

# **Total Transportation Policy Committee meeting**

August 19, 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:** July 15, 2025, Meeting Summary

Item #3

## **VOTE:** 2025 Unified Planning Work Program – Amendment #3

Presenter: Ron Achelpohl, MARC

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Item #4

## **VOTE:** Policy on Transportation Improvement Program Revisions

Presenter: Ron Achelpohl, MARC

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# TIP Modification Policy

Last Updated in 2011

## One modification proposed

Formal amendments are those proposed TIP revisions that meet one or more of the following criteria:

- Addition or deletion of any project except as noted below.
  - Substantial changes to the scope of a project (e.g., changing the project termini, number of through traffic lanes, removal of multimodal elements, etc.).
  - Financial changes in a project's total programmed cost or programmed amount of federal funds greater than 25 percent or in excess of ~~\$5 million~~ **\$10 million or in accordance with state policy**.
  - Changes to any project that would affect the approved air quality analysis.
  - Schedule changes that move a project into or out of the first four federal fiscal years of the approved TIP.
  - Suballocated federal funds are those for which MARC has the primary authority to determine or select the projects that will receive federal funding according to federal rules or state policy. Modifications to the scope, programmed amount, or schedule of obligation for suballocated federal funds must be approved by the respective programming committee(s) prior to proceeding through the applicable formal amendment or administrative modification process.
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Item #5

# **REPORT:** Bistate Sustainable Reinvestment Corridor

Presenter: Ron Achelpohl, MARC  
Guest Speaker, Stantec

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# BI-STATE SUSTAINABLE REINVESTMENT CORRIDOR

+ KANSAS CITY  
KANSAS

+ KANSAS CITY  
MISSOURI

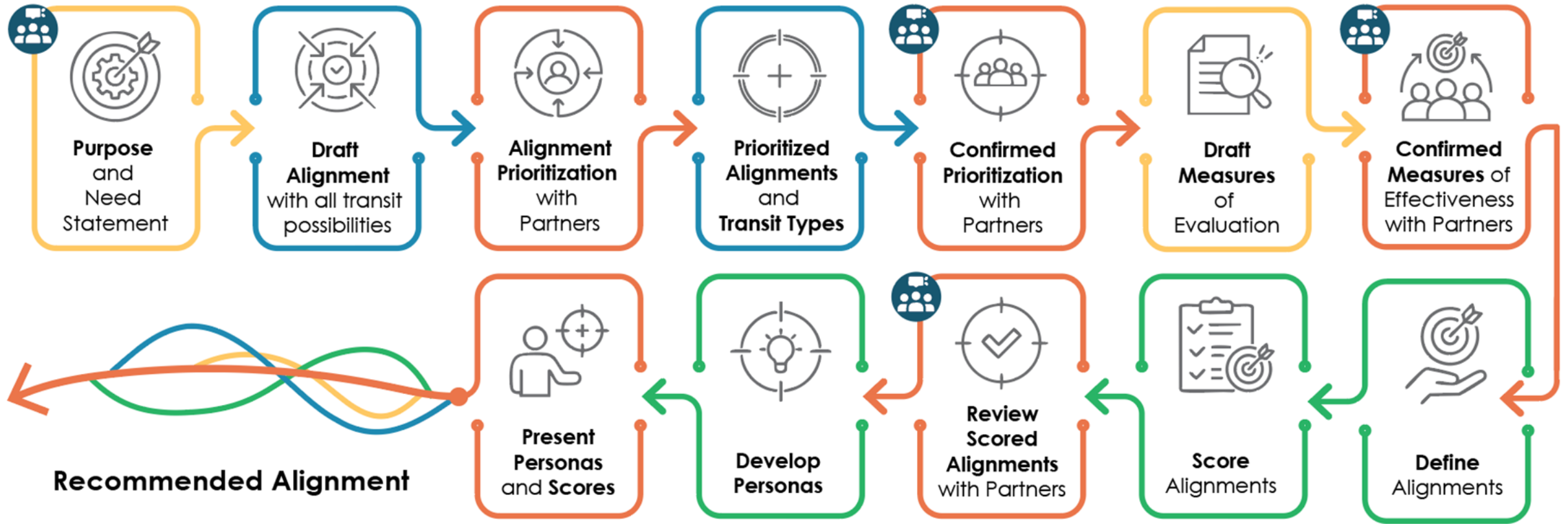
+ INDEPENDENCE  
MISSOURI

KANSAS  
MISSOURI

**TOTAL TRANSPORTATION  
POLICY COMMITTEE**



# Summary of Project Evaluation to Date



# **Purpose & Need Statement: MARC Bi-State**








## **Purpose**

The purpose of the BSRC Project is to develop an integrated and forward-thinking transportation and infrastructure framework that enhances mobility, reduces carbon output, and promotes fair access to housing, employment, education, and healthcare along a key east-west corridor within the Kansas City metropolitan region. The project aims to align transportation improvements with community needs, foster economic growth, and address environmental quality goals in collaboration with regional, state, and local partners.

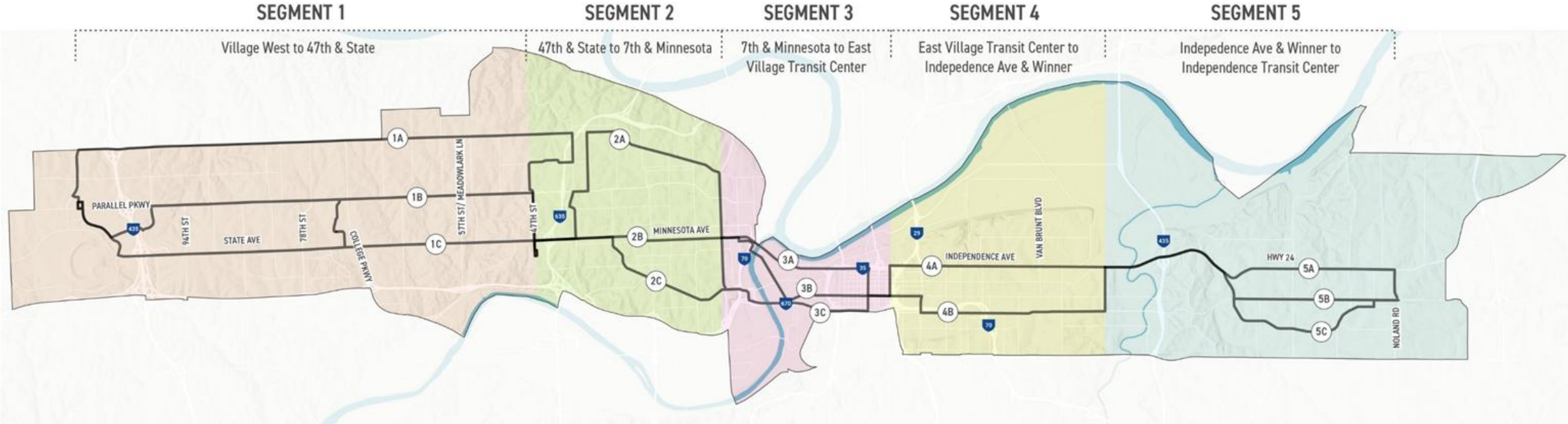
## **Need(s)**

- ▶ **Improved Safety for Multimodal Transportation Options**
- ▶ **Regional Cooperation and Collaboration**
- ▶ **Enhanced Mobility and Connectivity**
- ▶ **Economic Development and Opportunity**
- ▶ **Environmental Quality**
- ▶ **State of Good Repair**

# Universe of Alternatives

| No-Build  | Transportation System Management (TSM)  | BRT-Lite (MAX)  | BRT   | Other  |
|---|---|---|---|--|
| <ul style="list-style-type: none"> <li>Currently Planned Changes in Planning Area</li> <li>Regionally adopted growth projections</li> <li>No additional transit investment</li> </ul> | <p>Smaller investments in the existing system to optimize performance</p> <ul style="list-style-type: none"> <li>Increased frequency of existing service</li> <li>Minor signal and roadway improvements</li> <li>Multimodal investments</li> <li>Continued land use patterns</li> </ul> |  <div>  <p>Minimum of 5 dwelling units per acre<br/>Minimum of 10 jobs per acre<br/>5-15% of (re)development-likely properties to redevelop within 20 years</p> </div> |  <div>  <p>Minimum of 20 dwelling units per acre<br/>Minimum of 20 jobs per acre<br/>10-20% of (re)development-likely properties to redevelop within 20 years</p> </div> | <div>  <p>Aerial Tramway rendering<br/>(courtesy of the SOM/HR&amp;A Advisors report)</p>   </div> |

# Evaluation Framework - Universe of Alternatives





# Alignments & Transit Modes – Analyzed



# Engagement Focus Phases



Education



Opportunities  
and  
Aspirations



Corridor  
Alignment  
Preferences

# Findings

## Early Key Findings

### Priorities

- Accessible and reliable transit
- Safety
- Neighborhood-focused development

### Concerns

- Trust
- Displacement
- Disruption of daily routines

### Questions

- Who will benefit?
- Will long-term residents be displaced?
- Will investment reflect neighborhood needs?

