Total Transportation Policy Committee meeting

March 18, 2025

Item #1

Welcome and introductions

Zoom attendees, please:

- **Sign into the chat box to register your attendance.**
- **Use your full name for your screen name.**
- **Mute your microphones unless speaking to the group.**
- **Turn on your cameras when speaking to the group.**
- **Type questions in the chat box.**

VOTE: February 18, 2025, Meeting Summary

VOTE: 2025 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program

Presenter: Marc Hansen, MARC

2025 2nd Quarter TIP Amendment

- 15 new projects to be added, including but not limited to:
  - #355003 – Spring Hill – Safe Streets and Connections
  - #611227 – Kansas City, MO – KC Bridge Investment Grant
  - #628155 – Independence – Historic Trails Phase 1
  - #996106 – Johnson County Transit – Bus Stops Improvement Project

- 12 modified projects
  - Scope
  - Schedule
  - Budget

Amendment includes Gladstone's Downtown North Oak Complete Streets project as it is requesting an additional schedule modification.

Missouri Suballocated Program Report

- **Issue Identification**
- **Strategies to address**
- **Actions Taken**
- **Status report**

Issue

- **FHWA provides an opportunity each year to increase spending authority to state DOT's known as the August Redistribution**

- **Funding from states unable to use their share is redistributed to those states able to use more**

- **Process is meant to ensure all authorized funds are used each year**

- **Delayed implementation of projects and increases in balances affects a states ability to compete for a portion of the redistributed funds**

To address this issue and better position the state:

- **MoDOT has implemented a goal setting approach**
- **Goal is to obligate 120% of the annual allocation made to local agencies**
- **This applies to funding suballocated to MARC**
  - **CMAQ**
  - **STBG**
  - **TA**
  - **Carbon Reduction**

A few additional details:

- **The goal is tracked by region**
  - TMA areas (Kansas City, St. Louis, Springfield, & the rest of the state)
- **Goal is not tracked by individual program**
- **For 2025, if percentage falls under 100%, funds will be lost**
  - Difference between 100% and actual obligations
- **A progress report is provided monthly**

Kansas

- **Manages program in a different manner than Missouri**
  - Tracks obligations and provides a monthly balance report
  - Requires a "zero" balance at the end of each fiscal year
    - Keeps potential balances low
    - KDOT is aware of potential balances that may be left
- **MARC is working toward meeting the zero balance in all programs**
  - Working with all sponsors with 2025 projects to determine project development status

MARC 2025 MISSOURI PROGRAM – STATUS REPORT

Program	2025 Allocation	120% Target	Obligations to Date	Remaining Program	% of Target
STBG	$ 26,660,669.00	$ 31,992,802.80	$ 1,657,354.58	$ 30,222,624.00	119.6%
TA	$ 5,618,636.00	$ 6,742,363.20	$ 123,574.89	$ 11,142,320.00	200.5%
CRP	$ 3,180,656.00	$ 3,816,787.20	$ -	$ 5,901,230.00	185.5%
CMAQ	$ 2,845,866.00	$ 3,415,039.20	$ -	$ 5,849,360.00	205.5%
TOTAL	$ 38,305,827.00	$ 45,966,992.40	$ 1,780,929.47	$ 53,115,534.00	143.3%

- MARC is programmed to exceed its 2025 obligation target
- Working with all sponsors with 2025 projects to determine project development status
- MARC is monitoring the program and will make modifications if needed to ensure target is met
  - Potential to advance projects from later fiscal years
  - Potential to add funds to projects as was done in 2023 & 2024

Recommendation

- **Approve the release of the 2025 2nd Quarter Amendment to the *FFY 2024-2028 TIP* for public review and comment.**

VOTE: 2025 Unified Planning Work Program – Amendment #2

Presenter: Marc Hansen, MARC

VOTE: Fall 2024 Functional Classification System Updates

Presenter: Alicia Hunter, MARC

Functional Classification

Fall 2024 Proposed Changes

What is it?

- Process by which streets and highways are grouped into classes, or systems according to the character of traffic service that they are intended to provide

- Defines the role that a particular roadway segment plays in serving this flow of traffic through the network

- Carries expectations about roadway design, including its speed, capacity and relationship to existing and future land use development

How is it used?

