

TTPC AGENDA REPORT

September 2023
Item No. 5

ISSUE:

VOTE: 2023 Unified Planning Work Program - Amendment #2*

BACKGROUND:

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2023 *UPWP* Amendment #2 will make the following modifications:

- Add a new project (5.21) funded through the Reconnecting Communities Pilot Program
 - Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood - Lead Agency: City of Kansas City, Missouri Public Works
- Revise Appendix D as necessary to account for the inclusion of this project.

The revisions are detailed at: <https://www.marc.org/transportation/plans-and-studies/unified-planning-work-program>

POLICY CONSIDERATIONS

These revisions add federally funded activities to the UPWP and should be released for public review and comment.

BUDGET CONSIDERATIONS

The activities being added are funded through the Reconnecting Communities Pilot Program (RCP).

COMMITTEE ACTION

None.

RELATED JURISDICTIONS

This amendment adds federal funded transportation planning work in Kansas City, MO.

RECOMMENDATION

Approve the release of Amendment #2 to the 2023 Unified Planning Work Program for public review and comment.

STAFF CONTACT

Marc Hansen

2023 Unified Planning Work Program Amendment #2 - Add New Activities

5.21 Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood – Lead Agency: City of Kansas City, Missouri Public Works

Program Objectives

The Reconnecting Kansas City initiative is designed to address the issues created by the infrastructure programs of the past, and specifically will:

- Plan for the replacement of the aging I-35 viaduct.
- Designate and design multimodal connections within the Westside community and with the central business district.
- Create design solutions for Beardsley Road, connecting the Westside with the imminent economic and residential development in the West Bottoms.

Background/Previous Work

In previous generations, federal infrastructure programs were designed and constructed to further divide the Westside community from the central business district and bisect the neighborhood. In the late 1960s, I-35 was constructed at the eastern border of the neighborhood, cutting off connections between the residents and businesses in the Westside and the Central Business District. I-670 was constructed through the Westside in January 1990, bisecting the area creating a northern and southern section of the community. These infrastructure programs, combined with the railroad construction earlier in the century has created a community that is more disconnected and divided than any other community in Kansas City.

This project is complemented by several completed and ongoing projects including:

- Greater Downtown Area Plan
- Connected KC 2050
- Reconnect the Westside and Revitalization Plan
- West Pennway Community Street Redesign
- Southwest Boulevard Transportation Study, PSP initiated in 2023.

Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Project Management.* Manage the overall project execution, coordination, cost control, and quality control process (ongoing).
2. *ACTIVITY: Public Engagement.* : Develop and execute a robust and effective public engagement strategy to facilitate broad public input into the Plan (ongoing).
3. *ACTIVITY: Develop Conceptual Layouts and Costs.* Synthesize all inputs and leverage professional expertise and best practices to develop alternatives. (March 2025).
4. *ACTIVITY: Coordination.* Coordinate with project partners and FHWA on changes to the interstate system and compliance with NEPA. (July 2025).

5. **PRODUCT: Final Conceptual Plan and Cost Estimate.** Develop the final plan report, including implementation recommendations and supporting maps and graphics (January 2026).