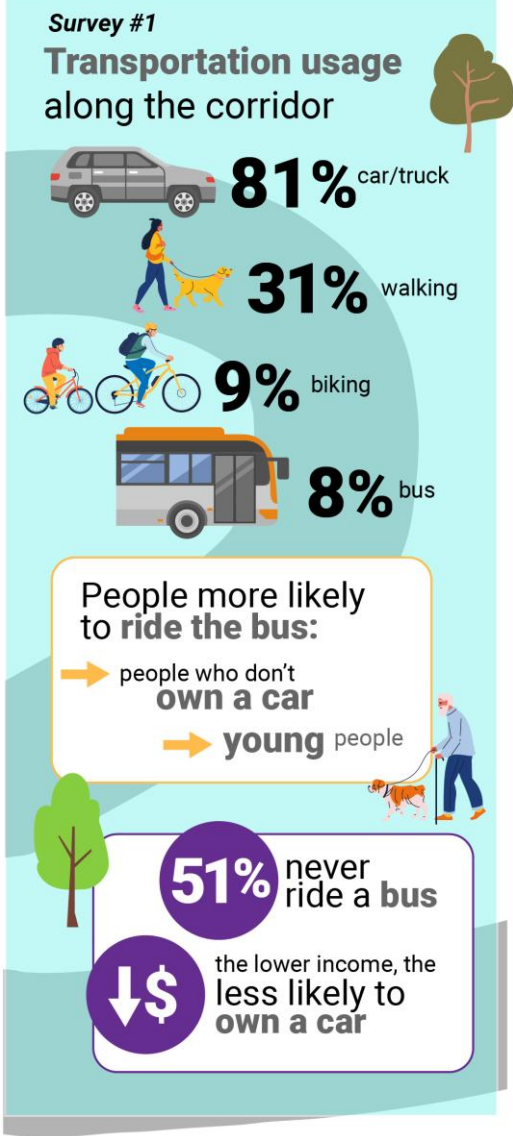
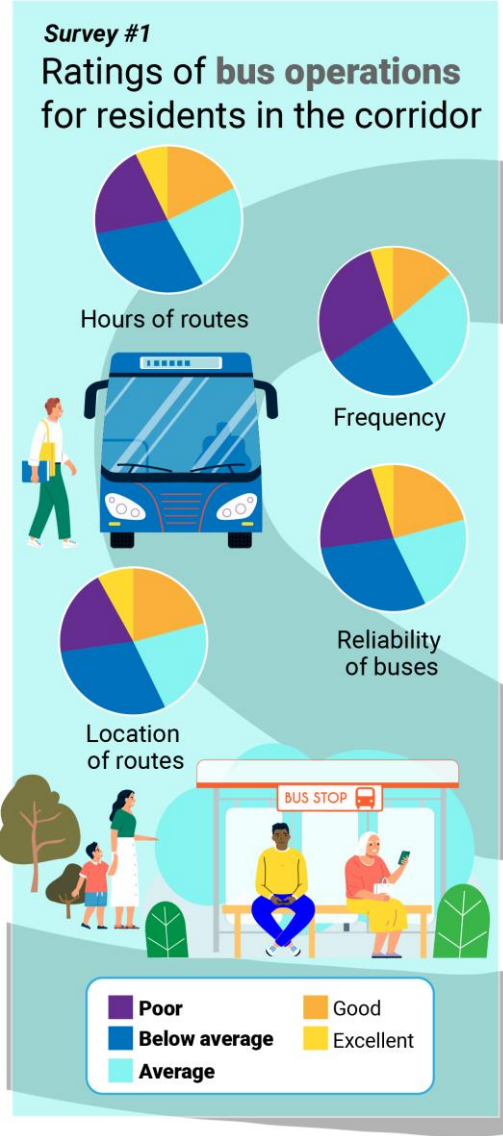
### Community priorities

- Safe crossings
- Walkability
- ADA access
- Transit access
- Inclusive planning for youth, seniors, and low-income, car-free households.



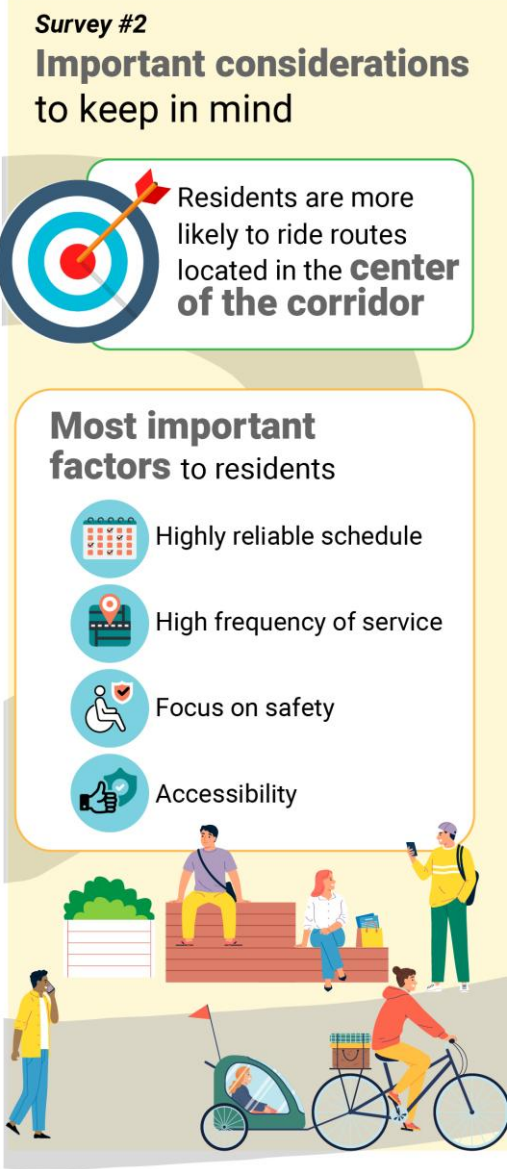
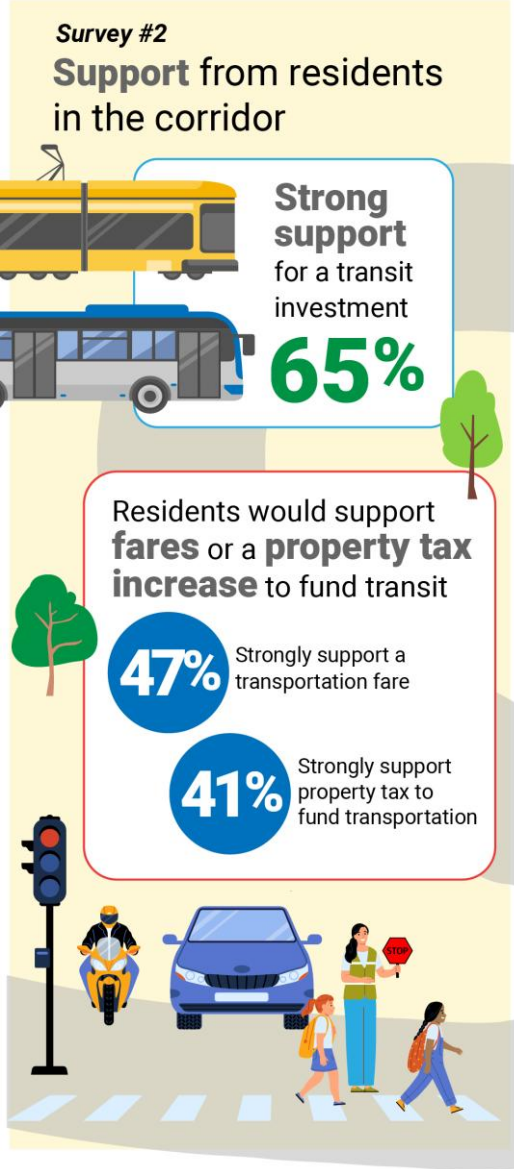
# Statistically Valid Survey 1 – Highlights

- Majority of respondents still use gas-powered vehicles.
- Poor ratings for transit service, biking, and walking infrastructure.
- Residents ready for change, if equitable and practical.

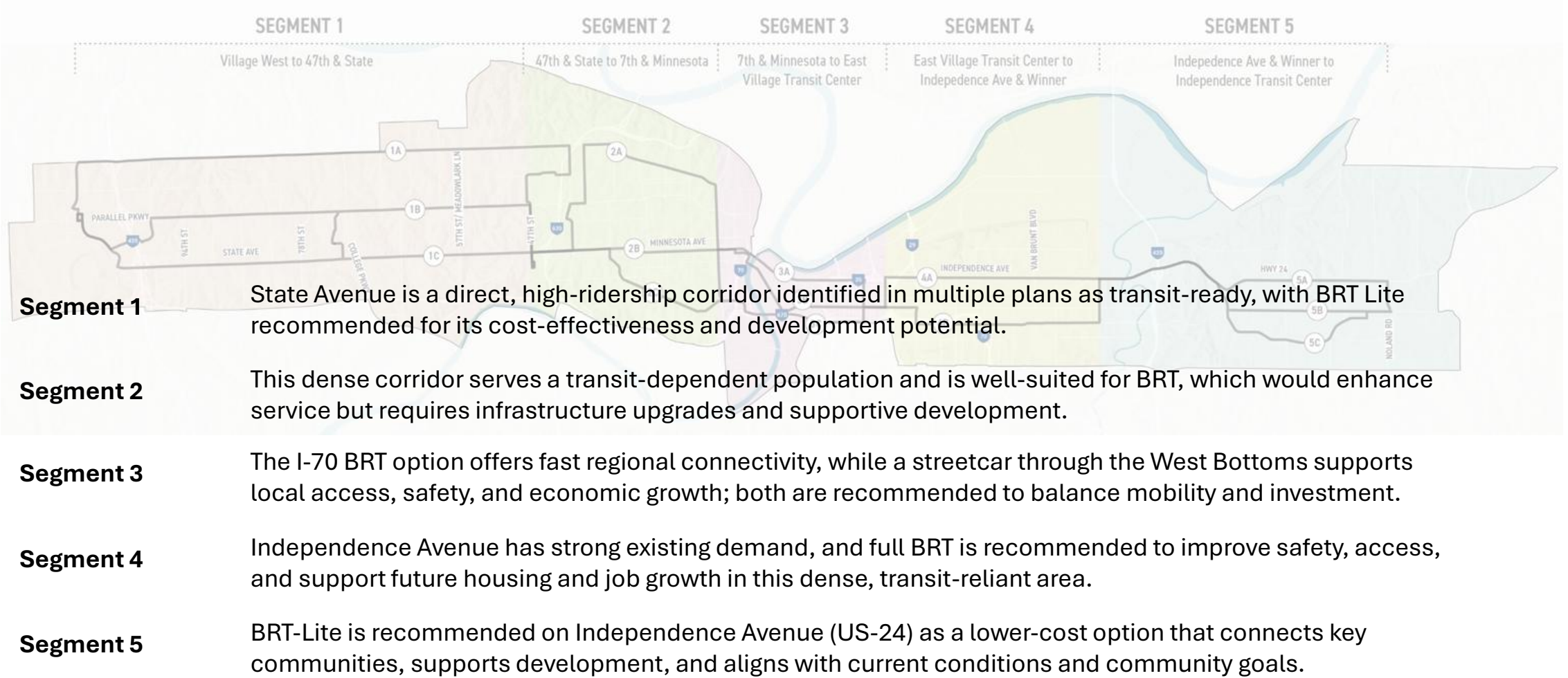


# Statistically Valid Survey 2 – Transit Investment Preferences

- Strong **support for transit investments**
- **Bus Rapid Transit (BRT)** widely supported
- **Streetcar** opinions divided
- **Central corridor** routes preferred
- **Top priorities:**
  - **Safety**
  - **Proximity** to transit
  - **Short travel and wait times** (10–15 min wait, 5–10 min walk)
- **Funding support:** fares and property tax increases favored
- Community ready for change—if **inclusive, practical, and beneficial**



