

Total Transportation Policy Committee meeting

July 15, 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.**
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Item #2

VOTE: June 17, 2025, Meeting Summary

Item #3

VOTE: 2025 3rd Quarter Amendment to the 2024-2028 Transportation Improvement Program

Presenter: Marc Hansen, MARC

Item #4

VOTE: 2025 Unified Planning Work Program – Amendment #3

Presenter: Marc Hansen, MARC

Item #5

REPORT: 2025 August Redistribution – Suballocated Funds Update

Presenter: Marc Hansen, MARC

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**
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To address this issue and better position Missouri:

- **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**
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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**
 - **MARC is meeting biweekly with district staff to track progress**
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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
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MARC 2025 MISSOURI PROGRAM – STATUS REPORT

Program	2025 Allocation	120% Target	Expected Obligations	% of Target	% of Allocation
STBG	\$ 26,660,669.00	\$ 31,992,802.80	\$ 29,770,956.00	93.1%	111.7%
TA	\$ 5,618,636.00	\$ 6,742,363.20	\$ 3,580,860.00	53.1%	63.7%
CRP	\$ 3,180,656.00	\$ 3,816,787.20	\$ 3,283,988.00	86.0%	103.2%
CMAQ	\$ 2,845,866.00	\$ 3,415,039.20	\$ 4,860,180.00	142.3%	170.8%
TOTAL	\$ 38,305,827.00	\$ 45,966,992.40	\$ 41,495,984.00	90.3%	108.3%

- 2025 Obligations are expected to total \$41,495,984, exceeding our 2025 target
- MARC is monitoring the program, but opportunities to address issues are very limited

MARC 2025 KANSAS PROGRAM – STATUS REPORT

Program	2025 Available	Expected Obligations	% of Available
STBG	\$ 19,304,662.08	\$ 16,928,190.00	87.7%
TA	\$ 4,204,450.00	\$ 1,843,472.26	43.8%
CRP	\$ 4,284,331.00	\$ 4,209,928.00	98.3%
CMAQ	\$ 2,731,954.92	\$ 3,222,555.26	118.0%
TOTAL	\$ 30,525,398.00	\$ 26,204,145.52	85.8%