Funding

Federal	\$1,058,620	FHWA-RCP-MO
Local	\$ 264,655	
Activity Total	\$1,323,275	

**APPENDIX D – SCHEDULE 1
FY 2023 FUNDING SUMMARY TABLE**

Work Element		STATE and LOCAL				Federal				Total
		MARC	KDOT	MoDOT	Other	CPG Funds		Other		
						KDOT ⁽¹⁾	MoDOT ⁽²⁾	Amount	Agency	
1.1	Transportation Administration	\$19,268				\$187,483	\$252,368			\$459,119
1.2	Public Participation	\$10,464				\$101,824	\$137,061			\$249,349
2.1	Land Use, Demographic & Comprehensive Planning	\$22,170				\$215,709	\$290,359			\$528,238
2.2	Metropolitan Transportation Plan	\$13,759				\$133,871	\$180,199			\$327,829
3.1	Transportation Modeling/Forecasting	\$41,816				\$406,881	\$547,684			\$996,381
3.2	Transportation Research & Database Management	\$24,579				\$239,152	\$321,910			\$585,641
3.3	Air Quality Planning	\$4,453				\$43,323	\$58,314			\$106,090
3.4	Active Transportation	\$16,478				\$160,330	\$215,814			\$392,622
3.5	Transportation Technology	\$1,686				\$16,402	\$22,076			\$40,164
3.6	Transportation Safety Planning	\$4,377				\$42,584	\$57,315			\$104,276
3.7	Congestion Management System	\$2,623				\$25,521	\$34,352			\$62,496
3.8	Management & Operations Planning	\$1,841				\$17,915	\$24,114			\$43,870
3.9	Performance Measurement & Target Setting	\$3,526				\$34,310	\$46,183			\$84,019
4.1	Transportation Improvement Program	\$10,073				\$98,007	\$131,920			\$240,000
5.1	RideKC Short-Range and Ongoing Transportation Planning				\$80,000			\$400,000	FTA 5307	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning				\$130,000			\$650,000	FTA 5307, 5309	\$780,000
5.3	Goods Movement/Freight Planning	\$3,654				\$35,556	\$47,861			\$87,071
5.4	Corridor Studies	\$499				\$4,855	\$6,534			\$11,888
5.5	Aviation Planning	\$109				\$1,060	\$1,425			\$2,594
5.6	MoDOT Traffic Studies			\$350,527						\$350,527
5.7	Economic Equity Value Atlas Regional Customization				\$71,000					\$71,000
5.8	Comprehensive TOD Plan for the Prospect MAX Corridor ³				\$100,000			\$400,000	FTA TOD Pilot	\$500,000
5.9	Planning and Environmental Linkages (PEL) Study: I-35&I-29 ⁴			\$160,000	\$160,000			\$640,000	FHWA BUILD	\$960,000
5.10	Leavenworth County Surface Transportation Study ⁴		\$250,000		\$300,000					\$550,000
5.11	RideKC Bi-State Green Corridor Planning Investments ⁴							\$514,045	FTA Route Planning Restoration	\$514,045
5.12	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts ⁴				\$55,555			\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.13	Kansas City International Airport Transit Service Action Plan	\$8,394				\$81,671	\$109,935			\$200,000
5.14	Building Climate Resilience in the Transportation System (Phase 1)	\$8,394				\$81,671	\$109,935			\$200,000
5.15	Electric Vehicle Readiness Plan	\$8,394				\$81,671	\$109,935			\$200,000
5.16	Regional Freight Plan	\$37,772				\$367,522	\$494,706			\$900,000
5.17	Bi-State Sustainable Reinvestment Corridor				\$500,000			\$2,000,000	RAISE	\$2,500,000
5.18	Stormwater Engineering Standards Update				\$700,000					\$700,000
5.19	Overland Park Comprehensive Plan Update Transportation Component				\$150,000					\$150,000
5.20	Kansas City, MO Disparity Study				\$450,000					\$450,000
5.21	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood				\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
F.1	Operation Green Light				\$600,000			\$600,000	FHWA STP	\$1,200,000
F.2	Air Quality Public Education				\$138,750			\$555,000	FHWA CMAQ	\$693,750
F.3	RideShare Program							\$250,000	FHWA CMAQ	\$250,000
F.4	Active Transportation Programs				\$18,000			\$72,000	FHWA CMAQ	\$90,000
F.5	Planning Sustainable Places Program				\$375,000			\$1,500,000	FHWA STP	\$1,875,000
F.6	Noland Road and 35th Street Intersection Safety and Operational Analysis				\$3,500			\$12,000	FHWA TEAP	\$15,500
F.7	US 69 Highway North Intersection Safety and Operational Analysis				\$3,000			\$12,000	FHWA TEAP	\$15,000
		\$244,329	\$250,000	\$510,527	\$4,099,460	\$2,377,317	\$3,200,000	\$9,163,665		\$19,845,298

(1) For Kansas CPG funds, MARC estimates a carryover balance of \$1,318,579 and new 2023 allocated funding of \$2,188,938. MARC anticipates using direct cost value of \$350,000 to match Kansas CPG funds and increase Kansas CPG to \$2,377,317 as calculated in Appendix D - Schedule 2. Carryover CPG from 2022 is estimated at \$1,318,579.

(2) For Missouri CPG funds, MARC estimates a carryover balance of \$2,022,490 and new 2023 allocated funding of \$2,512,000. MARC anticipates using direct cost value of \$800,000 to match Missouri CPG funds and increase Missouri CPG to \$3,200,000 as calculated in Appendix D - Schedule 2. Carryover CPG from 2022 is estimated at \$2,190,311.

(3) Study was initiated in 2020 and extends into 2023.

(4) Study was initiated in 2020 and extends into 2023.