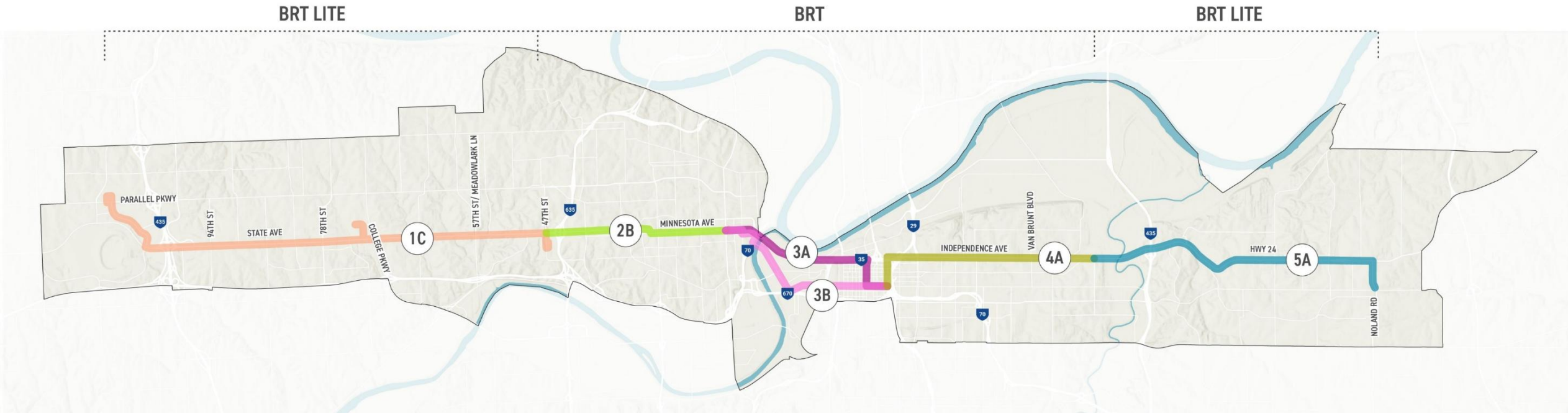
# Key Takeaways



Across all segments, the public consistently **favors higher-quality BRT** investments on key corridors—especially **State Avenue and Independence Avenue**—even when those options require longer timelines and greater investment.



# Preferred Alignment and Transit Mode



## BRT-Lite

- Minimum of 5 dwelling units per acre
- Minimum of 10 jobs per acre
- 5-15% of (re)development-likely properties to redevelop within 20 years

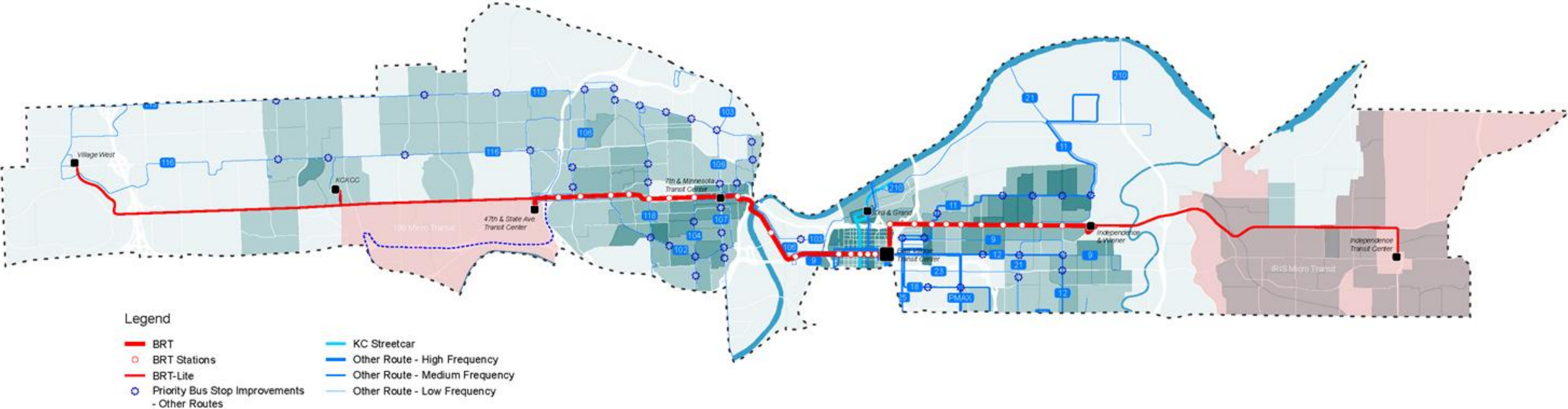


## BRT

- Minimum of 20 dwelling units per acre
- Minimum of 20 jobs per acre
- 10-20% of (re)development-likely properties to redevelop within 20 years



# Preferred Alignment, Transit Mode, and Stops



# Other Major Non-Transit Findings & Recommendations

## Bridge Infrastructure

- Most Kansas River crossings structurally capable for transit loads; I-70 EB bridge scheduled for replacement.
- Potential reuse of abandoned CPKC railroad bridge for multimodal connection (subject to clearance, utility, and ownership considerations).
- Potential for Reopening Central Avenue Bridge.



### AUTOMOBILE BRIDGES

| BRIDGE                 | YEAR BUILT                                | DECK RATING | SUPERSTRUCTURE RATING | SUBSTRUCTURE RATING | MAINTENANCE  |
|------------------------|---|-------------|-----------------------|---------------------|--|
| James Street Bridge    | 1987                                      | 6           | 8                     | 5                   | Deferred maintenance estimated at \$1 million.   |
| I-70 Eastbound Bridge  | Built in 1907, new superstructure in 1972 | 7           | 4                     | 5                   | <ul style="list-style-type: none"> <li>Identified as a candidate for replacement.</li> <li>Recent work included steel girder strengthening and beam replacement (2023).</li> <li>Replacement cost estimated at \$65 million based on cost to replace I-70 WB Structure.</li> </ul> |
| I-70 Westbound Bridge  | 2018                                      | 8           | 8                     | 8                   | No deferred maintenance identified.  |
| I-670 Eastbound Bridge | 1984                                      | 7           | 7                     | 6                   | Not likely to be used for BRT.   |
| I-670 Westbound Bridge | 1984                                      | 7           | 7                     | 7                   | Not likely to be used for BRT.   |

TABLE 2: AUTOMOBILE BRIDGES INVESTIGATED

# Other Major Non-Transit Findings & Recommendations

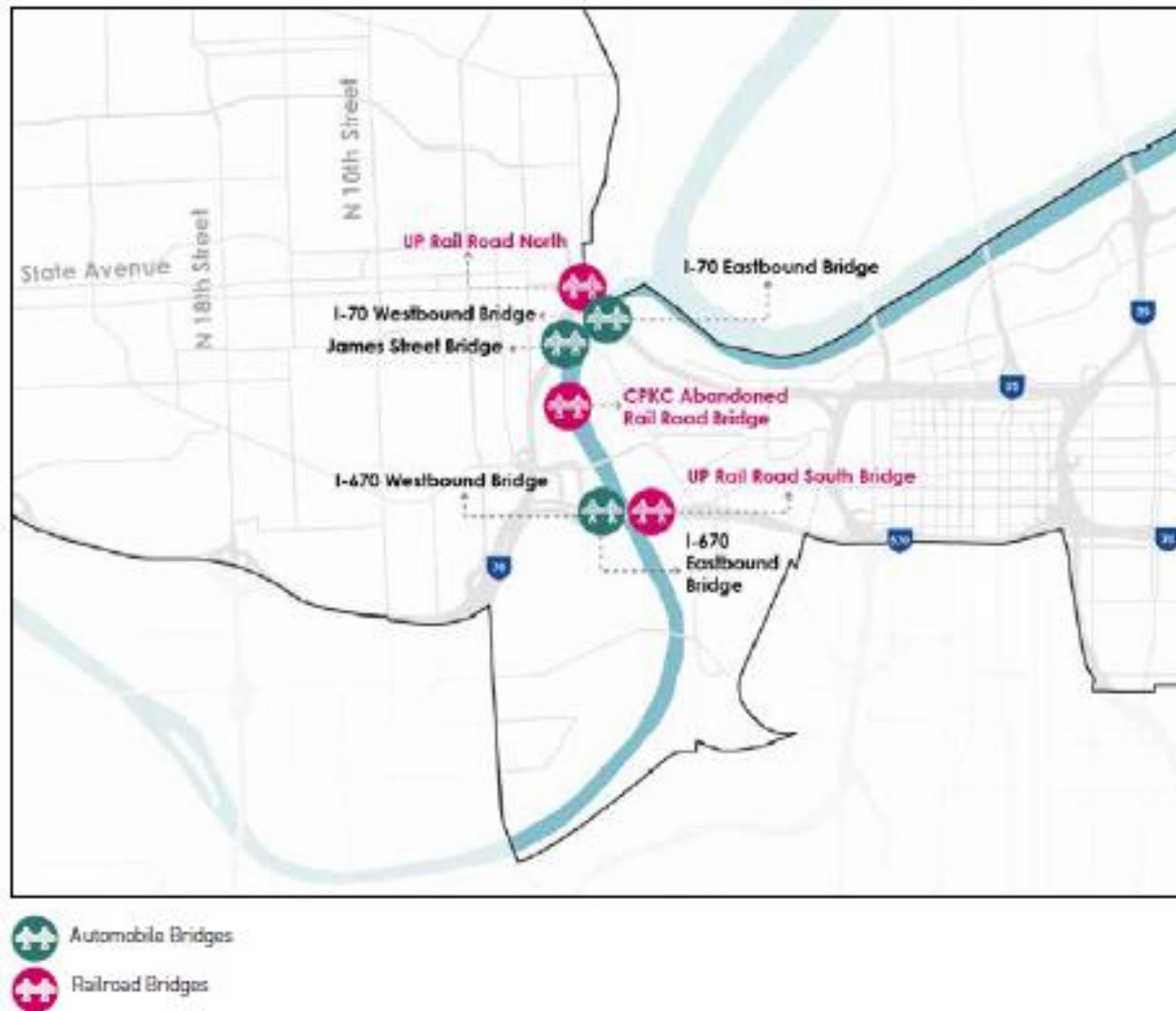


FIGURE 19: MAP OF INVESTIGATED BRIDGES

## PLANNING-LEVEL COSTS

Alternatives analyzed as part of this study assumed the reuse of existing alignments and substructures. As such, the cost estimates reflect repurposing scenarios without major structural replacement or expansion (with the exception of I-70 EB that is scheduled for replacement). The following known costs are noted:

- **James Street:** \$1M for deferred maintenance
- **I-70 Eastbound:** \$65M for full replacement based on cost to replace I-70 WB.
- **I-70 Westbound:** No immediate costs identified

While other long-term bridge improvements may be necessary in the broader corridor, those items are outside the scope of this specific analysis and would require further study.



