
CPG-KS \$ 25,149	\$ 6,287
Task Total \$ 60,634	\$ 15,159 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

8.2 Environmental Impact Statement: I-70 from west of Paseo Boulevard to east of Blue Ridge Cutoff – Lead Agency: MoDOT

Program Objectives

- To undertake a study of I-70 from west of Paseo Boulevard to east of Blue Ridge Cutoff in order to determine the future improvements and assess the environmental impacts and overall feasibility.
- To perform the study in concurrence with the recommendations contained in the I-70 FTEIS.
- To insure that the study is developed in accordance with all applicable federal regulations and guidelines.
- To obtain public and agency consensus and understanding around the preferred alternative.

Background/Previous Work

In April 2011, the Federal Highway Administration approved a Record of Decision (ROD) for the I-70 First Tier Environmental Impact Statement (FTEIS) in the Kansas City metropolitan area. The ROD identified a selected strategy for the proposed improvements of I-70 from the end of the last ramp termini east of the Missouri and Kansas state line to east of the I-470 interchange, including the entire downtown loop. The selected strategy is the Improve Key Bottlenecks Strategy from the downtown loop to east I-435. From east of I-435 to I-470, the selected strategy is to carry both the Improve Key Bottlenecks Strategy and the Add General Lanes Strategy into the Second Tier Studies.

The FTEIS divided the I-70 corridor as well as the downtown loop into five Sections of Independent Utility (SIU) for analysis in future Second Tier Studies. Each SIU would conduct further through varying types of environments studies (CE, EA or EIS). Below is a table that shows the five SIUs with the corresponding environmental study.

SIUs in the I-70 Second Tier

SIU	Environmental Study
Downtown Sub-Area	Environmental Impact Statement
Urban Sub-Area	Environmental Impact Statement
I-435 Interchange Sub-Area	Environmental Impact Statement
Suburban Sub-Area	Environmental Assessment
I-470 Sub-Area	Categorical Exclusion

MoDOT will move forward with conducting a Second Tier EIS that comprises of both the Urban Sub-Area and I-435 Interchange Sub-Area SIUs. This EIS will build upon the selected strategy of the I-70 FTEIS and develop and evaluate more specific improvements to further determine the environmental impacts. The proposed project extends from west of the Paseo Boulevard interchange to east of the Blue Ridge Cutoff interchange.

The Transportation Outlook 2040, the region's long-range transportation plan, has identified improvements for I-70 from west of Paseo Boulevard to east of Blue Ridge Cutoff on the financially constrained list for major projects.

Program Activities and Products (Estimated Completion Dates)

1. **ACTIVITY:** Refine the Purpose and Need (Fall 2012/2012).
2. **ACTIVITY:** Develop Alternatives and conduct alternatives analysis (Winter 2012 to Fall 2012).
3. **ACTIVITY:** Conduct public and stakeholder involvement (Fall 2012 to Summer 2014).
4. **ACTIVITY:** Prepare applicable environmental documentation (Fall 2012 to Summer 2014).

5. *PRODUCT*: Complete the Draft Environmental Impact Statement and hold the Location Public Hearing (Summer 2013).
6. *PRODUCT*: Complete the Final Environmental Impact Statement (Spring 2014).
7. *PRODUCT*: Receive the Record of Decision (Summer 2014).

Funding

Federal	\$ 1,440,000	FHWA NHS (MO)
State	<u>360,000</u>	MoDOT
Task Total	\$ 1,800,000	

8.3 I-35 Managed Lanes Study – Lead Agency: KDOT

Program Objectives

- To assess the viability of a managed lanes concept on I-35 in Johnson and Wyandotte counties.

Background/Previous Work

KDOT is faced with a growing challenge of addressing congestion along I-35 in Johnson County and a limited ability to expand freeway capacity due to construction costs, right-of-way constraints, and environmental and societal concerns. For this reason, KDOT will be conducting a concept study for managed lanes through Johnson and Wyandotte counties, including assessments of High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes, bus on shoulder, ramp metering, variable speed limits, park and ride facilities, and contraflow lanes. The study will result in recommendations that will enable KDOT and its local and regional partners to consider the viability of a managed lanes concept on I-35 in Johnson and Wyandotte counties and would recommend specific improvements necessary to make such a concept work. The study should begin in late 2011 and have an 18 month timeframe.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Concept Identification*. Identify managed lane concepts to be evaluated in the study (TBD).
2. *ACTIVITY: Assess Viability*. Assess the viability of the managed lanes concepts (TBD).
3. *ACTIVITY: Project Recommendations*. Develop specific projects necessary to support a viable managed lanes concept (June 2013).