To determine which roads, streets and highways are eligible for federal transportation funds

To establish design criteria for various roadway features
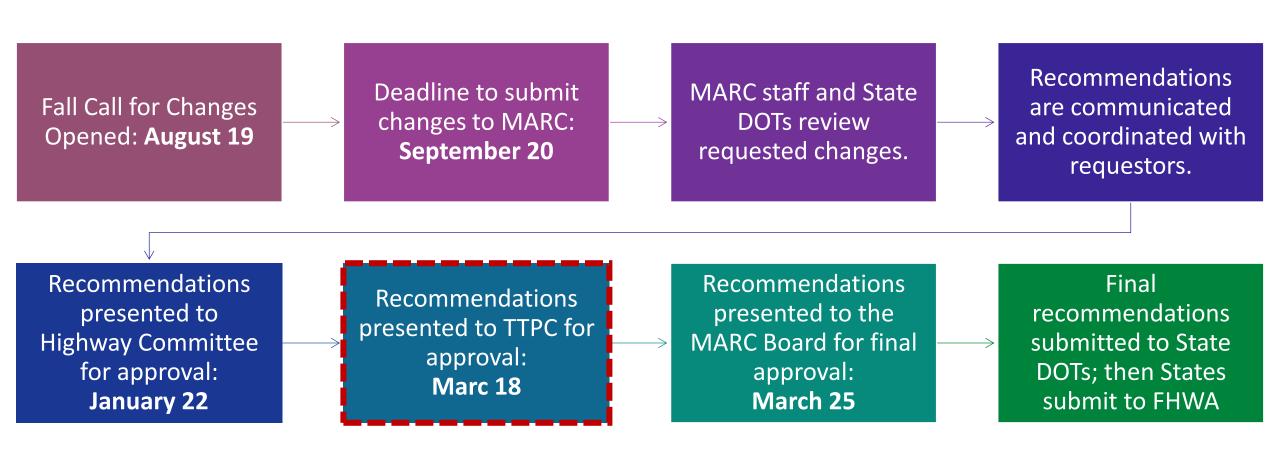
Serves as a management tool to measure a route's importance in project selection and program management

Maintaining the System

- FHWA recommends that States **maintain and update** their **functional classification system continually** as the roadway system and land use developments change.

  - These roadway changes can include newly constructed, re-aligned, extended, widened, or reconfigured roadways.

- As the MPO for the Kansas City Region, **MARC is responsible for developing and maintaining changes of the Functional Classification System** of roadways within its planning boundaries

FHWA

Highway Functional Classification Concepts, Criteria and Procedures 2023 Edition

February 2023

U.S. Department of Transportation
Federal Highway Administration

MARC's Call for Changes: Fall 2024

Fall Call for Changes Opened: **August 19**

→

Deadline to submit changes to MARC: **September 20**

→

MARC staff and State DOTs review requested changes.

→

Recommendations are communicated and coordinated with requestors.

Recommendations presented to Highway Committee for approval: **January 22**

→

Recommendations presented to TTPC for approval: **Marc 18**

→

Recommendations presented to the MARC Board for final approval: **March 25**

→

Final recommendations submitted to State DOTs; then States submit to FHWA

Change Request Overview

- Total segment change requests: **23**

  <u>1 in Kansas</u> | <u>4 in Missouri</u>

- Four Recommendation Categories

  1 - Table

  2 - Approve w-Modification

  3 – Approve (as requested)

  4 – Withdraw

Belton	• 9 requests
Harrisonville	• 8 requests
Kearney	• 3 requests
Lansing	• 1 request
Platte County	• 2 requests

Recommendations

1 Request (4%)   **Tabled**

- Requests are recommended to be postponed and not considered for incorporation during current Call for Changes.

- Common Reason: **Request made too soon**.

    - Future routes, should be included in an approved STIP/TIP/CIP and expected to be under construction within four (4) or less years.

Recommendations

| 7 Requests (30%) | Approved w-Modification |

- Requests required modification to meet FHWA's compliance with system continuity.

- Common Reason: **System continuity**.

  - Each route should terminate at a route of the same or higher functional classification, the continuity of the system must be obtained.

Recommendations

14 Requests (61%)   **Approved**

- Requests meet FHWA guidance and are recommended for approval as requested.

Recommendations

1 Request (4%)   **Withdrawn**

- Requests are recommended for withdrawn because they are not applicable, eligible at this time or no longer needed.

- Common Reason: **Administrative Correction**
    - Internal administrative correction required (update base map and functional classification map).

Questions?

Vote

- Recommend approval of staff recommendations for Fall 2024 Changes to the Functional Classification System, as presented.

Fall 2024 Proposed Changes

Recommendations	# of Requests
Table	1
Approve with Modification	7
Approve	14
Withdraw	1

Item #6

VOTE: 2024 Federally Required Performance Measures

Presenter: Bobby Evans, MARC

How is our region performing?