# Other Major Non-Transit Findings & Recommendations

## EV & Micromobility

- EV charging at mobility hubs, park-and-rides, and public locations; focus on underserved areas.
- Support for e-bike/e-scooter sharing to improve first/last-mile connections.

### EV CHARGING STRATEGIES

The Bi-State Sustainable Reinvestment Corridor proposes three strategies to support EV adoption:



**Provide EV charging at mobility hubs, park-and-ride locations, and transit stops.**



**Support decentralized EV charging in neighborhoods without nearby transit service.**



**Consider electric car-, bike-, and scooter-sharing options to expand access to zero-emission technologies and support first- and last-mile connectivity.**

### EV CHARGING PRIORITIES

In developing detailed siting recommendations for charging infrastructure in the study area, the following priorities were considered:



**Demand:** Charging stations should be located where they will be regularly used. Considerations include land use, density, travel patterns, and existing charging stations.



**Suitability:** Site development costs can be minimized by avoiding sensitive natural resources, using publicly owned land, and leveraging existing transportation and utility infrastructure.



**Equity:** Some neighborhoods may not see the same level of private sector investment in charging infrastructure. Public agencies should prioritize communities with disproportionate transportation, economic, and environmental burdens.

# Other Major Non-Transit Findings & Recommendations

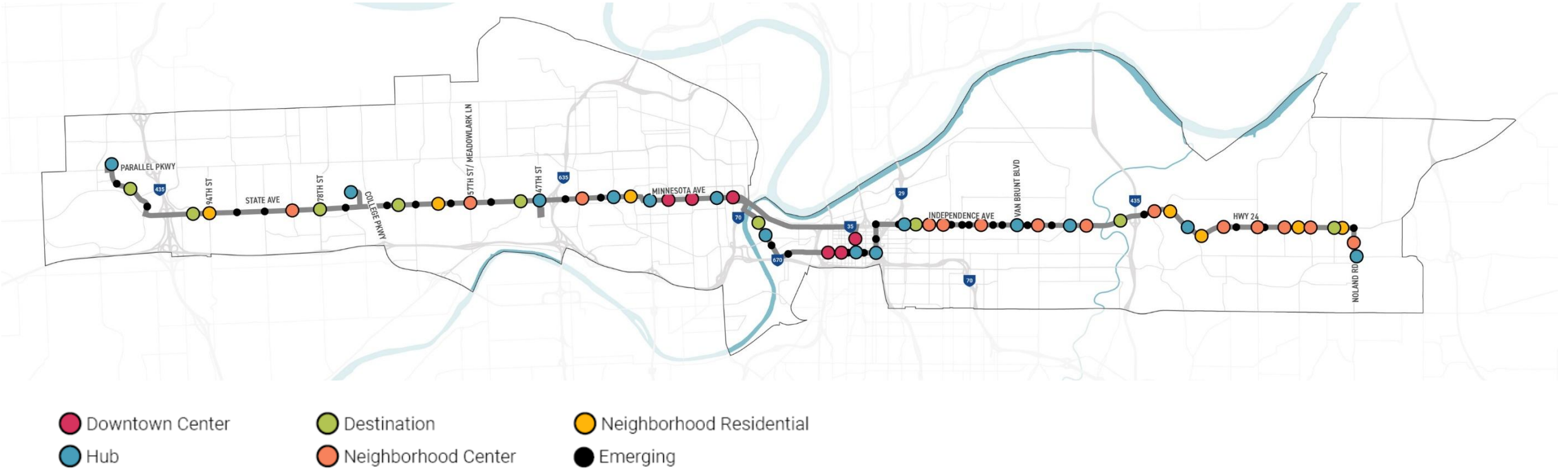
## Active Transportation

- Fill critical bicycle and pedestrian network gaps in west/east corridor segments.
- Intersection upgrades with bike facilities, pedestrian improvements, and green infrastructure.

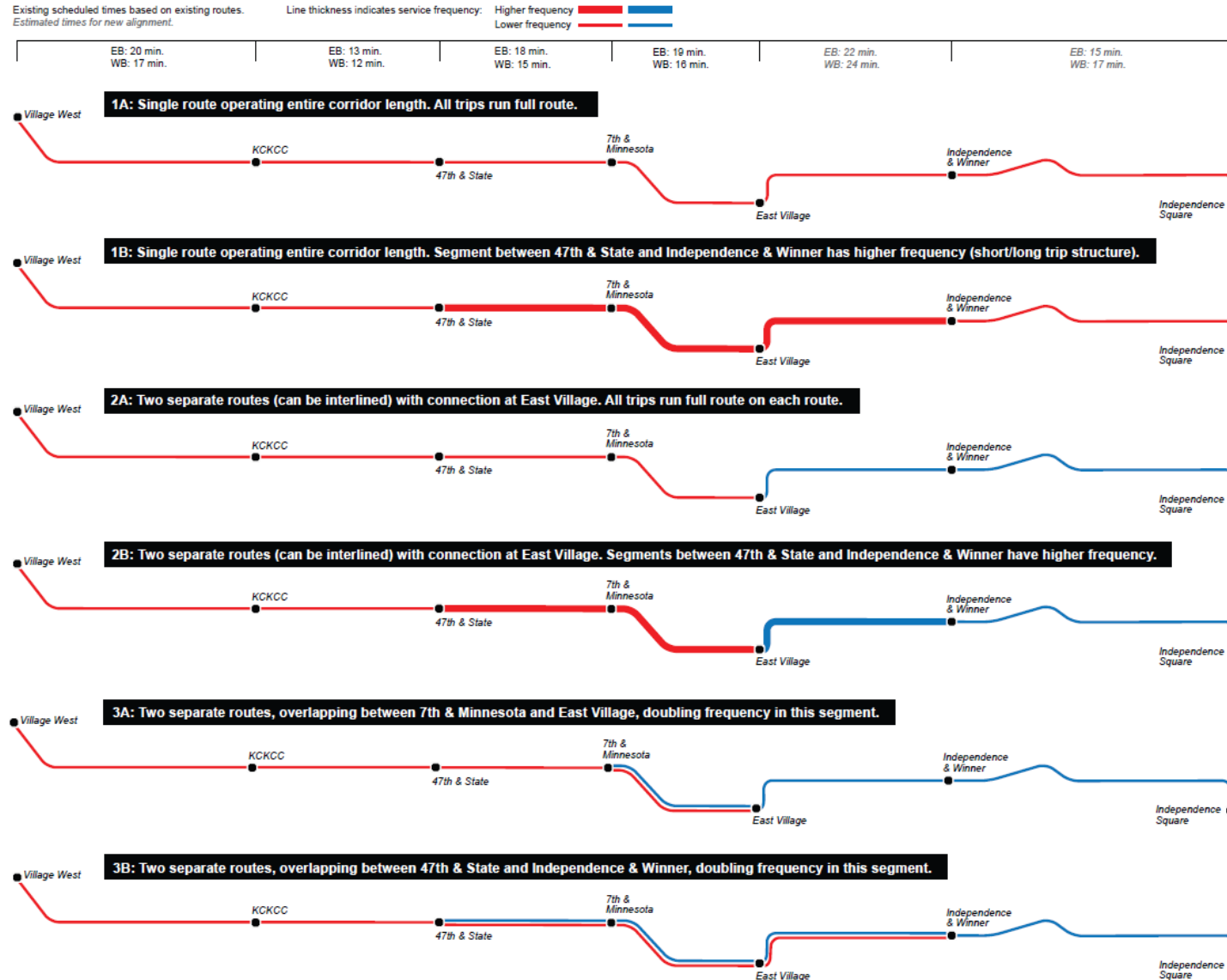
## Other Infrastructure & Policy

- Broadband expansion for digital equity along corridor.
- Smart city tech: traffic management, public Wi-Fi, connected infrastructure.
- Station area land use to encourage mixed-use, transit-supportive development.
- Actions to improve air quality and mitigate urban heat island.

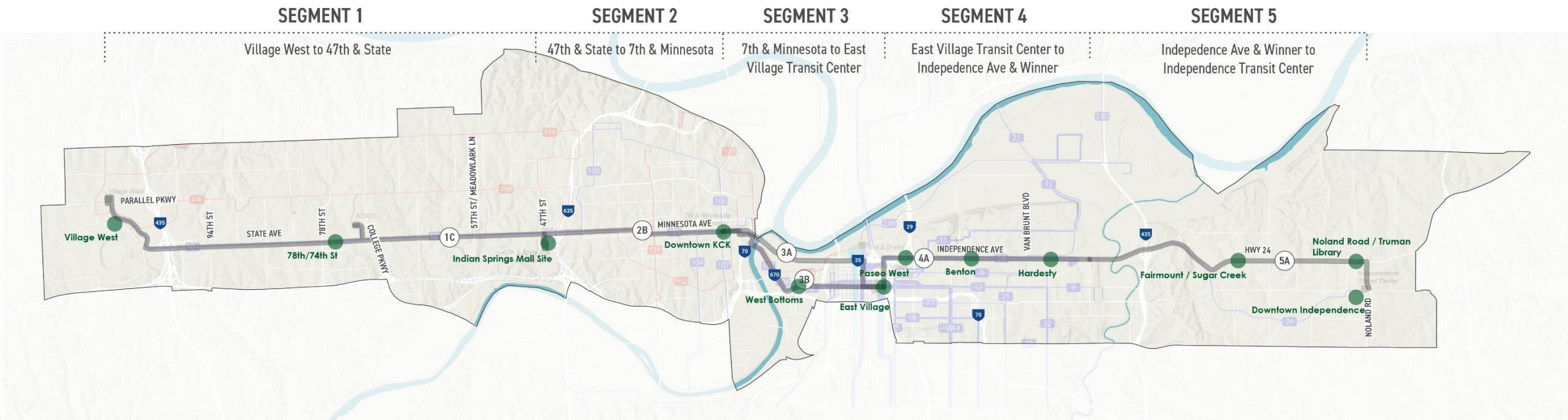
# Station Area Types along the Preferred Alignment