Funding

State	\$ <u>1,000,000</u>	KDOT
Task Total	\$ 1,000,000	

(Up to \$1,000,000 of this project is providing match for federal funds used elsewhere in the UPWP)

9.0 AVIATION PLANNING

9.1 Aviation and Surface Transportation Planning Coordination – Lead Agency: MARC

Program Objectives

- 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

MARC has historically maintained a regional airports system plan with resources provided by the Federal Aviation Administration. The latest update to the MARC Airports System Plan was completed and adopted in 2005. MARC holds regular meetings of the Aviation Committee to coordinate and consult with regional aviation stakeholders on a range of transportation issues, including the connection between the aviation system and the surface transportation system.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Stakeholder Coordination.* Consult with regional officials responsible for aviation planning and operations to ensure coordination between MARC's surface transportation planning activities and aviation considerations (ongoing).
2. *ACTIVITY: Committee Support.* Conduct bi-monthly meetings of the MARC Aviation Committee (Jan, March, May, July, Sept, Nov).
3. *ACTIVITY: Plan Coordination.* 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

<u>CPG Funded</u>	<u>CPG Match Required</u>
CPG-MO \$ 2,349	\$ 587
CPG-KS \$ 1,664	\$ 416
Task Total \$ 4,013	\$ 1,003 (KDOT Toll Credits and Tasks 2.6, 3.2, and 8.3)

Appendix A

RELATIONSHIP BETWEEN UPWP PROJECTS AND LRTP POLICY DIRECTION

2012 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 2012 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 2012 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)
- 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)
- Land-Use and Comprehensive Planning Activities (Task 2.1)
- Environmental/Air Quality Planning Activities (Tasks 4.1, 4.2)
- Linking Transportation and Environmental Planning Activities (Task 2.1)
- Operations and Management Planning Activities (Tasks 2.4, 5.2, 5.4, 8.3)

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

- Operations and Management Planning Activities (Task 2.4, 5.2, 5.4)
- 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)

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)

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)
- 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 (Task 5.3)

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

- System Condition Performance Monitoring (Tasks 2.2, 6.2, 6.5)

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

- Operations and Management Planning Activities (Task 2.4, 5.2, 5.4, 8.3)
- 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)

2012 UP/WP DRAFT

Appendix B

MAJOR WORK ACCOMPLISHMENTS IN 2011

Planning and Project Development

- Prepared the first annual performance measurement report, evaluating the region's progress towards the policy direction outlined in *Transportation Outlook 2040*, the region's Long-Range Transportation Plan.
- Smart Moves Implementation Planning - Completed the Phase III Systems Integration Study; initiated Alternatives Analyses for the Downtown Corridor in Kansas City, MO and the Commuter Corridors in Jackson County.
- Published the Regional Plan for Sustainable Development (which includes Transportation Outlook 2040); initiated the HUD supported Creating Sustainable Places planning process, including meetings of the coordinating committee and the partners congress; initiated the corridor planning efforts including preparation of a planning guidebook; initiated work to more objectively identify and classify activity centers.
- Completed 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.
- Completed a Regional Plug-In Readiness Strategy to prepare the region for the expansion of electric vehicles in the region.
- Conducted the K-7 Corridor Development Study in Leavenworth and Wyandotte Counties.
- Initiated work supported by a grant from the Health Care Foundation of Greater Kansas City to develop 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, adopted a Congestion Management Policy, updated the Congestion Management Process (CMP) network, developed a Single Occupancy Vehicle (SOV) Capacity Worksheet, and completed other elements of the CMP work plan to bring the CMP fully into compliance.
- Produced quarterly fatality reports with updated format to incorporate historical data on the Safety Blueprint priority areas.
- Mapped and analyzed the first release of data from the 2010 Census.
- Delineated transportation analysis zones and transportation analysis districts for use in tabulating information for the 2010 Census Transportation Planning Package.
- Continued implementation of the TIGER grant, rehabilitating infrastructure in Kansas City's Green Impact Zone, implementing transit capital projects along corridors connecting the Zone to employment opportunities across the region, and documenting the impacts of the investments to their surrounding communities.