- MARC is required to establish targets that measure the performance of the region's transportation system.
  - PM1 Safety
  - PM2 Infrastructure Condition
  - PM3 System Performance
  - Transit Performance Measures
    - Asset Management
    - Public Transportation Agency Safety Plan

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MID-AMERICA REGIONAL COUNCIL

2025 PM1 Safety Targets
Method: Zero by 2050

Fatalities	Fatality Rate	Serious Injuries	Serious Injury Rate	Non-Motorized
209	1.02	1,130	5.28	137

- Developed in coordination with the Destination Safe Data Subcommittee
  - Previously approved methodology
  - Approved January 2025 meeting
- Presented to TTPC January Meeting

2025 Infrastructure Targets

Infrastructure Condition Performance Measure (PM2)	2023 Baseline	2025 Target	2027 Target
% of interstate pavement in good condition	75.86%	63.2%	71.52%
% of interstate pavement in poor condition	0.18%	0.24%	0.29%
% of non-interstate NHS pavement in good condition	42.9%	48.4%	48.4%
% of non-interstate NHS pavement in poor condition	3.66%	2.7%	2.6%
% of NHS bridges in good condition (by deck area)	37.8%	33.6%	39.4%
% of NHS bridges in poor condition (by deck area)	6.1%	7.5%	6.5%

- Developed in coordination with the Highway Committee
  - Previously approved methodology
  - Approved January 2025 meeting
- Presented to TTPC January Meeting

2025 Infrastructure Targets

System Reliability Performance Measure (PM3)	2023 Baseline	2025 Target	2027 Target
% of person-miles on **interstate** highways that are **reliable**	94.5%	88.63%	88.9%
% of person-miles on **non-interstate** NHS highways that are **reliable**	94.6%	89.79%	89.79%
Interstate Truck Travel Time Reliability Index	1.3	1.43	1.43

- Developed in coordination with the Highway Committee
  - Previously approved methodology
  - Approved January 2025 meeting
- Presented to TTPC January Meeting

2025 Transit Asset Management

Category	Class	Metropolitan Planning Area	
		ULB	Target
Rolling Stock (revenue vehicles by mode)	Over-the-road buses	14	25%
	BRT/40-foot buses	14	25%
	30-foot buses	12	25%
	Cutaways	10	25%
	Vans	5	25%
	Minivans	8	25%
	Automobiles	5	25%
	Railcars	25	0%
	Ferry Boats	n/a	n/a
Equipment (non-revenue vehicles)	Vans	5	25%
	Minivans	5	25%
	Sport Utility Vehicles	5	25%
	Automobiles	5	25%
	Cutaway Bus	7	25%
	Trucks and Other Rubber Tire Vehicles		100%

Category	Class	Metropolitan Planning Area	
		ULB	Target
Equipment (other over $50,000)	Construction/ Maintenance	7	25%
Infrastructure (rail)	Fixed Guideway	25-50	0%
	Systems	25	0%
	Power	30	0%
Facilities	Administrative	25-50	25%
	Maintenance	25-50	25%
	Parking	25-50	25%
	Passenger	25-50	25%

ULB: Useful Life Benchmark

2025 Transit Safety

Safety Performance Measure	Fixed Route Bus			Para-Transit			MicroTransit			Streetcar	
	KCATA	JCT	Target	KCATA	JCT	Target	KCATA	JCT	Target	KC Streetcar	Target
Major Events	11	0	11.0	1	0	1.00	0	0	0	2	2
Major Event Rate	3.259	0	3.26	0.345	0	0.35	0	0	0	0.015	0.015
Collision Rate	3.259	1.282	4.54	0.345	11.67	12.02	0	7	7	--	7
Pedestrian Collision Rate	0.251	0	0.25	0	0	0.00	0	0	0	--	0
Vehicular Collision Rate	3.008	1.003	4.01	0	26.83	26.83	0	39	39	--	39
Fatalities	0	0	0.0	0	0	0.00	0	0	0	0	0
Fatality Rate	0	0	0.0	0	0	0.00	0	0	0	0	0
Transit Worker Fatality Rate	0	0	0.0	0	0	0.00	0	0	0	--	0
Injuries	27	2	29.0	3	2	5.00	0	1	1	2	2
Injury Rate	7.77	0.22	7.99	1.244	0.15	1.39	0	0.06	0.06	0.015	0.060
Transit Worker Injury Rate	0.50	0.22	0.72	0	0.15	0.15	0	0	0		0
Assaults on Transit Workers	15	0	15.0	1	0	1.00	0	0	0	8	8
Rate of Assaults on Transit Workers	3.17	0	3.17	0.622	0	0.62	0	0	0	0.059	0.059
System Reliability	1.61	1.05	2.66	1.186	1.68	2.87	0	4	4	0.133	4

