

APPENDIX C: PROJECT SOLICITATION AND EVALUATION



A major component of the long-range plan is identifying regionally significant projects to improve the transportation of people and goods. This federally required project listing is intended to help the region identify and prioritize future transportation investments based on goals, strategies and expected financial resources. The list is also important in terms of future funding, as some federal programs require projects to be listed in the long-range plan. *Transportation Outlook 2040* includes roadway and transit projects, projects that support existing or planned neighborhood and activity centers, regional bicycle and pedestrian facilities, and projects that support management and operations programs.

This section describes the process used to develop the list of projects adopted in 2010.

Call for Projects

In August 2009, MARC conducted a call for regionally significant transportation projects that support the long-range plan's adopted policy goals and help address challenges Greater Kansas City is facing. Nearly 50 local jurisdictions and transportation agencies within MARC's planning boundary nominated 600 projects in five categories — totaling \$18.9 billion — to be considered for the plan. Projects were submitted in the following categories:

1. Roadway projects

- Major roadway projects on facilities classified as minor arterial or higher, and of half-mile or more in length.
- New or major interchanges.

2. Transit projects

- Fixed guideway and bus rapid transit (BRT) projects.
- Regional transit facilities.
- Passenger rail and high-speed rail projects.

3. Activity centers/nodes

- Projects that support existing or planned neighborhood centers.
- Projects that support existing or planned activity centers.

4. Regional bicycle and pedestrian facilities

- Projects that are multijurisdictional.
- Projects that cross major barriers.
- Projects that connect existing facilities.

5. Management and operations programs

- Regional or multijurisdictional transportation system management or transportation demand management programs.
- Regional environmental mitigation strategies.

Projects listed in the existing long-range plan, Transportation Outlook 2030 Update, were not automatically carried forward into the new plan, except for those that are part of the 2008–2012 Transportation Improvement Program. All other projects — new or old — had to be nominated again due to changing federal financial and environmental integration guidelines and to support a new policy direction for *Transportation Outlook 2040*.

MARC staff hosted a workshop on Aug. 12, 2009, to explain the project nomination and evaluation process, walk through the submission database, and allow time for questions from project sponsors. Responses to commonly asked questions were posted online as a resource.

MARC created two online mapping applications that provided relevant information to jurisdictions nominating projects. Both maps displayed the functional class of roadways and the regional congestion management system. Both maps also could be used to view the proximity of nominated projects to important regional assets, like MetroGreen® corridors and activity centers. The Google viewer was strictly for viewing and let users see one map overlay at a time. In contrast, the ESRI viewer let users see multiple map overlays at a time, click on features to get more information about them, and make simple measurements.

Layers in the ESRI viewer:

- Street base map
- Functional class roads
- Congestion management network
- MetroGreen®
- Activity centers and nodes
- Existing land use
- Environmental justice tracts

Jurisdictions (cities, counties and states) and transportation agencies located within MARC’s metropolitan planning boundary — Johnson, Leavenworth and Wyandotte counties in Kansas, and Cass, Clay, Jackson and Platte counties in Missouri — were eligible to nominate projects for consideration.

Evaluation and recommendation process

Scoring criteria

Early in the planning process, broad policy goals were identified— major objectives to achieve in planning Greater Kansas City’s transportation system. These include supporting accessibility and

economic vitality, protecting the environment, decreasing greenhouse gas emissions, creating livable communities, encouraging healthy living, improving safety and security, and making sure the transportation system is well maintained and efficient. MARC staff reviewed projects in light of the policy goals and criteria listed below:

POLICY GOALS	CRITERIA	POINTS
Accessibility	The number of transportation modes directly integrated	5
	Improves access to or from environmental justice tracts	5
Economic Vitality	Serves regional activity and employment centers	5
	Supports the regional freight network	5
Energy Use and Climate Change	Reduces greenhouse gas emissions and/or reduces the use of carbon-based fuel	10
Environment	Preserves or restores environmentally sensitive lands, cultural resources and agricultural lands and/or includes an environmental mitigation plan	5
	Helps implement or connect MetroGreen® regional trails and greenways system	5
Placemaking	Is supported by or included in a regional plan or study and/or local land-use plan	5
	Supports Creating Quality Places factors (i.e., livable communities)	5
Public Health	Promotes increased non-motorized travel	5
	Reduces ozone precursor emissions	5
Safety and Security	Addresses an identified safety hot spot	10
System Condition	Increases useful life of existing facility	5
	Addresses a deferred maintenance or system maintenance need	10
System Performance	Increases efficiency of existing system	5
	Reduces current congestion	5
	Volume of travel (annual average daily traffic, passenger volume)	5
Total points		100

During late 2009, MARC staff conducted initial technical analysis for submissions in each project category. Projects were scored based on how well they met solicitation criteria and supported the policy goals of *Transportation Outlook 2040*. These scores served as one tool to evaluate submissions and were supplemented by MARC committee review, follow-up technical analysis, and public and stakeholder input.