Programming

- Completed and approved 2 quarterly amendments to the 2010-2014 Transportation Improvement Program (TIP), as well as 3 special amendments; developed and approved the 2012-2016 TIP, including a new web-based project information tool.
- 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.
- Supported regional applications through letters of support to KDOT and MoDOT for 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 SFY2011.
- Programmed safety funds provided by MoDOT and made recommendations for state-funded safety projects in Kansas to KDOT through a competitive application process.

Public Engagement

- Published monthly editions of the Transportation Matters electronic newsletter; published quarterly editions of ReMARC.
- Produced an updated and bilingual version of “A Guide to Transportation Decision Making.”
- Continued 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.
- Sponsored the Green Commute Challenge, an employer-based alternative transportation contest, in July and August 2011. Forty-three teams and 1,794 individuals saved more than 688,528 miles of driving, 636,841 pounds of emissions and \$372,494 in driving costs.
- Worked in partnership with Kansas City Public Television to produce the “Imagine KC” public television series as an extension of the 2009 “Imagine KC” public engagement project.

Management and Administration

- Completed/approved five amendments to the 2011 Unified Planning Work Program (UPWP); prepared the 2010 Year-end report; prepared 2011 Quarterly Reports; prepared the 2012 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.
- Developed and adopted a new DBE Goal for 2011.

MID-AMERICA REGIONAL COUNCIL
 FY2012 UNIFIED PLANNING WORK PROGRAM
 Appendix C - SCHEDULE 1

WORK ELEMENT	FUNDING									
	CPG (KS) (4)	CPG (MO) (5)	FHWA NHS (MO)	FHWA (TCSP)	FTA 5307	FTA 5309	FTA 5333	FTA 5339	KDOT	MoDOT
1.0 PROGRAM SUPPORT AND ADMINISTRATION										
1.1 Program Administration	\$159,256	\$224,710								
1.2 Public Participation	\$85,881	\$121,180								
2.0 LONG RANGE TRANSPORTATION PLANNING										
2.1 Land Use, Demographic and Comprehensive Planning	\$214,486	\$302,644								
2.2 Long-Range Transportation Plan	\$71,201	\$100,464								
2.3 Modeling/Forecasting Activities	\$107,580	\$151,796								
2.4 Congestion Management Process	\$37,639	\$53,110								
2.5 Transportation Research and Database Management	\$153,505	\$216,597								
2.6 5-County Regional Transportation Study (KDOT) (2)									\$177,240	
3.0 SHORT RANGE TRANSPORTATION PLANNING										
3.1 Transportation Improvement Program	\$49,224	\$69,458								
3.2 MoDOT Traffic Studies (MoDOT) (2) (3)										\$253,109
4.0 AIR QUALITY PLANNING										
4.1 Conformity of the LRTP and TIP	\$16,395	\$23,135								
4.2 Mobile Source Elements of the Clean Air Action Plan	\$17,974	\$25,360								
5.0 TSM/TDM										
5.1 Active Transportation Planning	\$46,039	\$64,963								
5.2 ITS Planning and Integration	\$17,332	\$24,455								
5.3 Transportation Safety Planning	\$54,176	\$76,445								
5.4 Traffic Operations and Management Planning	\$21,880	\$30,871								
6.0 PUBLIC TRANSPORTATION PLANNING										
6.1 Transit/Paratransit Planning and Coordination	\$74,156	\$104,634								
6.2 KCATA Short-Range Transportation Planning (KCATA)					\$120,000					
6.3 KCATA Transit Infrastructure and Passenger Amenity Needs Study (KCATA)					\$160,000					
6.4 Jackson County/Kansas City Regional Alternatives Analysis				\$652,200			\$1,800,000			
6.5 JCT Short-Range Transit Planning (Johnson County)					\$200,000					
6.6 JCT Long-Range Transit Planning (Johnson County)					\$200,000					
6.7 JCT Systemwide Planning Activities (Johnson County)						\$600,000		\$300,000		
6.8 I-35 Fixed Guideway Corridor Study (Johnson County)						\$200,000				
7.0 GOODS MOVEMENT/FREIGHT PLANNING										
7.1 Goods Movement/Freight Planning	\$34,942	\$49,301								
8.0 MAJOR CORRIDOR STUDIES										
8.1 Major Corridor Studies - General	\$25,149	\$35,485								
8.2 First Tier Environmental Impact Statement: I-70 Corridor (MoDOT)			\$1,440,000							\$360,000
8.3 I-35 Managed Lanes Study (KDOT) (2)									\$1,000,000	
9.0 AVIATION PLANNING										
9.1 Airports/Heliports System Plan	\$1,664	\$2,349								
KDOT Toll Credits (1)										
TOTALS	\$1,188,479	\$1,676,957	\$1,440,000	\$652,200	\$680,000	\$800,000	\$1,800,000	\$300,000	\$1,177,240	\$613,109