Thank you

Bobby Evans, AICP
Principal Planner
bevans@marc.org
816.701.8319

REPORT: MoDOT Director's Report

Presenter: Ed Hassinger, MoDOT

Item #8

REPORT: CKC2050 Plan Update & Overview and Next Steps

Presenter: Ron Achelpohl, MARC

TTPC

MARCH 18, 2025

WHAT IS A METROPOLITAN TRANSPORTATION PLAN (MTP)?

- Required planning document for our metro. Update required every 5 years
- Sets vision, establishes goals and identifies regionally significant projects
- Guides how regional transportation system will be developed for next 25 years

Major streets and highways

Public transportation
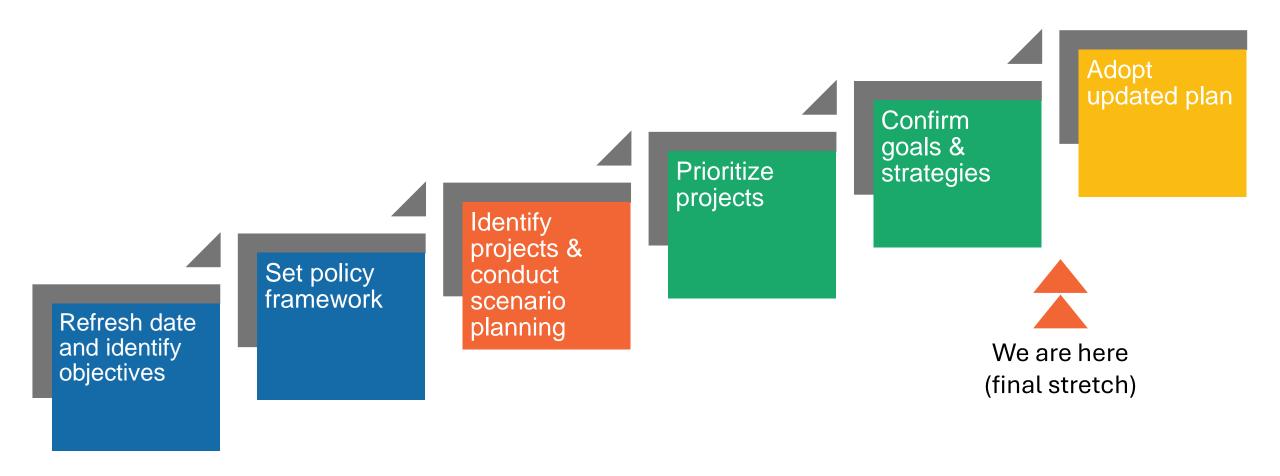
Bike & pedestrian accessibility

Freight transportation

UPDATE TIMELINE

Refresh date and identify objectives

Set policy framework

Identify projects & conduct scenario planning

Prioritize projects

Confirm goals & strategies

Adopt updated plan

We are here (final stretch)