Item #6

REPORT: Smart Moves Transit Plan Update

Presenter: Ron Achelpohl, MARC

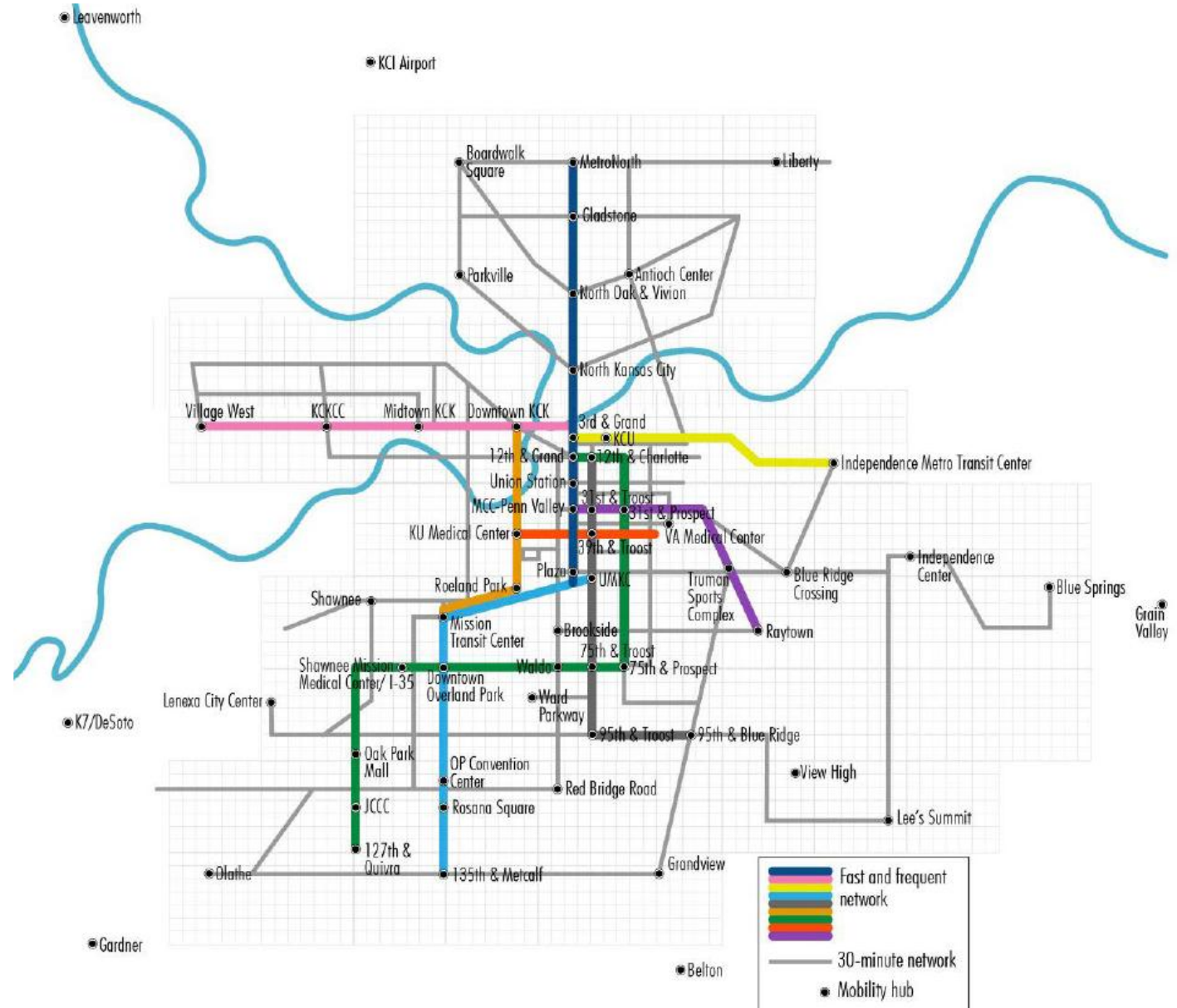


Smart Moves 2025 Update

July 15, 2025

Smart Moves 3.0 2017 System

- Fast Frequent Routes
- 30 Minute Routes
- Demand Response Services
- Mobility Hubs



Implementation to date

Successes

- KC Streetcar expansion
- Prospect & Troost MAX deployment
- New Microtransit services (IRIS and Others)
- New & enhanced services in some local routes
- Transit Oriented Development
- Multiple studies contemplate new or expanded transit services
 - Northrail Study across the Missouri River
 - East-West Corridor (31st/39th Street) streetcar corridor
 - Bistate Sustainable Reinvestment Corridor
 - KCI Airport Service Action Plan, among others

Implementation to date

Setbacks

- Services recommended by completed planning work have failed to secure funding to advance
- Reduction or elimination of some fixed route services

Regional Routes Summary	
Active Fixed Routes 2017	76
Active Fixed Routes 2025	57
<i>Change</i>	<i>-19</i>
Average Peak Frequency 2017	40 min
Average Peak Frequency 2025	51 min
<i>Change</i>	<i>+11 min</i>

- Much of this due to lack of dedicated funding for operation of services

2025 Update Objectives

- Locally Based, Regionally Connected Service Priorities
- Updated Cost Estimates
- Viable Funding Mechanisms
- Readiness to Act

Work to Date

- Initial Consultation with Local Officials
- Updated Cost Estimates
- Funding Research
- Benefit/Cost Analysis (Pending)

Initial Findings

- Smart Moves still has “Good Bones”
 - The Smart Moves framework for transit and mobility, land use and growth and development remains valid and is affirmed by key stakeholders
- Financial gap is attainable and well within region’s capacity to afford
 - 1/4 cent to 1 cent sales taxes or equivalent would meet most counties’ transit needs to a high degree
- Legislative opportunities and political readiness vary across region