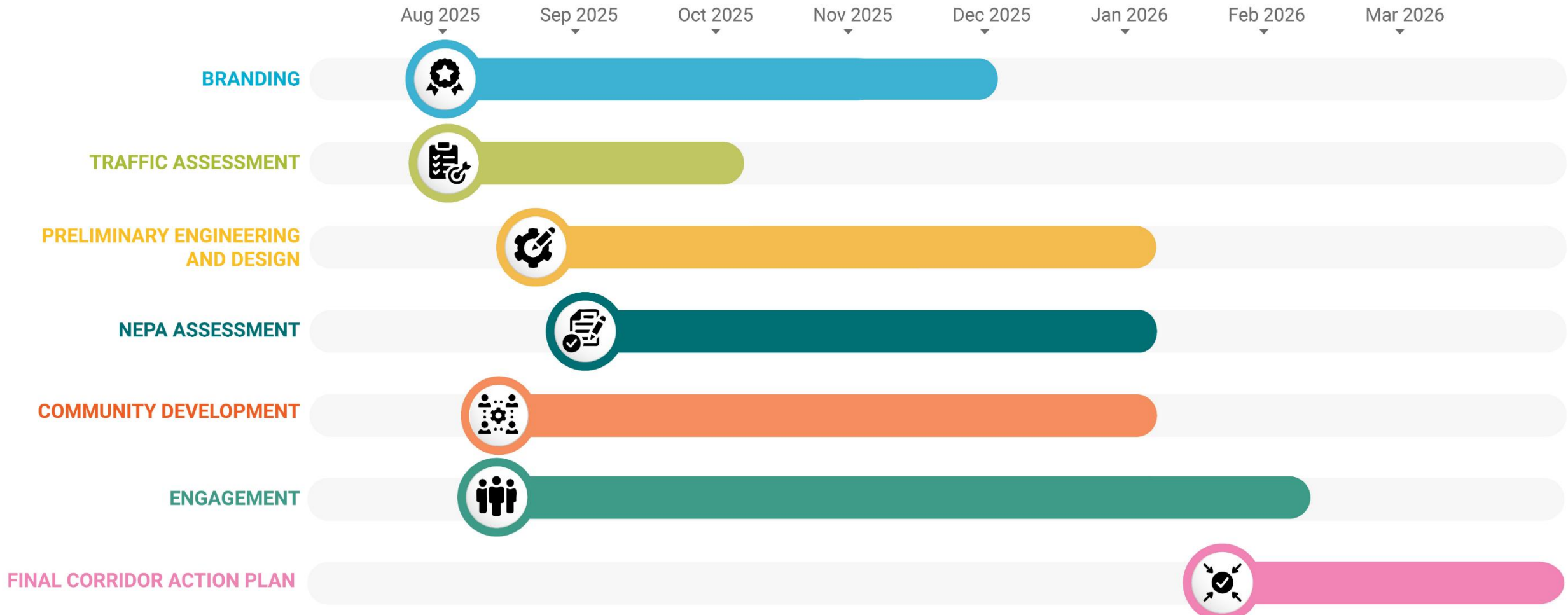
# Network Analysis and Optimization



# Engineering and Station Design (15% - Route and Stations)

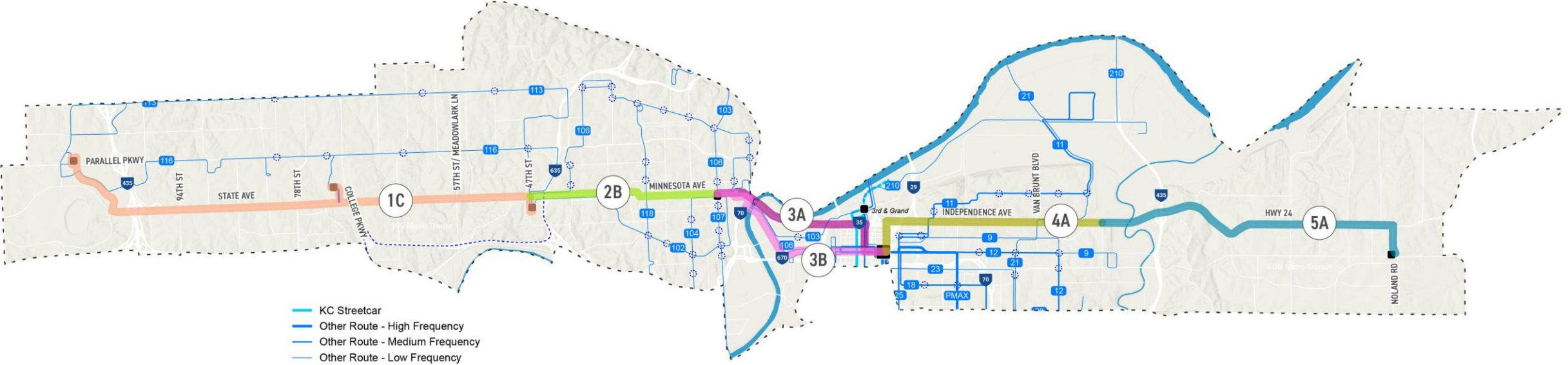


## Mid America Regional Council BSRC Phase 2 Schedule





# Discussion / Questions





Item #6

# **REPORT:** Coordinated Public Transit and Human Services Plan Update

Presenter: Lukas Yanni, MARC

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# Coordinated Public Transit and Human Services Plan Update

August 19, 2025

# What is the Coordinated Public Transit and Human Services Plan?

Coordinated Public Transit and Human Services Plan, also known as the “**Coordinated Plan**” (CPT-HSP)

- Plan identifies transportation needs for seniors, people with disabilities, & low-income individuals
- Plan outlines solutions to improve mobility & access to essential services for these populations
- Plan is required by FTA to be updated on same cycle as the Metropolitan Transportation Plan (MTP)
- Plan required for use of FTA Sec. 5310 funds

# Coordinated Plan Update

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## Plan Elements

- An assessment of **available services**
- An assessment of **transportation needs** for individuals with disabilities and seniors
- Identification of **strategies, activities, and projects**
- **Priorities for implementation** based on resources available



# Current Goals and Strategies

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## Goals

- **Maintain** existing regional mobility service levels
- **Expand** regional mobility service levels
- **Improve** the quality and accessibility of information to the public
- **Bridge gaps** in the built environment to improve network accessibility

# Current Goals and Strategies

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## Strategies

- Sustain and Expand Existing Services
- Utilize Mobility Management
- Bridge infrastructure gaps
- Communicate more effectively



# Provider Survey Insights

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A survey for service providers was conducted. The following are some elements gathered:

- What are services provided by each organization?
- How many rides does each provider conduct per month?
- How common is a waitlist in their services?
- What are the main hours of operations?
  - What gaps in span of service emerge from the data?
  - What services exist on the weekends?
- What kinds of vehicles are used?
- How much does it cost to ride?



# Provider Survey Insights

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Some of the key results from the survey include:

- Four service providers run majority of services in region: Life Unlimited, Johnson Co. Mental Health, Ray County Transportation Inc, & OATS Inc.
- Only a few providers facilitate weekend trips, where hours of operation are also very limited.
- 80% of providers do not have a need for a waitlist
- Weekday service hours vary greatly (7 to 16 hours)
- There is great variance in fares and payment needs
- Almost every service provides on demand rides
- Fleet composition varies. Passenger vans are used by most providers

# Milestones

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## Data collection and analysis

- Stakeholder survey complete
- Public survey live through September

## Committee engagement:

- Mobility Advisory Committee (MAC): June, September, October/November (special meeting TBD), December
- Transit Tech Team: August, October, December

Plan update completion is slated for December of 2025



# Next Steps

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- Rider Survey
  - What are some key questions you would like to ask your riders?
  - What are the key challenges in meeting your riders needs?
- Public Workshops and Engagement
  - Conduct a series of workshops to identify priorities from the public
- Review and update of plan goals & strategies
- Development of updated plan for review by Mobility Advisory Committee and other key stakeholders

# Questions?

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Lukas Yanni  
MARC Transportation Planner  
[lyanni@marc.org](mailto:lyanni@marc.org)

Item #7

## **REPORT: MARC Transportation Committee & Process Update**

Presenter: Ron Achelpohl, MARC

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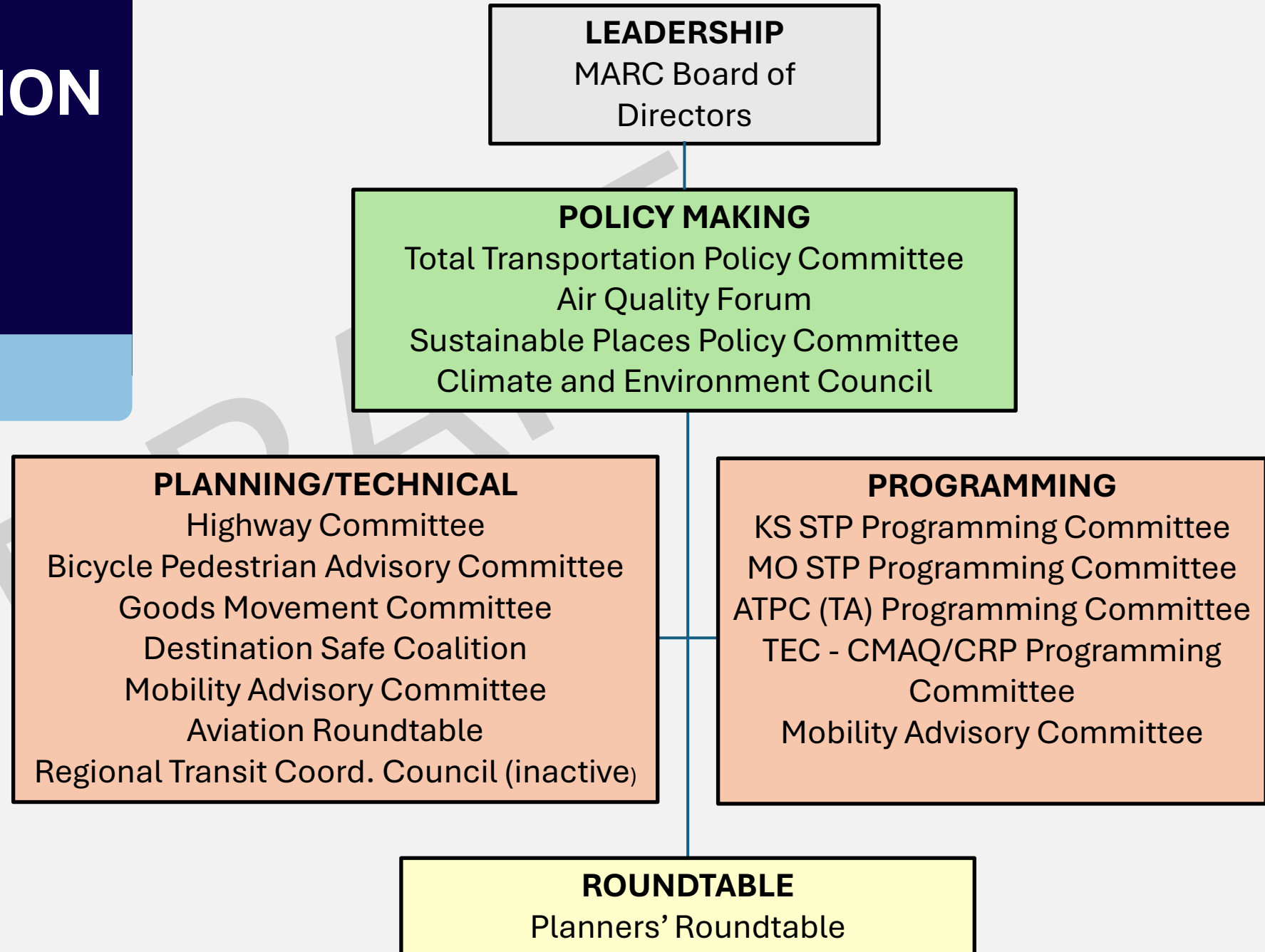