Kick-off

Public Engagement & Outreach

KEY FINDINGS

SCENARIO PLANNING

WE TESTED FOUR LAND USE DEVELOPMENT SCENARIOS TO SEE THE FUTURE:
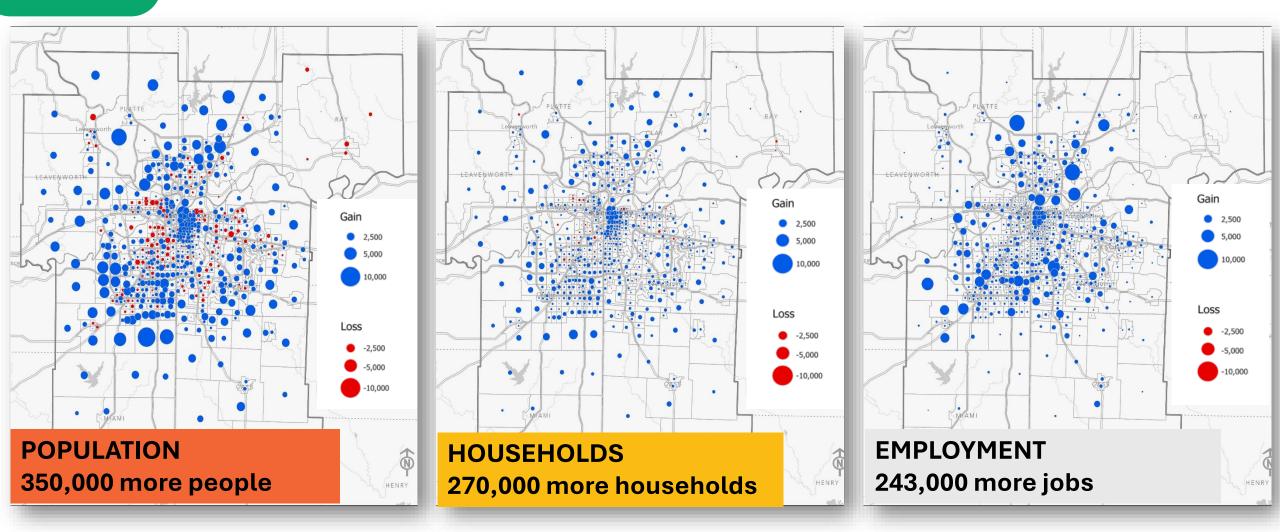
- Higher/lower than anticipated population growth rates vs. more compact/dispersed land use

WHAT WE LEARNED:

- *In slow growth* and *high growth* futures, best investment and growth strategy = focused growth with heavy multimodal investments

LAND USE FORECAST

POPULATION
350,000 more people

HOUSEHOLDS
270,000 more households

EMPLOYMENT
243,000 more jobs

Our rate of growth is slowing down. Our region is also becoming older and significantly more diverse. Households will also shrink in size.

FINANCIAL CAPACITY ANALYSIS

FORECAST
- Re-evaluate transportation funding through 2050

- Based on past and recent investment levels projected forward

OUTCOMES
- Funding sufficient for highway/roadway management, operations and limited expansion for economic development and congestion relief.

- *No revenue forecasted for new transit projects or services as temporary COVID-19 federal funding ends*

ENGAGEMENT & OUTREACH

MOST REGIONAL RESIDENTS...

Strongly support:
- Healthy environment = quality water and clear air
- Keeping roads and bridges in good condition
- Increased safety on all types of transportation modes
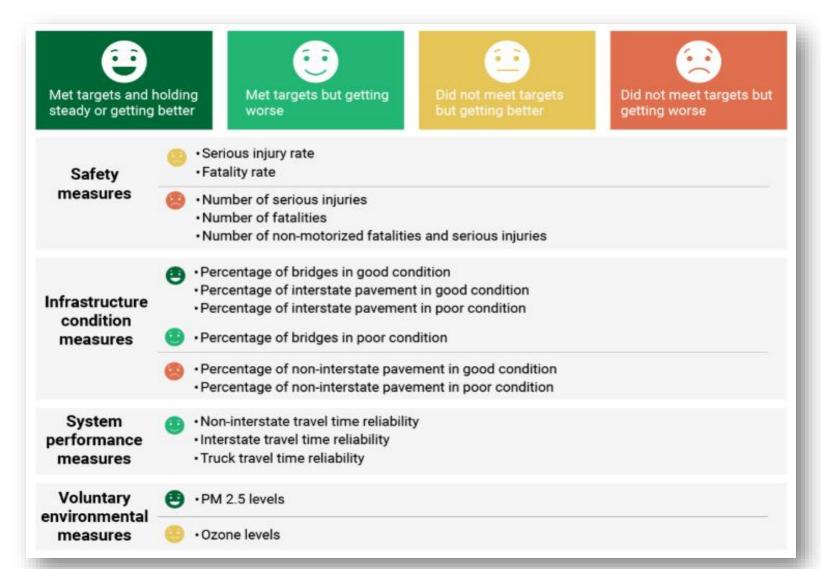- Affordable housing as a major need

- Believe we should prioritize or support projects and programs that address the needs of disadvantaged populations
- Support regional or county-level investments in public transportation to expand transit options across the region

Electric vehicles met with mixed support

PERFORMANCE-BASED PLANNING

Met targets and holding steady or getting better	Met targets but getting worse	Did not meet targets but getting better	Did not meet targets but getting worse
😀	🙂	😐	🙁

Safety measures

🟡
- Serious injury rate
- Fatality rate

🔴
- Number of serious injuries
- Number of fatalities
- Number of non-motorized fatalities and serious injuries