Smart Moves 3.0

Full Implementation Estimated Costs

- Estimated **annual** cost to implement full Smart Moves plan in FY2025 is \$434.2M:
 - **O&M:** \$427.6M
 - **CapEx:** \$390.9M (~\$6.6M annually) for vehicles
 - Expenditures amortized over 15 years
 - Assumption: 80/20% federal/local

Jurisdiction	Estimated Annual Cost* (\$M)
	Total County
Jackson County, MO	247.4
Clay County, MO	41.4
Platte County, MO	24.5
Cass County, MO	1.4
Johnson County, KS	65.8
UG/Wyandotte County, KS	50.9
Leavenworth Co., KS	2.8
Total	434.2

*Combined O&M and CapEx (amortized)

Initial Priorities

- Based on the feedback from initial consultations
- Phase 1 example scenario based on the following principles:
 - Prioritization of fast and frequent corridors
 - Regional connectivity
 - Stakeholder feedback based on updated local needs
- Scenario services are likely to adjust further as this is shared with regional stakeholders and the public.

Phase 1 Example Scenario Services

Existing Routes

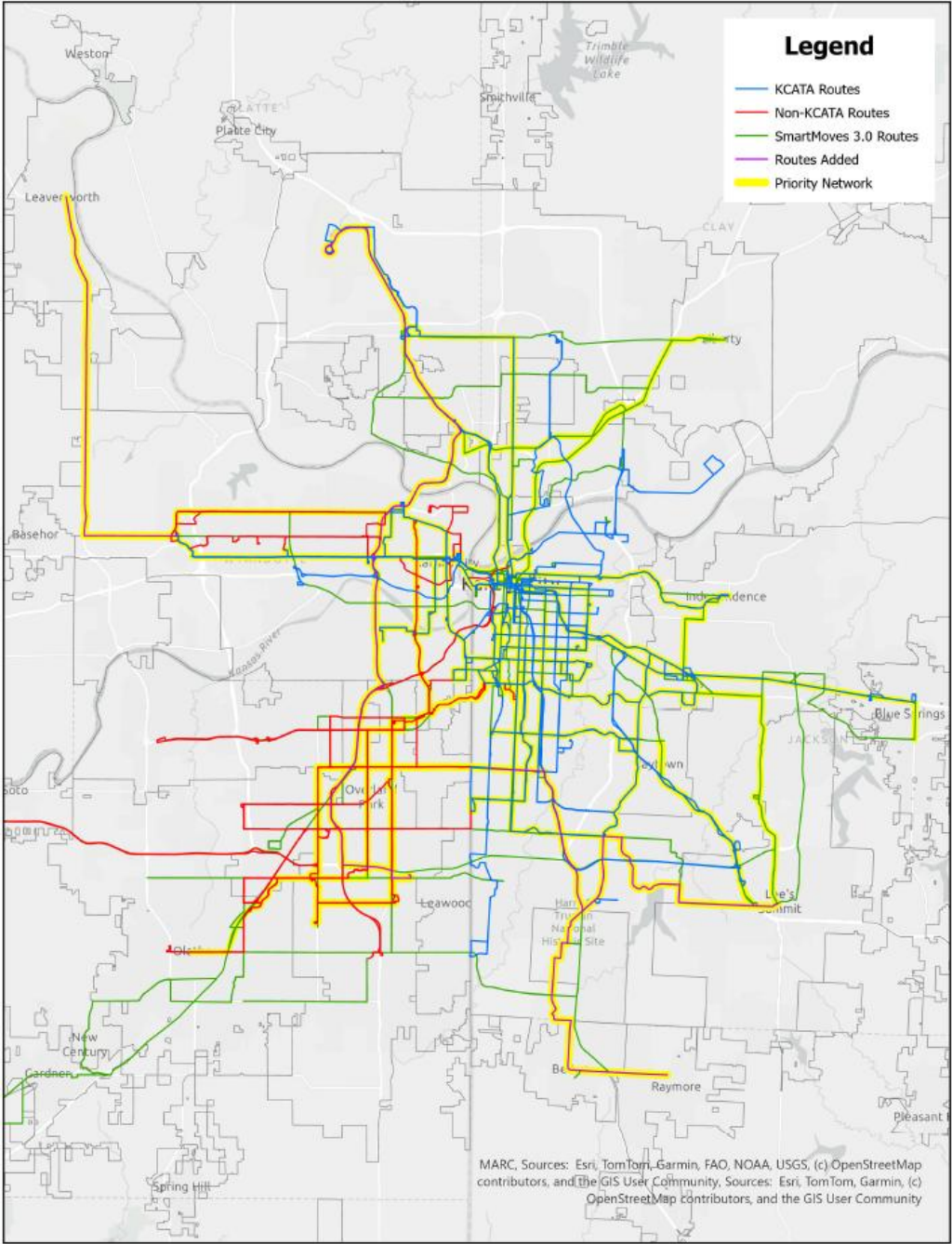
Route Name	Improvement
2-Troost Max	full
3-Prospect Max	full
24-Independence	Full
28-Blue Ridge	Partial
35-35th Street	Full
39-39th Street	partial
47-Broadway	Full
63-63rd Street	full
101-State Ave	partial
104-Argentine	full
107-7th Street-KU Med	partial
201-North Oak	full
401 Metcalf-Plaza	full
475 Quivira-75th Street	partial