# **MARC TRANSPORTATION COMMITTEE REORGANIZATION PROPOSAL**

# TRANSPORTATION COMMITTEE STRUCTURE

## Current Overview



# MARC TRANSPORTATION COMMITTEE REORGANIZATION

## MPO Coordination Requirements from 23 CFR 450.300

- Continuing, cooperative, and comprehensive performance-based multimodal transportation planning process
- Stakeholders required for “cooperative” process:
  - State and local officials
  - Representatives of transit agencies, freight and other transportation modes
- Key deliverables:
  - Metropolitan Transportation Plan (MTP)
  - Transportation Improvement Program (TIP)
  - Unified Planning Work Program (UPWP)
  - Public Participation Plan (PPP)
  - Congestion Management Process (CMP)
  - Performance Based Planning & Programming (PBPP)
  - Other plans & studies

# MARC TRANSPORTATION COMMITTEE REORGANIZATION

## Our Principles

- MARC strives for inclusive, efficient and comprehensive planning & programming processes to:
  - Ensure effective and sustainable development of transportation systems
  - Address unique needs of all types of communities across region

# MARC TRANSPORTATION COMMITTEE REORGANIZATION

## Our Values

- Transparency
- Thoroughness
- Predictability
- Flexibility
- Fairness
- Meaningful participation



# MARC TRANSPORTATION COMMITTEE REORGANIZATION

## Issues Raised

- Overly complex and time-consuming processes
- Membership overlap between various committees
- Redundant presentations to key members of MARC committees
- Meeting participation, attendance and engagement
- Less substantive workplans for some committees

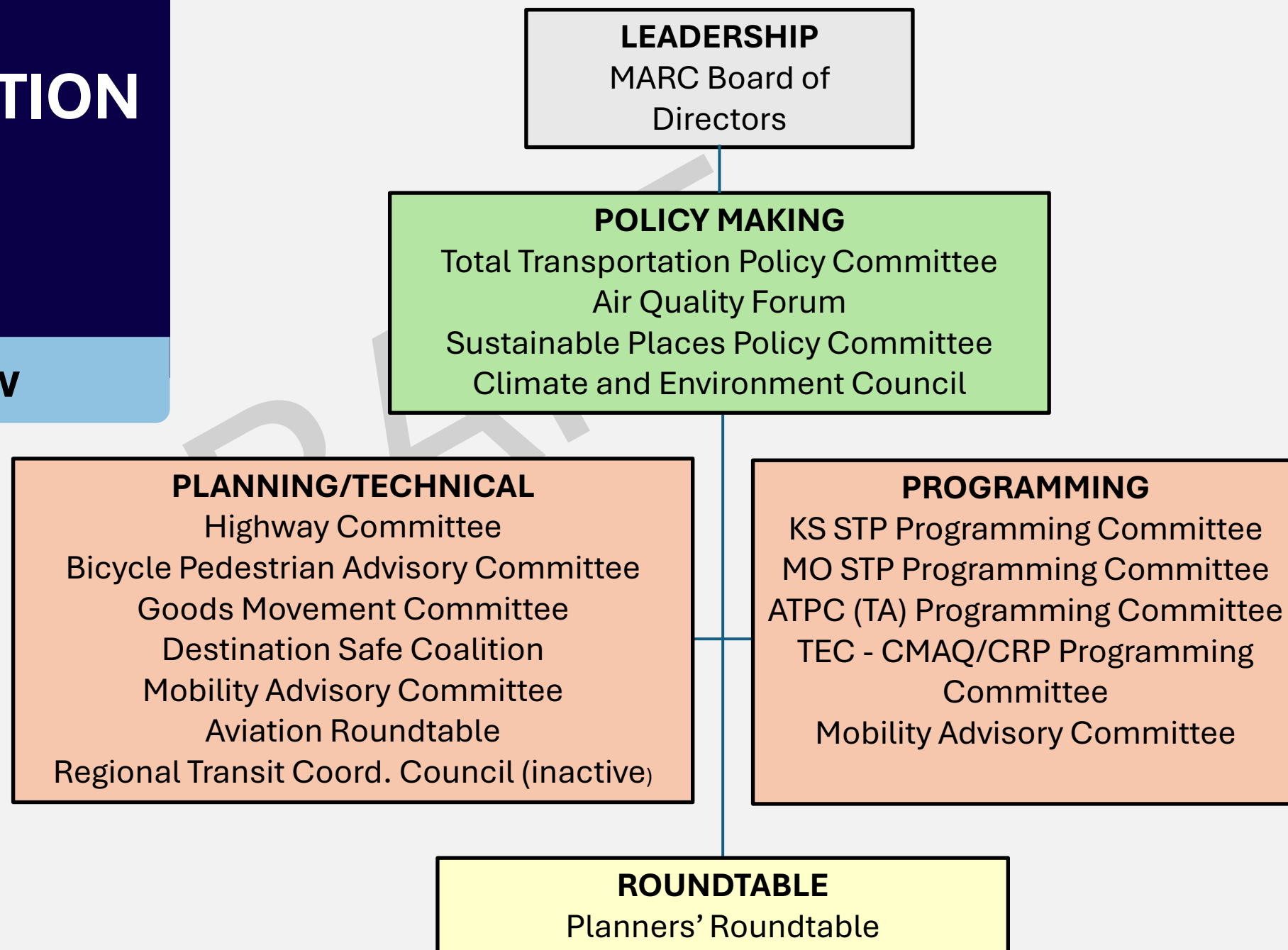
# MARC TRANSPORTATION COMMITTEE REORGANIZATION

## Process Review Goals

- Right-size and simplify committee structure by combining duplicative or similar efforts into fewer committees
- Right-size time commitment and committee support expectations for staff of member agencies
- Increase active participation and substantive engagement in meetings by assigning more predictable and substantive body of work