Infrastructure condition measures

😀
- Percentage of bridges in good condition
- Percentage of interstate pavement in good condition
- Percentage of interstate pavement in poor condition

🙂
- Percentage of bridges in poor condition

🔴
- Percentage of non-interstate pavement in good condition
- Percentage of non-interstate pavement in poor condition

System performance measures

🙂
- Non-interstate travel time reliability
- Interstate travel time reliability
- Truck travel time reliability

Voluntary environmental measures

😀
- PM 2.5 levels

🟡
- Ozone levels

Safety measures biggest immediate concern

Infrastructure condition measures trending positively (interstate system) but stalling or trending negatively (non-interstate)

System performance measures all on track to beat 2023 targets. We have a highly reliable roadway network with low congestion

Transportation choices reflect that most transportation system users rely on single-occupant vehicles and access to our transit system remains low

Environment & public health measures remain generally steady, but not making any progress

PLAN ELEMENTS

UPDATED POLICY FRAMEWORK

GOAL — HOUSING

STRATEGY — DIGITAL CONNECTIVITY and HOUSING COORDINATION

LANGUAGE UPDATES

FEDERAL POLICY LANDSCAPE

FEDERAL POLICY LANDSCAPE HAS SHIFTED

- Various executive orders and USDOT orders add additional scrutiny to:
  - Climate work
  - Diversity, equity and environmental justice considerations
  - Electric-vehicle related programs and strategies, among other areas

- 1994 Environmental Justice revoked

Staff is reviewing the draft plan for clarity and to respond appropriately.

PROJECTS

59
agencies

526
projects ($25.1b)

240
financially constrained projects
- 144 existing transportation system rehab ($5.2b)
- 96 system expansion or new facilities ($5.4b)
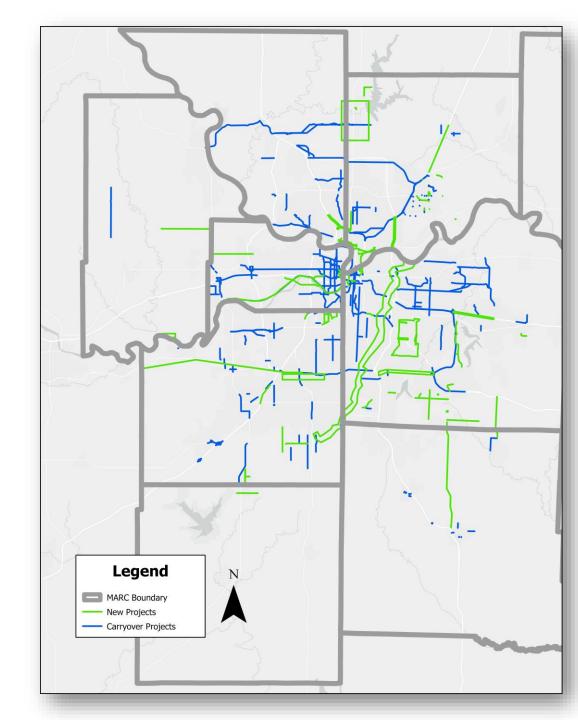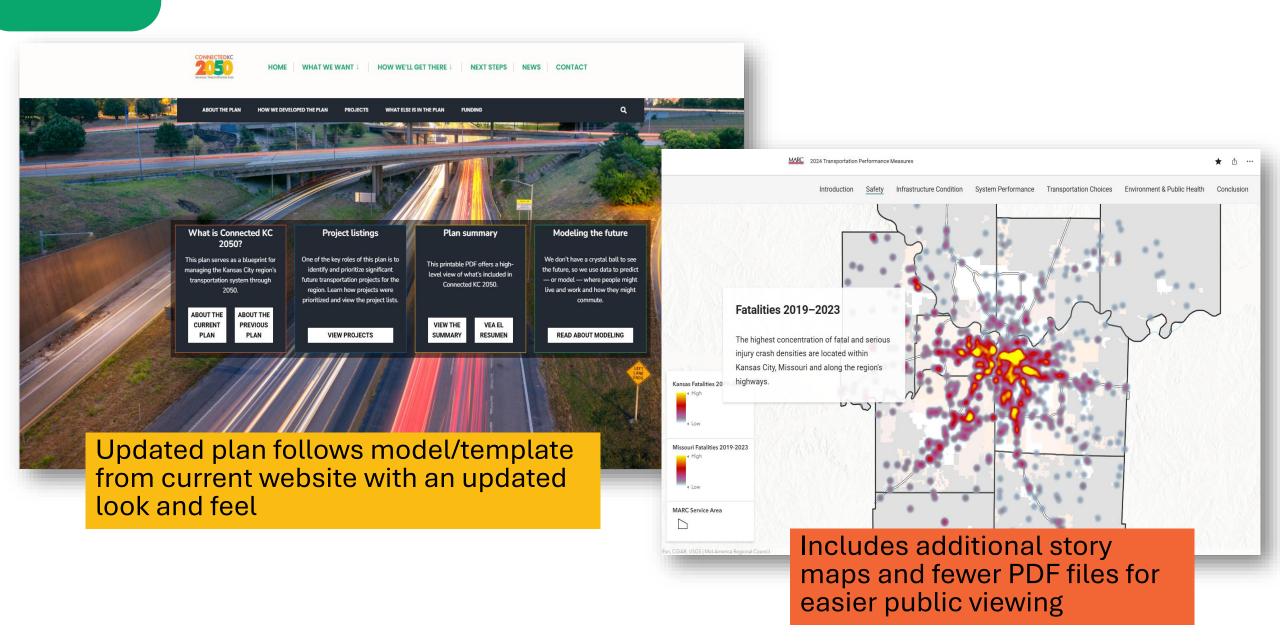
286
illustrative projects ($14.5b)