New Routes

Route Name	Improvement
251-TMC Lakewood	Full
Blue Springs Exp	Partial+
Grandview/Belton Exp	Partial
KCI Express	full
Leavenworth-Quindaro	Full
Liberty Express	Partial
Raytown-Lee's Summit	Full
Roe/18th St./ Antioch/College/Olathe	Full
Lees Summit-Grandview	Partial
Vivion/Prairie View	Partial
KCI-Johnson County	Full
Cass County East-West	Full
Leavenworth-KCK	full
Lee's Summit Grandview	full

Microtransit Services

Route Name	Improvement
Various	partial



Phase 1 Example Scenario

Estimated Costs

- Estimated **annual** local cost to implement prioritized Smart Moves plan (including fully funded existing services) in FY2025 is \$222.7:
 - **O&M:** \$219.0M
 - **CapEx:** \$220.5M (~\$3.7M annually) for vehicles
 - Expenditures amortized over 15 years
 - Assumption: 80/20% federal/local

Jurisdiction	Phase 1 Estimated cost* (\$M)
	Total County
Jackson County, MO**	132.7
Clay County, MO	17.4
Platte County, MO	10.5
Cass County, MO	0.7
Johnson County, KS	29.8
UG/Wyandotte County, KS	30.0
Leavenworth County, KS	1.7
Total	222.7

*Combined O&M and CapEx (amortized)

**Combined KC Streetcar O&M + Capital Expenditures excluded – currently funded by TDD

Available Funding Mechanisms

- General statutory authority for cities/counties (MO and KS)
- Regional Investment District (MO) – Title VI, 70.515.
 - Regional Investment District created. Includes MO MARC counties + Buchanan County.
 - Authorized to levy up to ½ cent sales tax with voter approval.
 - May be initially activated with one only one county funding district.
- 'Class 1' County Transit Authority (MO) – Title XIV, Section 238.400,
 - Counties of the first class (Cass, Platte) may establish transit authority for certain transportation expenditures, up to 1 cent.
 - However, operation of bus-based transit system not specifically listed.