(1) Highlighted tasks and amounts are serving as 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.
 (4) Kansas CPG funds assume \$1,090,651 in new funds and \$97,826 in carryover funds.
 (5) Missouri CPG funds assume \$1,676,959 in new funds and no carryover funds.

MID-AMERICA REGIONAL COUNCIL
 FY2012 UNIFIED PLANNING WORK PROGRAM
 Appendix C - SCHEDULE 1

WORK ELEMENT	FUNDING					TOTAL			CPG MATCH PROVIDED	DIRECT COST MATCH PROVIDED
	KCMO	KCATA	Johnson County	Jackson County	OTHER	TOTAL	CPG MATCH REQUIRED	CPG MATCH PROVIDED		
1.0	PROGRAM SUPPORT AND ADMINISTRATION							KS	MO	
1.1						\$383,966	\$39,814	\$56,178		
1.2						\$207,061	\$21,470	\$30,295		
2.0	LONG RANGE TRANSPORTATION PLANNING									
2.1						\$517,130	\$53,622	\$75,661		
2.2						\$171,665	\$17,800	\$25,116		
2.3						\$259,376	\$26,895	\$37,949		
2.4						\$90,749	\$9,410	\$13,278		
2.5						\$370,102	\$38,376	\$54,149		
2.6						\$177,240				\$177,240
3.0	SHORT RANGE TRANSPORTATION PLANNING									
3.1						\$118,682	\$12,306	\$17,365		
3.2						\$253,109				\$253,109
4.0	AIR QUALITY PLANNING									
4.1						\$39,530	\$4,099	\$5,784		
4.2						\$43,334	\$4,494	\$6,340		
5.0	TSM/TDM									
5.1						\$111,002	\$11,510	\$16,241		
5.2						\$41,787	\$4,333	\$6,114		
5.3						\$130,621	\$13,544	\$19,111		
5.4						\$52,751	\$5,470	\$7,718		
6.0	PUBLIC TRANSPORTATION PLANNING									
6.1						\$178,790	\$18,539	\$26,159		
6.2						\$30,000				
6.3						\$40,000				
6.4						\$135,000				
6.5						\$50,000				
6.6						\$50,000				
6.7						\$225,000				
6.8						\$50,000				
7.0	GOODS MOVEMENT/FREIGHT PLANNING									
7.1						\$84,243	\$8,736	\$12,325		
8.0	MAJOR CORRIDOR STUDIES									
8.1						\$60,634	\$6,287	\$8,871		
8.2						\$1,800,000				
8.3						\$1,000,000				\$1,000,000
9.0	AVIATION PLANNING									
9.1						\$4,013	\$416	\$587		
						\$297,121				\$297,121
TOTALS	\$135,000	\$70,000	\$375,000	\$428,050	\$50,000	\$11,683,156	\$297,121	\$419,241	\$297,121	\$1,430,349

(1) Highlighted tasks and amounts are serving as 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.

(4) Kansas CPG funds assume \$31,090,651 in new funds and \$97,826 in carryover funds.

(5) Missouri CPG funds assume \$1,676,959 in new funds and no carryover funds.