Project categories: Kansas state system, Kansas local system, Missouri state system, Missouri local system and transit projects

Legend
- MARC Boundary
- New Projects
- Carryover Projects

N

PLAN WEBSITE

Updated plan follows model/template from current website with an updated look and feel

Includes additional story maps and fewer PDF files for easier public viewing
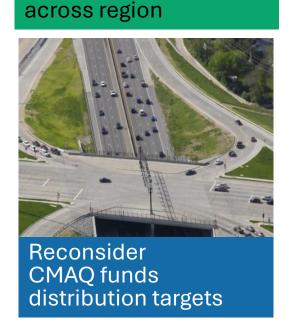
RECOMMENDED WORK (POST ADOPTION)

Invest more in transit — Smart Moves implementation

Continue Complete Streets implementation across region

MARC Committee structure and process review

Identify, select and prioritize multimodal freight projects

Reconsider CMAQ funds distribution targets

Support various corridor planning studies

WHAT'S NEXT?

Complete draft plan write up (1Q ~ 2Q 2025)

Release draft plan for public review and comment (April 2025)

Final round of public engagement (May 2025)

Approval by TTPC and MARC Board of Directors (June 2025)

REPORT: Federal Transportation Funding Update

Presenter: Ron Achelpohl, MARC

Item #10

REPORT: Community Data Tools

Presenter: Amanda Graor, MARC
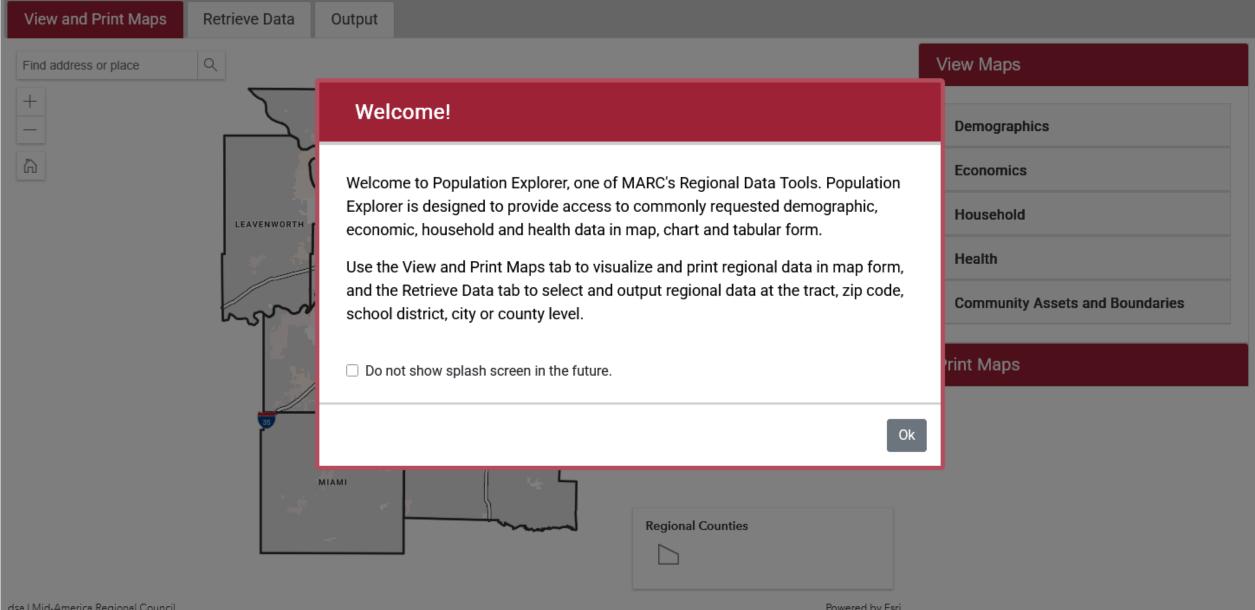
https://www.marc.org/data-maps/data-tools-and-interactive-maps/quick-stats