New Revenue Generating Potential (\$ Millions)

Jurisdiction	1 cent	½ cent	Phase 1 Costs
Jackson County	\$126.0	\$63.0	\$132.7
Clay County	\$45.1	\$22.6	\$17.4
Platte County	\$21.3	\$10.7	\$10.5
Cass County, MO	\$17.4	\$8.7	\$0.7
Johnson County, KS	\$150	\$94.0	\$29.8
Wyandotte County, KS	\$32.7	\$20.4	\$30.0
Leavenworth County, KS	\$8.9	\$4.4	\$1.7

Potential New Revenues Vs. Cost

Jurisdiction	Phase 1 Services Cost (\$M)	Sales Tax Required to implement SM Phase 1 Services
Cass County, MO	0.6	1/8 cent
Johnson County, KS	28.6	1/4 cent
Leavenworth County, KS	1.5	1/4 cent
Clay County, MO	16.7	3/8 cent
Platte County, MO	10.5	1/2 cent
Wyandotte County, KS	27.3	7/8 cent
Jackson County, MO	132.7	1 cent funds approx. 95% of Phase 1 SM Services

- Total **new** County revenue vs total county Phase 1 estimates
- Revenue estimates shown here do not include current dedicated taxes in KCMO or any farebox revenues

Next Steps

- Transit Voices Storytelling and community outreach campaign
 - Video interviews with local transit riders and community members about their experience on transit and what they would like to see
- Benefit/Cost Analysis
 - This will inform refined investment packages
 - Aiming for completion by the end of 2025

Item #7

REPORT: Community Membership Update

Presenter: Ron Achelpohl, MARC

Item #8

REPORT: USDOT Certification Review

Presenter: Ron Achelpohl, MARC

REPORT: USDOT Certification Review

- Review and Certification of Metropolitan Planning Process
- Required Every 4 Years
- Focuses on MARC, KDOT, MoDOT and KCATA
- 2021 Review lead by FTA

Presenter: Ron Achelpohl, MARC

REPORT: USDOT Certification Review

- 2021 Highlights:
 - Recertified with no corrective actions
 - 6 Recommendations
 - Planning work program products
 - Update Complete Streets Policy
 - Air Quality/CMAQ
 - Continue focus on pedestrians & complete streets
 - Continue focus on transportation systems management & operations
 - Update regional freight plan
 - 11 Commendations

Presenter: Ron Achelpohl, MARC

REPORT: USDOT Certification Review

- 2021 Highlights:
 - 11 Commendations
 - 2-step programming process & performance-based planning
 - Public engagement & scenario planning
 - Resiliency and Climate Planning
 - Air Quality Planning & Engagement
 - Transit innovations
 - Title VI Program
 - Environmental Justice
 - Public Participation Plan
 - Safety/Security planning
 - Operation Green Light
 - Freight planning & programming

Presenter: Ron Achelpohl, MARC

REPORT: USDOT Certification Review

- 2025 Focus:
 - Interagency Coordination & Planning
 - Long- and Short-Range Planning
 - Transit Planning
 - Public Involvement & Title VI
 - Other noteworthy plans or studies
- Online Survey




Presenter: Ron Achelpohl, MARC

Item #9

REPORT: Summer 2025 Roadway Functional Classification System Call for Changes

Presenter: Bobby Evans, MARC



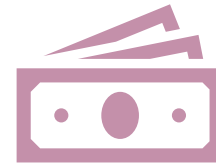
2025 Functional Classification System – *Call for Changes*

Functional Classification

What is it?

- Process by which **STREETS & 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