# TRANSPORTATION COMMITTEE STRUCTURE

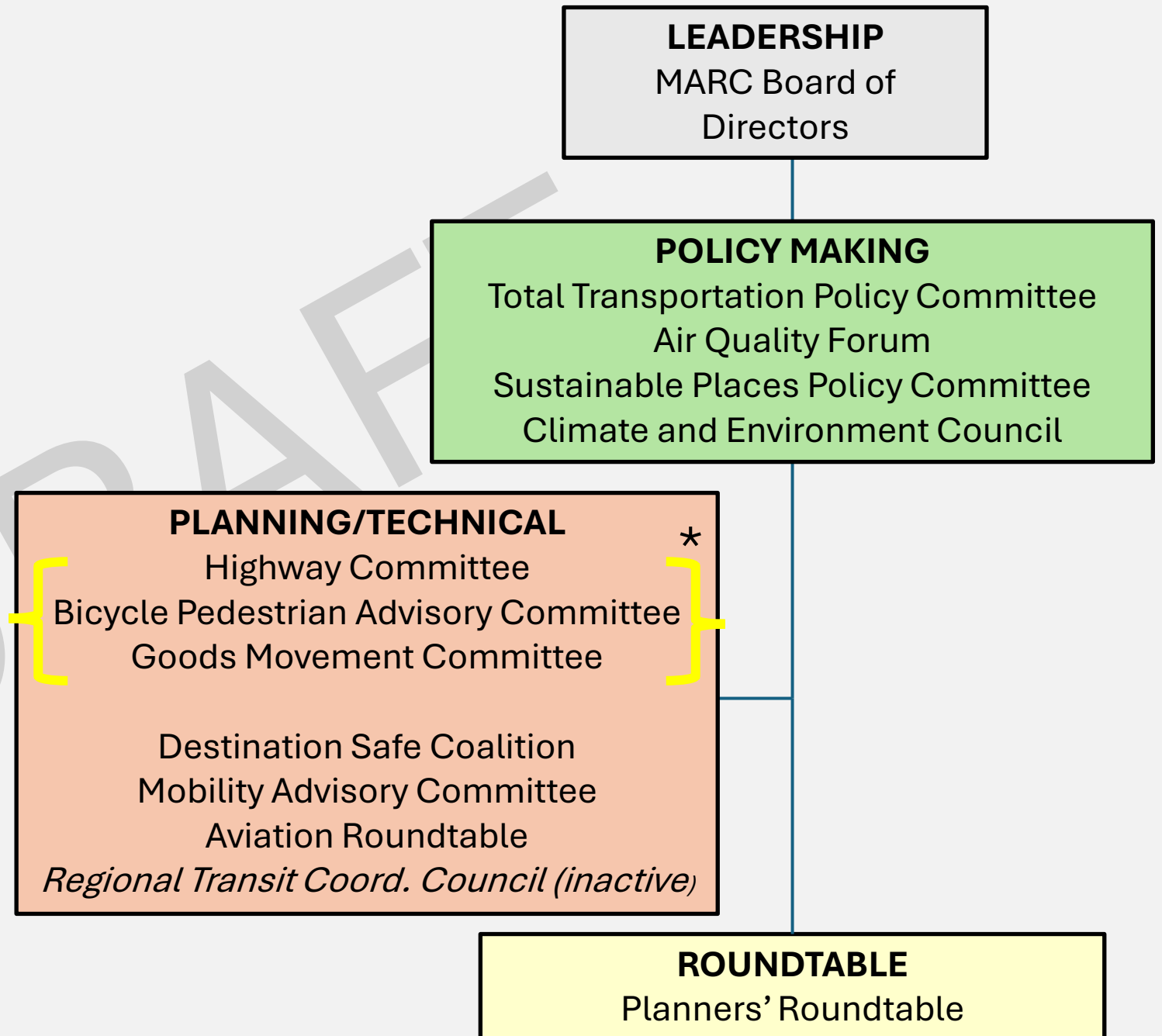
## Current Overview



# TRANSPORTATION COMMITTEE STRUCTURE

## Current Planning/ Technical Structure

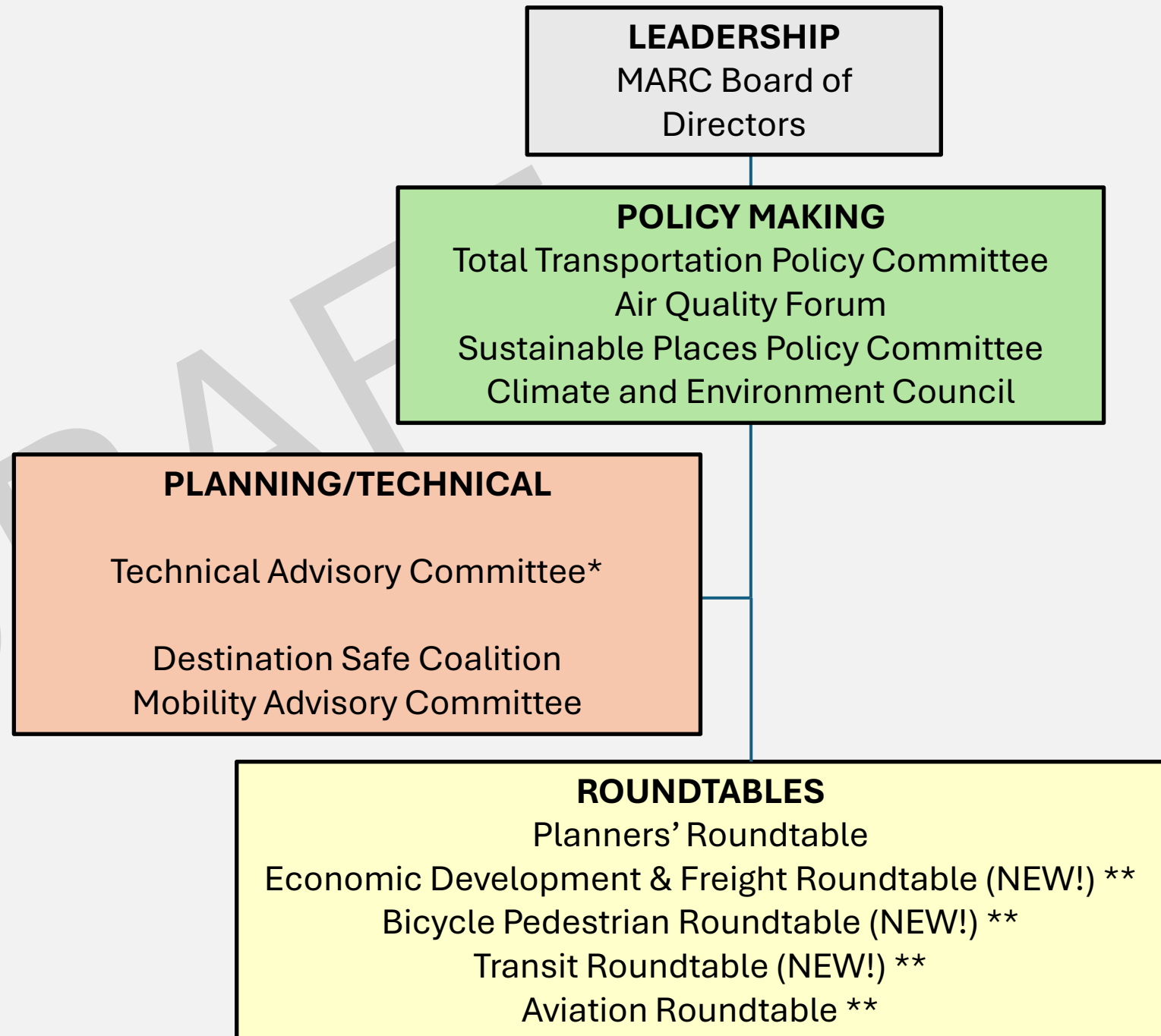
- \* Planning / Technical Committee Functions:
- Support various transportation planning efforts
  - Review MTP Amendments
  - Maintain Functional Class System
  - Performance Measures & Targets
  - Congestion Management Process
  - Critical Urban Freight Corridors
  - Census Adjusted Urban Areas
  - Maintain ITS Architecture, etc.



# TRANSPORTATION COMMITTEE STRUCTURE

## Planning/Technical Recommendation

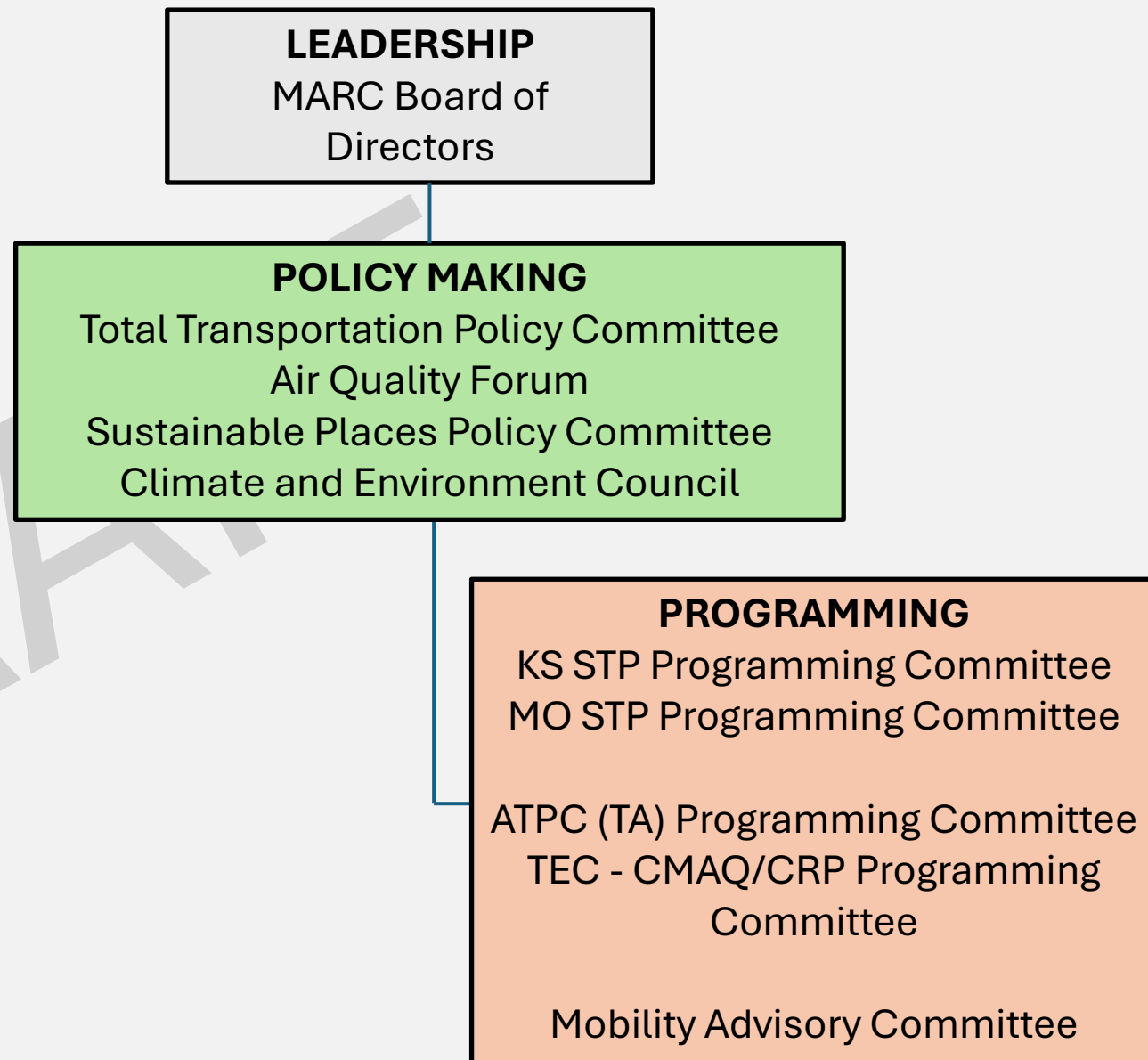
- Consolidate 3 modal committees into one technical committee for more predictable/sustained workflow
- Focus-specific roundtables serve as good model for networking and creation of ad hoc/focus groups as needed