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(i) (?)

View and Print Maps | Retrieve Data | Output

Find address or place 🔍

+

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⌂

LEAVENWORTH

View Maps

Demographics

Economics

Household

Health

Community Assets and Boundaries

Welcome!

Welcome to Population Explorer, one of MARC's Regional Data Tools. Population Explorer is designed to provide access to commonly requested demographic, economic, household and health data in map, chart and tabular form.

Use the View and Print Maps tab to visualize and print regional data in map form, and the Retrieve Data tab to select and output regional data at the tract, zip code, school district, city or county level.

☐ Do not show splash screen in the future.

Ok

Print Maps

MIAMI

Regional Counties

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View and Print Maps | Retrieve Data | Output

Find address or place

View Maps

Demographics

- ☐ Total Population
- ☑ % of Population Under Age 5
- ☐ % of Population Under Age 18
- ☐ % of Population Age 65 and Over
- ☐ Density by Race and Hispanic Origin
- ☐ % of Population that is Non-White and/or Hispanic
- ☐ % Households with Limited English
- ☐ % Population with Limited English
- ☐ % Children in Immigrant Households
- ☐ Births per 1,000 People

Economics

Household

Health

Community Assets and Boundaries

% of Population Under Age 5

- 12% - 18%
- 8% - 12%
- 6% - 8%
- 4% - 6%
- < 4%
- No Population

Regional Counties

dsa | U.S. Census Bureau | Mid-America Regional Council

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DEMOGRAPHICS   **LAND USE**   **HOUSING**   **WORKFORCE**

Find address or place 🔍

➕

➖

🏠

LEAVENWORTH

Select Geography

MARC Region ▾

Zoom to   Download Community Profile

Select Map Layer

▾

it the Population Explorer 🧍

map or use the Select Geography dropdown
o display chart data.

Welcome!

  Welcome to the Community Views, a part of MARC's Regional Data Tools. MARC's Community Views is designed to provide valuable insights and information about the demographics of residents, housing, characteristics of the physical environment, and the workforce of communities throughout our region. Use the red buttons across the top to switch between topics. Use the red buttons at the bottom to find city-level or county-level data.

☐ Do not show again.

Ok

Total Population

◣ 250,000 - 717,204

◣ 175,000 - 249,999

◣ 100,000 - 174,999

◣ 35,000 - 99,999

◻ < 35,000

◻ No Population

«

dsa | Mid-America Regional Council   Powered by Esri

COUNTIES   **CITIES**

COMMUNITY VIEWS
A MARC REGIONAL DATA TOOL

MARC — MID-AMERICA REGIONAL COUNCIL

DEMOGRAPHICS	LAND USE	HOUSING	WORKFORCE

i

Find address or place 🔍

Select Geography

North Kansas City, MO ⌄

Zoom to	Download Community Profile

Select Map Layer

% of Married-Couple Households ⌄

🚶 Visit the Population Explorer 🚶

Reset map

PLATTE

CLAY

RAY

LEAVENWORTH

Kansas City, KS

Independence

Kansas City, MO

Olathe

JACKSON

CASS

% of Married-Couple Households

More than 25 (Higher than national average)

12.0256 to 25 (Higher than national average)

6.01 to 12.0255 (Less than national average)

6 or less (Less than national average)

No Population

Household Type	Comparison Table

North Kansas City, MO

North Kansas City, MO % of Married-Couple Households: 12.52%
National % of Married-Couple Households: 47.2%

	Percent
Family - Married	13%
Family - Other	16%
Non-Family - Living Alone	57%
Non-Family - Not Living Alone	14%

0%   20%   40%   60%

Percent of Households

dsa | Table B11001: Household Type (Including Living Alone). | Mid-America Regional Council

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COUNTIES	CITIES

Item #11

Other Business

Adjournment

Next meeting: Tuesday, April 15, 2025