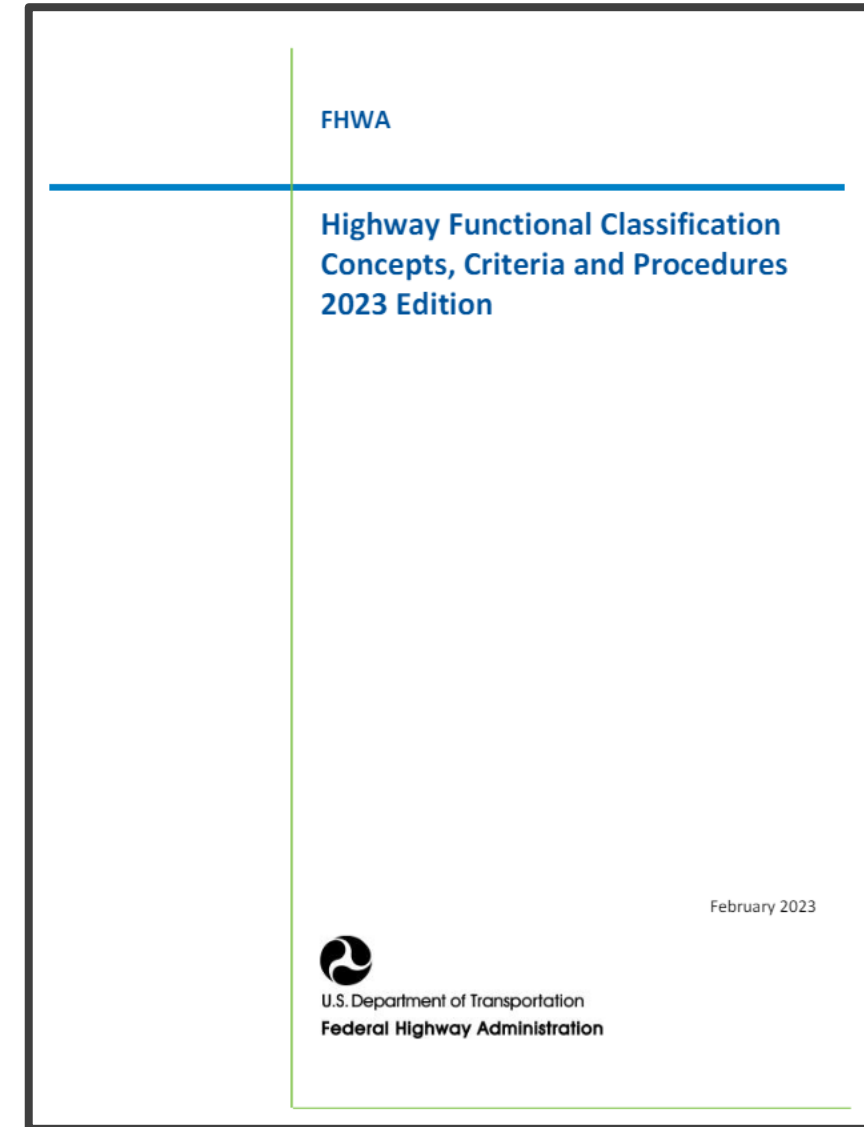
To ESTABLISH DESIGN CRITERIA for various roadway features



Serves as a management tool to MEASURE ROUTE'S PERFORMANCE 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



MARC's Call for Changes: 2025

We Are Here



Fall Call for Changes
Opened: **JUNE 30**

Deadline to submit
changes to MARC:
AUGUST 1

MARC staff and State
DOTs review
requested changes.

Recommendations
are communicated
and coordinated with
requestors.

Recommendations
presented to
Highway Committee
for approval:
SEPTEMBER, 2025

Recommendations
presented to TTPC for
approval:
OCTOBER, 2025

Recommendations
presented to the
MARC Board for final
approval:
NOVEMBER, 2025

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

Changes to the Functional Class Portal

- Added Password Authentication
- Updated editing restrictions
- Input validation
- Pre-populated fields
- New administrative capabilities

How will users be impacted

- Expect to register
- Have complete information about your request ready
- Requestor only allowed to edit their own proposal
- Smoother user experience

Vote

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

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

Item #10

REPORT: Natural Hazard Transportation Risk Assessment

Presenters: Ryan Umberger, MARC
Lily Lowder, Cambridge Systematics

Introduction & Vision

- The purpose of the project is to identify and assess risks and vulnerabilities to the regional transportation system. Specifically, those which have been brought on by extreme weather events and a changing climate
- MARC, in partnership with Cambridge Systematics, Hoxie Collective, and Burns & McDonnell developed a report to document progress and recommend a preferred framework for the development of a complete resilience improvement plan.