# TRANSPORTATION COMMITTEE STRUCTURE

## Current Programming Structure

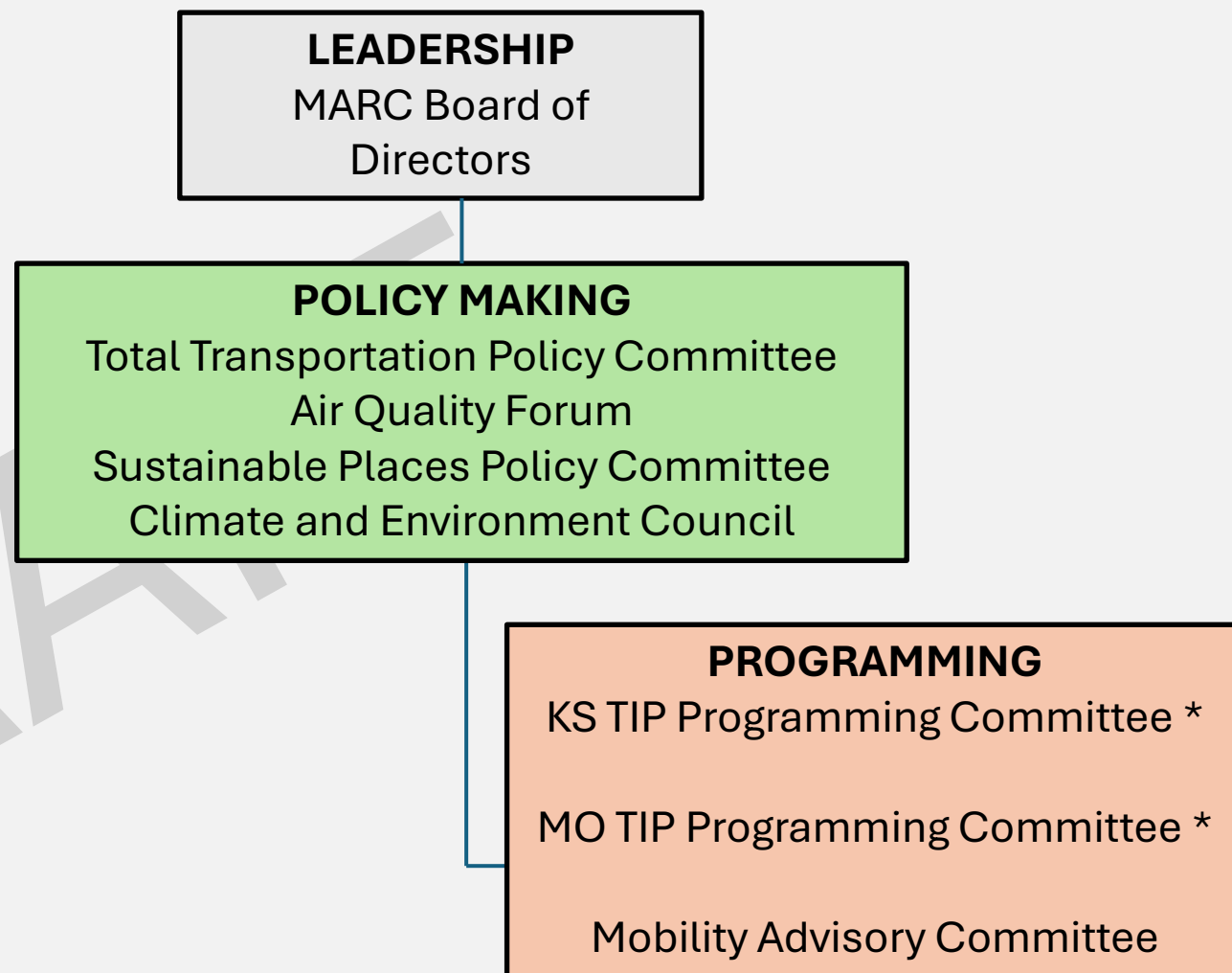


# TRANSPORTATION COMMITTEE STRUCTURE

## Programming Recommendation

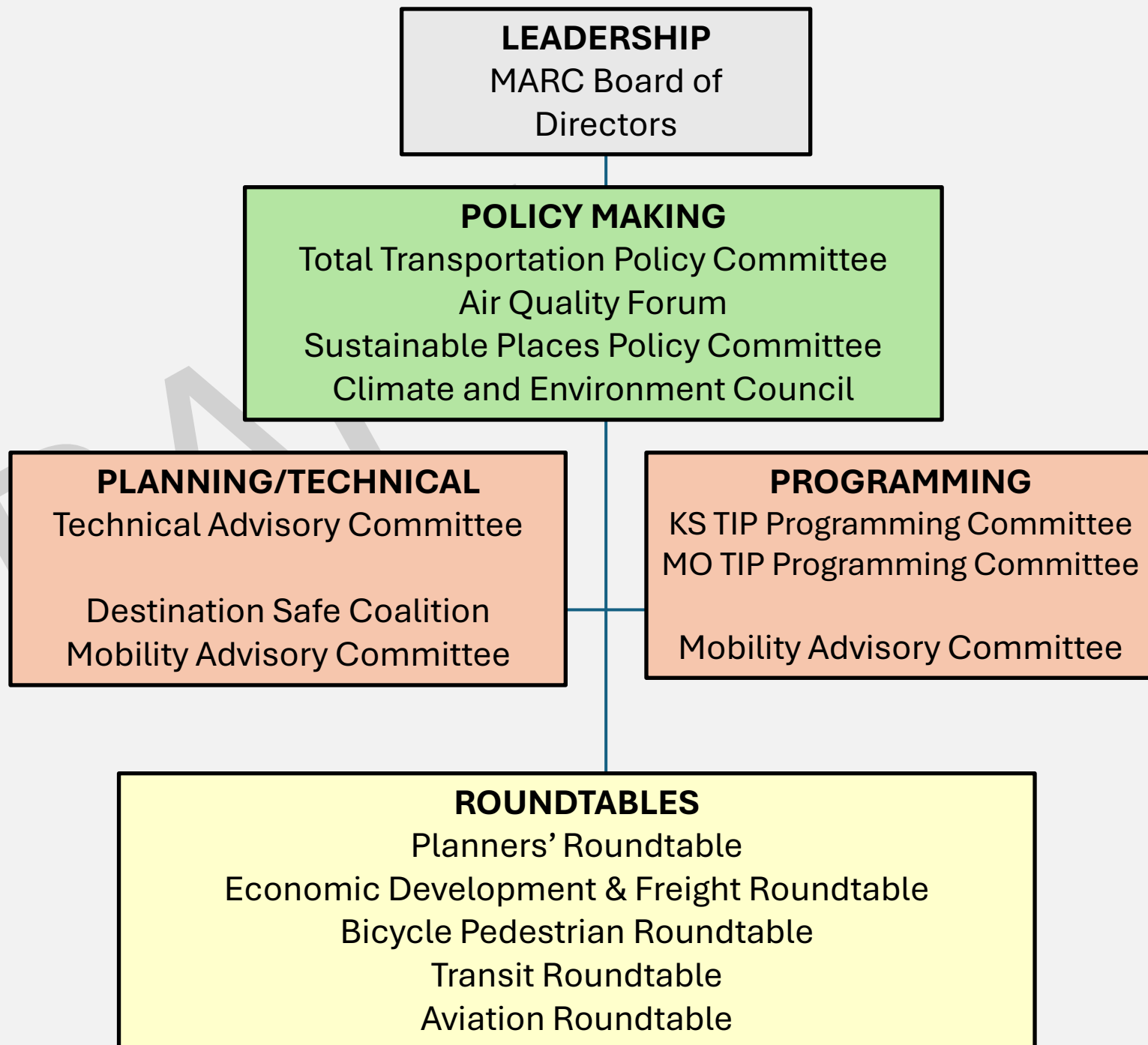
- Consolidate 4 programming committees into 2 for all suballocated FHWA programming functions

\* Responsible for STBG, STBG-SA, CMAQ, CRP programming and management



# TRANSPORTATION COMMITTEE STRUCTURE

## Full Restructured Recommendation



# Timeline & Next Steps

- Outreach to committee leadership – underway
- TTPC / MARC Board Report (August 2025)
- Planning/Technical & Programming Committee **virtual workshops**
  - Thursday, August 28 - 1:30pm-3pm, or
  - Wednesday, September 3 - 1:30pm-3pm
- Report & recommendation to TTPC (September/October 2025)
- Establish bylaws/recruit membership (November/December 2025)
- Re-convene new & reorganized committees (January/February 2026)



**THANK YOU**



Item #8

## **REPORT:** Vibrant Success Stories Call for Submissions

Presenter: Beth Dawson, MARC

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# Planning Sustainable Places

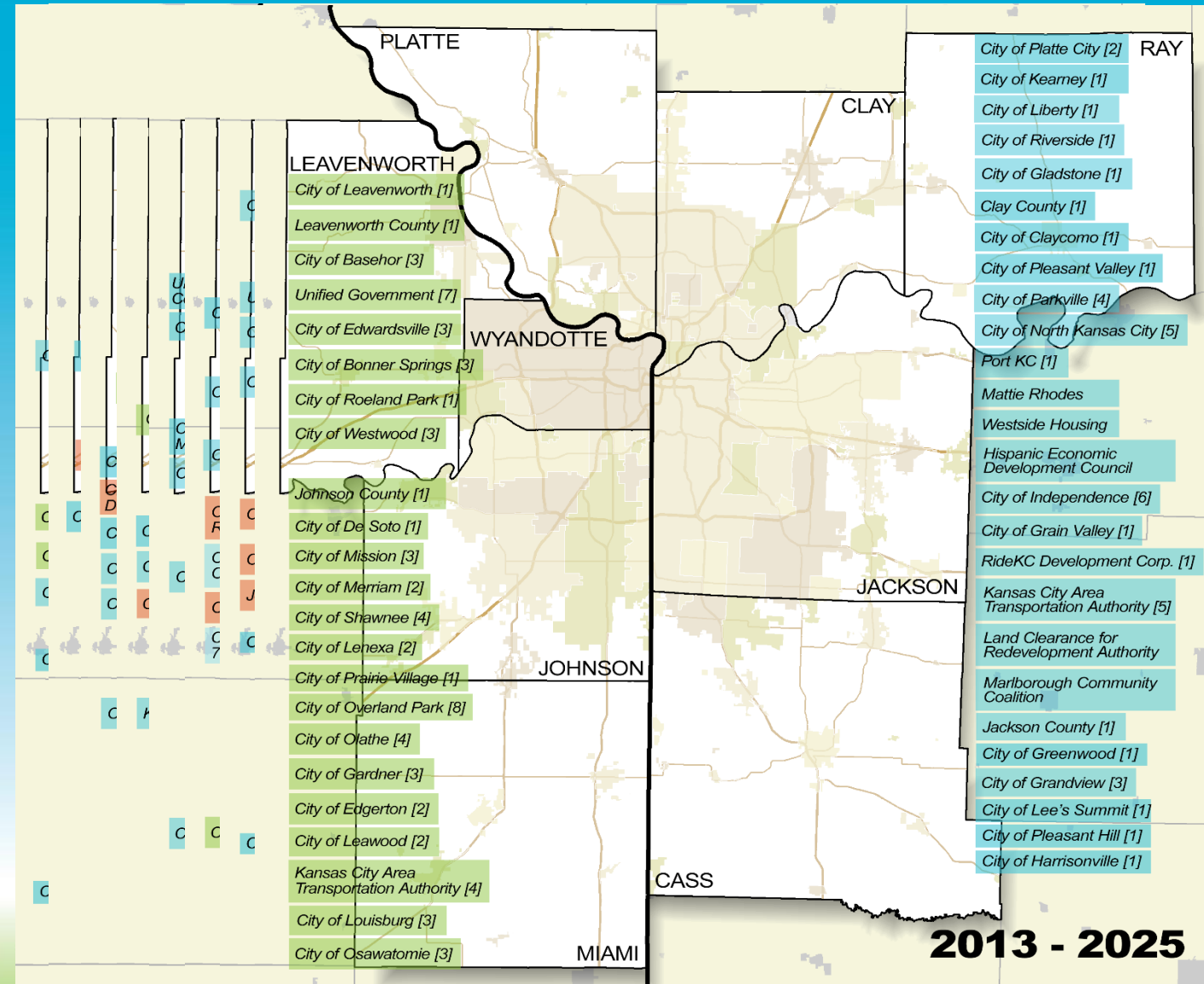
**2013 to 2025**

- **7 Funding Rounds**
- **205 Applications**
- **118 Studies**
  - 59 in KS, 59 in MO
  - One regional study
- **45 Unique Entities**
- **Total Budget: \$12.8 Million**

**Upcoming**



\$720,000 KS  
\$500,000 MO



# Vibrant Success Stories – Celebrating PSP

**Highlight PSP Implementation**

**Call for Submissions Open**

**Eligibility: Submissions can be fully completed projects or fully-funded projects in its initial stages of implementation**

**Submissions Due Friday, August 29<sup>th</sup>**

**Vibrant Success Stories Event:**

**Friday, December 5<sup>th</sup>, Kauffman Foundation**



Item #9

## Other Business

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Item #10

## **Adjournment**

**Next meeting: Tuesday, September 16, 2025**

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