Appendix C
SCHEDULE 2A - MoDOT BREAKDOWN OF DIRECT COSTS

Title	Yearly Salary Base	Yearly Fringe 65.77%	Yearly Total	% Eligible	Yearly Eligible
Traffic Studies Staff					
Senior-Traffic-Studies-Specialist	56,616	41,341	97,957	25%	24,489
Traffic-Operations-Engineer	62,244	45,451	107,695	40%	43,078
District-Traffic-Engineer	79,835	58,295	138,130	50%	69,065
Intermediate Traffic-Technician	30,840	22,519	53,359	100%	53,359
Traffic-Center-Manager	71,124	51,935	123,059	25%	30,765
Senior-Signal-Lighting-Electrician	43,380	31,676	75,056	100%	75,056
Senior-Signal-Lighting-Electrician	42,600	31,107	73,707	100%	73,707
Total Traffic Eligible Costs	386,639	282,323			369,519
Blueprint for Safety Staff					
Senior-Traffic-Studies-Specialist	50,565	36,922	87,487	40%	34,995
Senior Administrative-Technician	32,508	23,737	56,245	50%	28,123
Total Blueprint Eligible Costs	83,073	60,660			63,118
Total UPWP Eligible Costs	469,711	342,983			432,637

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

MARC CPG Equipment over \$5,000

UPWP Task	Project	Source	Amount
1.1	Miscellaneous Equipment (No Item over \$5,000)	CPG	\$8,000
Total Equipment			\$8,000

MARC CPG Subcontracts*

UPWP Task	Project	Source	Amount
5.4	Regional Traffic Operations Strategic Plan	CPG	\$10,000
TOTAL Contractual			\$10,000

MARC CPG Operating Expenses

UPWP Task	Project	Source	Amount
1.1	Legal Fees	CPG	\$1,000
1.1	In Region Travel	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	\$41,000
1.1	Courier/Overnight Delivery	CPG	\$200
1.1	Meetings	CPG	\$5,000
1.1	Registration Fees	CPG	\$15,000
1.1	Periodicals & Subscriptions	CPG	\$11,000
1.1	Agency Professional Memberships	CPG	\$7,000
1.1	Training (includes webinars)	CPG	\$15,000
2.2	Training (Toolbox Series and other stakeholder training)	CPG	\$10,000
1.1	Drafting	CPG	\$200
1.1	Printing	CPG	\$2,500
Total Operating Expenses			\$181,600

MARC Personnel Costs

	Salary	CPG	\$1,362,757 <u>1,357,664</u>
	Fringe Benefits	CPG	\$637,305 <u>634,923</u>
Total Personnel Costs			\$2,000,062 <u>1,992,587</u>

MARC Other Costs

	Indirect	CPG	\$576,020 <u>573,868</u>
	Rent	CPG	\$99,754 <u>99,381</u>
Total Other Costs			\$675,774 <u>673,249</u>

STATE AND LOCAL RATE AGREEMENT

EIN #: 430976432

DATE: December 17, 2010

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

MO 64105-1554

FILING REF.: The preceding
 Agreement was dated
 December 15, 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			
FIXED	01/01/10	12/31/10	36.2	On Site	All Programs
FIXED	01/01/11	12/31/11	28.8	On Site	All Programs
PROV.	01/01/12	UNTIL AMENDED	Use same rates and conditions as those cited for fiscal year ending December 31, 2011.		

***BASE:**

Direct salaries and wages including all fringe benefits.

DEPARTMENT/AGENCY:
Mid-America Regional Council

AGREEMENT DATE: December 17, 2010

SECTION I: FRINGE BENEFITS RATES**

RATE TYPES:		FIXED	FINAL	PROV. (PROVISIONAL)	PRED. (PREDETERMINED)
TYPE	EFFECTIVE PERIOD		RATE (%)	LOCATIONS	APPLICABLE TO
	FROM	TO			
FIXED	01/01/10	12/31/10	46.4	On Site	Regular Staff
FIXED	01/01/10	12/31/10	7.6	On Site	Interns
FIXED	01/01/11	12/31/11	47.8	On Site	Regular Staff
FIXED	01/01/11	12/31/11	7.6	On Site	Interns
PROV.	01/01/12 UNTIL AMENDED		Use same rates and conditions as those cited for fiscal year ending December 31, 2011.		

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

DEPARTMENT/AGENCY:
Mid-America Regional Council

AGREEMENT DATE: December 17, 2010

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, 2010 the Executive Schedule Level II rate is \$179,700.