Beginning in October 2009 and running through early 2010, transportation modal committees — made up of elected officials and local planners and engineers — reviewed staff scores, and further evaluated and prioritized projects. While all MARC transportation committees were able to review submissions and category summaries, the designated planning and review committees are identified below. They developed prioritized recommendations for the project listing in *Transportation Outlook 2040*.

Project category	Review committee
Roadway projects	Highway Committee
Transit projects	Transit Committee
Activity centers/nodes projects	Technical Forecast Committee
Regional Bicycle and Pedestrian Facility Projects	Bicycle–Pedestrian Advisory Committee
Management and Operations Projects <ul style="list-style-type: none"> • Regional TSM or TDM programs • Regional mitigation strategies 	<ul style="list-style-type: none"> • Management and Operations Workgroup • Linking Environmental and Transportation Planning Advisory Group

All projects in *Transportation Outlook 2040* were screened through the regional Congestion Management Process (CMP) network, and all applicants were asked to describe the strategies from the MARC Congestion Management Toolbox that were incorporated in the project scope. Priority was given to projects on congested segments of the CMP network and to those that incorporated multiple congestion management strategies. Language to this effect has been added to both the Congestion Management and Streets and Highways chapters of *Transportation Outlook 2040*.

The committees built on information and scores provided, and identified gaps, assessed priorities, and considered financial capacities. Modal committees recommended projects to the Long-Range Transportation Plan (LRTP) Subcommittee for their consideration. The LRTP Subcommittee drafted a financially constrained listing of regionally significant projects for the Total Transportation Policy Committee and the MARC Board to consider adopting.

Updates to the Transportation Outlook 2040 project list adopted in 2015

For the update to *Transportation Outlook 2040*, MARC built on the list of projects adopted in 2010 plus any amendments made in the interim period before the update. The approach used to update the *Transportation Outlook 2040* project list involved the following components.

Recommendations from major planning studies

Since 2010, MARC and its transportation planning partners have completed various planning studies, which are mentioned throughout the updated plan document. Several of the strategies and projects recommended by these studies were considered for incorporation into *Transportation Outlook 2040*.

Project updates

For projects adopted in 2010, sponsors were given an opportunity to review and update information. Allowable changes included minor modifications to project scope, splitting projects into phases, changes to period of implementation, and removal of completed projects.

Stakeholder workshops to refine priorities

In spring 2014, MARC hosted two regional stakeholder workshops to develop a strategic framework to guide the update to *Transportation Outlook 2040*. A detailed summary of the workshops is available in Appendix G: Public Involvement.

1. The first workshop focused on defining investment strategies and regional priorities to maximize the use of limited funds. Planning partners conducted a weighting exercise that established the following list of relative transportation priorities (in descending order of importance): System Preservation, System Diversity, System Efficiency and System Expansion. As demonstrated by the relative priorities, participants agreed that preservation was most important, and that the effect expansion would have on maintaining the current system should be weighed heavily prior to adding capacity. Participants also identified the need to shift regional focus to alternative modes. Reoccurring themes included intelligent transportation systems (ITS), land use planning, transit investment, and bicycle projects with mobility benefits.
2. The second workshop used priorities and themes from the previous workshop to prioritize a list of candidate projects. The workshop served the dual purpose of prioritizing projects for *Transportation Outlook 2040*, and for a proposed transportation sales tax in Missouri. Workshop participants were given a description of baseline financial constraints for the region, and then participated in breakout groups to develop a ranked list of projects for different transportation modes (Kansas Highway, Missouri Highway, transit, bicycle/pedestrian, and aviation/freight).

Planning committee approval

The MARC Transportation Planning Committees — Regional Transit Coordinating Council, Highway Committee, Bicycle and Pedestrian Advisory Committee — finalized the project lists for the update to *Transportation Outlook 2040*. Using the relative strategic priorities and ranked project lists developed at the stakeholder workshops, the committees reviewed and ultimately approved the updated, financially constrained and illustrative project lists for the plan, as presented in Appendix D.