Set Objectives and Define Scope

Review Mission and Vision

Define Resilience

Establish Goals, Objectives, and Measures

Identify Priority Hazards

Assess Systemwide Criticality, Vulnerability, and Risk

Conduct Asset Inventory

Criticality Assessment

Vulnerability Assessment

Evaluate risks

Consider community impacts

Determine Acceptable Level of Risk

Establish acceptable risk thresholds

Incorporate community and stakeholder inputs

Identify resilience needs and determine urgency

Analyze Adaptation Options

Identify adaptation strategies

Evaluate projects for resiliency impacts

Develop Adaptation Strategy Toolkit

Incorporate Results into Decision-Making

Develop framework for resilience-informed planning and investment

Conduct scenario planning

Coordinate with other planning activities

Conduct capacity-building activities with peer agencies

Public and Stakeholder Engagement and Communication

Monitor, Evaluate, and Adjust

Phase 1: Summary of Planning Activities



Stakeholder &
Community Engagement



PROTECT Grant
Application



Factors for Criticality
Determination



Next Steps

Stakeholder & Community Engagement

Steering Committee

- Meeting #1 – Nov. 5, 2024
 - Define “resilience” as it pertains to the transportation in the KC area
 - Establish goals for the regional RIP
- Meeting #2 – Apr. 21, 2025
 - Update on grant funding
 - Receive feedback on the proposed framework
 - Identify critical infrastructure

Focus Groups

- New Growth Transit
- Whole Person
- Heartstrings
- CrossLines Community Outreach + BikeWalk KC
- National Federation of the Blind – KC Chapter

Criticality Concept, Definitions

Assets

16 T-A Pairs

Threats

	Roads	Bridges	Rail	Airports	Sidewalks	Bike Lanes	Ports	Stormwater Infrastructure
Flooding	X	X	X	X	@	@	@	@
Severe Thunderstorms	X	X	X	X	@	@	@	@
Excessive/Extreme Heat	X	X	X	X	@	@	@	@
Drought	X	X	X	X	@	@	@	@
Severe Winter Weather	@	@	@	@	@	@	@	@
Tornadoes	@	@	@	@	@	@	@	@
Windstorm/ High Wind	@	@	@	@	@	@	@	@
Lightning	@	@	@	@	@	@	@	@

Additional 48 T-A Pairs

Criticality Concept, Definitions

Risk	High	High Risk Low Criticality	High Risk Moderate Criticality	High Risk High Criticality
	Moderate	Moderate Risk Low Criticality	Moderate Risk Moderate Criticality	Moderate Risk High Criticality
	Low	Low Risk Low Criticality	Low Risk Moderate Criticality	Low Risk High Criticality
		Low	Moderate	High
		Criticality		

Next Steps

- Phase II Development
- Integration into planning and project prioritization
- Develop a comprehensive resilience improvement plan

Set Objectives and Define Scope

Review Mission and Vision

Define Resilience

Establish Goals, Objectives, and Measures

Identify Priority Hazards

Assess Systemwide Criticality, Vulnerability, and Risk

Conduct Asset Inventory

Criticality Assessment

Vulnerability Assessment

Evaluate risks

Consider community impacts

Determine Acceptable Level of Risk

Establish acceptable risk thresholds

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Identify resilience needs and determine urgency

Analyze Adaptation Options

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Develop Adaptation Strategy Toolkit

Incorporate Results into Decision-Making

Develop framework for resilience-informed planning and investment

Conduct scenario planning

Coordinate with other planning activities

Conduct capacity-building activities with peer agencies

Public and Stakeholder Engagement and Communication

Monitor, Evaluate, and Adjust

Questions?

Ryan Umberger

Transportation Planner II

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Item #11

Other Business

Item #12

Adjournment

Next meeting: Tuesday, August 19, 2025