DEPARTMENT/AGENCY:
Mid-America Regional Council

AGREEMENT DATE: December 17, 2010

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)

Dorothy Pope

(SIGNATURE)

Dorothy Pope

(NAME)

Director of Financial Affairs

(TITLE)

1-7-2011

(DATE)

ON BEHALF OF THE FEDERAL GOVERNMENT:

DEPARTMENT OF HEALTH AND HUMAN SERVICES

(AGENCY)

Arif Karim

(SIGNATURE)

Arif Karim

(NAME)

DIRECTOR, DIVISION OF COST ALLOCATION

(TITLE) CENTRAL STATES FIELD OFFICE

December 17, 2010

(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. *ACTIVITY: 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 (12/2012)
2. *ACTIVITY: 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 (12/2012)
3. *ACTIVITY: Regional network communications.* Activities include, database management, repair tracking, field investigation, equipment procurement, server administration and other activities associated with the system network (12/2012)
4. *ACTIVITY: Miscellaneous. Other activities as required (12/2012)*
5. *ACTIVITY: Engage regional traffic operations stakeholders in an assessment of strengths, weaknesses, opportunities and threats to regional traffic operations initiatives.(3/2012)*
6. *ACTIVITY: Develop a strategic framework to guide future capital investments, operating practices, budgets and work plans for the Operation Green Light program. (12/2012)*
7. *PRODUCT: Regional Traffic Operations Strategic Plan.(12/2012)*

Funding

E.2 RideShare Program

Program Objectives

- Identify and implement ways to provide effective commuter resources that inform citizens of their transportation options and encourage alternatives to driving alone, including carpooling, vanpooling, transit, bicycling, walking and telecommuting.

- 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. Execute agreements to replace and update carpool signs in the region.
2. Conduct a targeted business outreach campaign to inform employers of RideShare’s services and coordinate efforts with other transportation programs.
3. Coordinate a regional carpool promotion to generate media coverage and greater awareness of carpooling.
4. Coordinate and market the Green Commute Challenge employer contest to employers throughout the Kansas City region during the 2012 ozone season.
5. Identify opportunities to offer incentives to commuters who use alternative forms of transportation.
6. Continue refining a marketing strategy to promote online ridematching and other commuter resources to businesses, communities and individual commuters.
7. Continue offering individual ridematching and Guaranteed Ride Home services.

Program Activities and Products (Estimated Completion Dates)

4. *ACTIVITY:* Inform and engage the public about carpooling through a region-wide carpool promotion (April).
5. *ACTIVITY:* Host region-wide Green Commute Challenge to engage employers and employees in using transportation alternatives (July, August, September).
6. *PRODUCT: Newsletters.* Publish *KC Commuter* (March, June, September, December).
7. *PRODUCT: Brochures.* Redesign and update RideShare brochure and employer packet (December).
8. *PRODUCT: Websites and applications.* Update RideShare park and ride map and other web pages as appropriate (ongoing, December).

Funding

E.3 Regional Bikeway Transportation Plan

Program Objectives

- To support regional bikeway planning efforts that addresses both on-road and off-road transportation connections consistent with active transportation strategies identified in Transportation Outlook 2040.

Background/Previous Work

On-road bikeway planning lags behind off-road bikeway planning. Yet, there are many underutilized transportation corridors that could provide more active transportation options. On-road bikeways and pedestrian improvement would provide better access to transit and support sustainable transportation options. Regional bikeways can also be designated to serve the nodes and corridors planning approach identified in the LRTP. This work will begin in 2012 and will be broken into phases. Completion of the work is expected in 2013.

Program Activities and Products

1. **Activity:** Develop a scope of work and proceed through the procurement of consulting services by the end of 2012.

Funding

E.4 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)

7. *Activity:* Complete development of Trade Data Exchange (TDE) Phase III freight transportation management systems and software (12/2012).
8. *Activity:* Maintain liaison and support to the Kansas City SmartPort and other freight interests in the region (12/2012).
9. *Activity:* Provide public engagement between the freight community and the public sector about the importance freight in the transportation planning process (12/2012).
10. *Product:* TDE software

Funding

	\$ 800,000	Federal
	\$ 75,000	
	<u>\$ 125,000</u>	
Task Total	\$1,000,000	