



Destination Safe Committee Meeting Summary

March 26, 2025 | 9:00am – 10:30am

MARC Lewis & Clark Room

600 Broadway Blvd, Suite 200, Kansas City, MO 64105

Sherri Miller, Missouri Co-Chair
Jen Jordan-Spence, Kansas Co-Chair

Attendance:

Ericka Ross, MoDOT	Noel Schneider, KDOT
Ingrid Vandervort, KDOT	Cy Smith, MARC
Bob Renton, Charlie's House	Alicia Hunter, MARC
Tia Bigus, Platte County Health Dept.	Bobby Evans, MARC
Brandon Grantham, Grandview PD	Karen Miller, MoDOT
Jen Jordan-Spence, City of Gardner	Ron Achelpohl, MARC
Eldon Preston, PTRPC	Kelly Alvarez, KC Scout
Kataryna Garlock, MoDOT	Joshua Martinez, City of Liberty
Kevin Kroll, Toole Design Group	Laura Kemerling, Children's Mercy Hospital
Rose Simone, ThinkFirst	Raymond Webb, MARC
Bret Glendening, City of Osawatomie	Tiffany Baylark, KS SHP
Courtney Nowland, KS Traffic Safety Resource Office	Susan Cohen, Americans for Older Driver Safety
David Church, WSP	Cara Elbert, Shockey Consulting
Jeff Buck, Independence PD	Erin Ralovo, City of Lee's Summit
Lori Unruh, NKC Hospital	Phyllis Larimore, Children's Mercy Hospital
Sherri Miller, Beacon Mental Health	Bruce Summa, Lawson PD
Allan Ludiker, MoDOT KC District	Jay Johnson, Clay County Commissioner
Jason Gilbert, Warrensburg PD	Martin Rivarola, MARC

Special Accommodations: Please notify the Mid-America Regional Council at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). We will make every effort to meet reasonable requests.

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1. **Welcome & Introductions!**

2. **Vote: January Meeting Summary**

Jen Jordan-Spence moved to approve the meeting minutes from January 29. Ron Achelpohl seconded the motion; no opposition was made. Meeting minutes approved.

3. **Presentation: Improve I-70 KC** (20-30 min)

Allan Ludiker, Project Director, provided a presentation on the I-70 project's needs, goals, improvements and timeline. I-70 currently experiences heavy AM and PM directional rush hour traffic, illustrating congestion points. The current infrastructure issues include narrow shoulders, close ramp spacing, low vertical clearance, and outdated roadway geometry, and poor bridge, pavement and sidewalk conditions. The corridor has a crash rate at least twice the statewide average for similar roadways. The corridor has been under study for over 20 years, in 2021 MoDOT received funds to begin procurement and the design and build process. A design-build team was selected in August 2024.

Timeline:

- Construction start – Spring 2025
- Construction complete – Spring 2028
- Three phase construction

Improvements:

- Replace 15 and rehabilitate seven mainline and city crossroad bridges
- Improve pedestrian and bicycle safety connectivity
- Reconstructs the curves to meet current design standards

Needs and goals:

- Improve safety and reliability
- Provide durable and maintainable infrastructure
- Improve accessibility and connectivity
- Minimize overall impacts during construction

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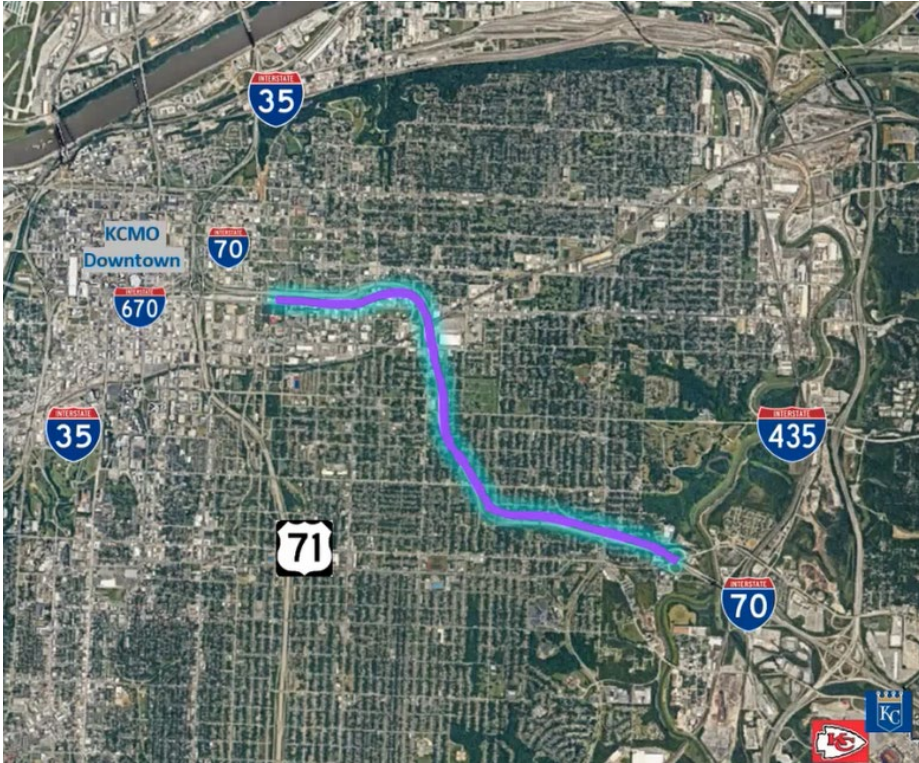
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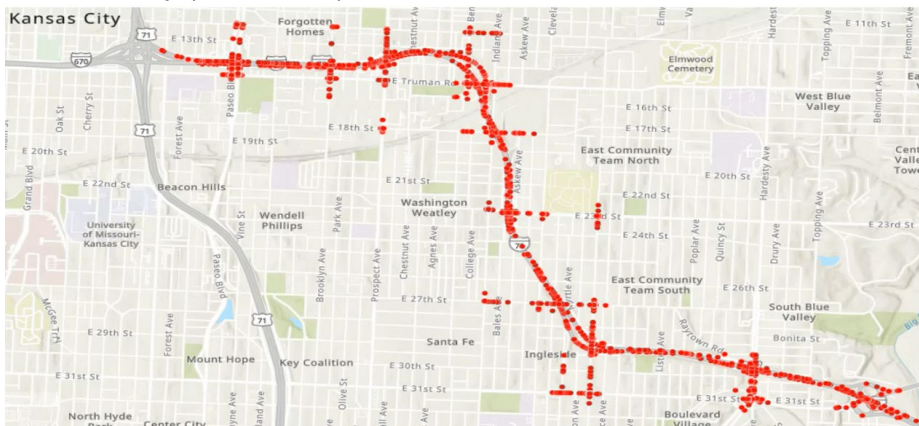
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Location:



Crash history (2016-2020):



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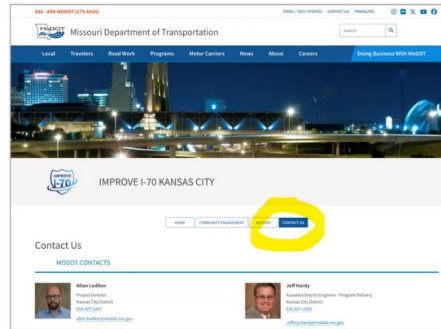
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Stay connected:

Sign up for MoDOT emails on the project website for construction notifications.

1. Visit modot.org/improvei70kc
2. Click on “Contact Us”
3. Scroll down to sign up for emails



<http://modot.org/improvei70kc>



Email: improvei70kc@modot.mo.gov

4. **Presentation: MTP 2050 Update – Safety Project Scoring** (20-25 min)

Bobby Evans, MARC, presented a safety scoring analysis for constrained projects in MARC’s Metropolitan Transportation Plan (MTP). MARC issues a Call for Projects for the MTP and each project type gets scored based on different categories/criteria, such as safety. For safety scoring, project sponsors are asked to “Describe how their project or program will address transportation safety issue(s) identified in the Kansas City Regional Transportation Safety Blueprint or local safety analysis.” There is a maximum of 15 points awarded for safety. Mr. Evans analyzed the safety scoring results of the constrained projects in the MTP. About 70% of the projects received a safety score of 8 points or less (this does not necessarily mean that the projects were unsafe). This potentially indicates that the scoring criteria could benefit from additional review and possible revisions. Revisions may be desirable if wanting to prioritize funds for safety projects and use a more data driven approach.

Score Range (points)	# Projects	% Total of Projects
Low (0-4)	36	15%
Low-Avg (5 -8)	129	55%
High-Avg (9-11)	15	6%
High (12-15)	54	23%

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5. **Update: FY26 Destination Safe (DS) Transportation Safety Call for Projects** (10 min)

Alicia Hunter, MARC, provided an update of the FY26 DS Transportation Safety Call for Projects schedule and process. The call ran from February 24 – March 17. Thirty applications were submitted: that's an increase of six from last year's call. Currently the DOTs are reviewing application eligibility and providing comments for additional information. This review step is new this year with the intent to help applicants understand and develop applications that align with the application and funding guidelines. After DOT reviews the portal will re-open for applicants to revise their application based on comments received. Formal award announcements will be at the July 30 Destination Safe Committee meeting.

6. **Presentation/Update: MARC-DS SS4A CSAP Project** (10-15 min)

Kevin Kroll, Toole Design, gave a presentation on the safety performance target setting task of the Comprehensive Safety Action Plan. Safety performance targets are federally required for MPOs. The consultant team is tasked with reviewing current target setting methodologies and developing a new target setting method that combines aspirational goals and realistic trends. The committee poll results indicate that members preferred that new target setting be repeatably/easy to apply and align with policies. When considering additional data sources for target setting, poll results indicated that members preferred using equity consideration, safety funding, and expected crash reduction from implementation.

7. **Other Business**

- Missouri Department of Transportation (MoDOT) **Long-Range Transportation Plan (LRTP)** and **State Freight and Rail Plan (SFRP)** updates. (filer attached).

Get Involved

MoDOT recognizes that public involvement in the planning process is vital to understanding specific transportation issues and concerns.

MoDOT is committed to an extensive public outreach program to ensure that proposed transportation policies and strategies reflect the needs of Missouri's citizens and stakeholders.

To make your voice heard, scan the QR code and take our transportation survey.



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- No other business was discussed.

Meeting adjourned at 10:27 a.m.

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2024 - 2025 Destination Safe Committee Meetings					
Destination Safe Committee 9:00-10:30 AM		DS Public Information & Education Subcommittee* 10:30-11:15 AM		DS Data Subcommittee* 10:30-11:15 PM	
07/31/2024	Hybrid				
09/18/2024	Hybrid				
11/20/2024	Hybrid				
01/29/2025	Hybrid				
03/26/2025	Hybrid	DS CSAP Advisory Group Meeting #1 Envision 10:30 – 11:30 a.m.			
05/28/2025	Hybrid	TBD	TBD	TBD	TBD

*During the MARC-DS SS4A CSAP Project period of performance, DS Subcommittees will meet as needed based on the project schedule, tasks, milestones, and deliverables.

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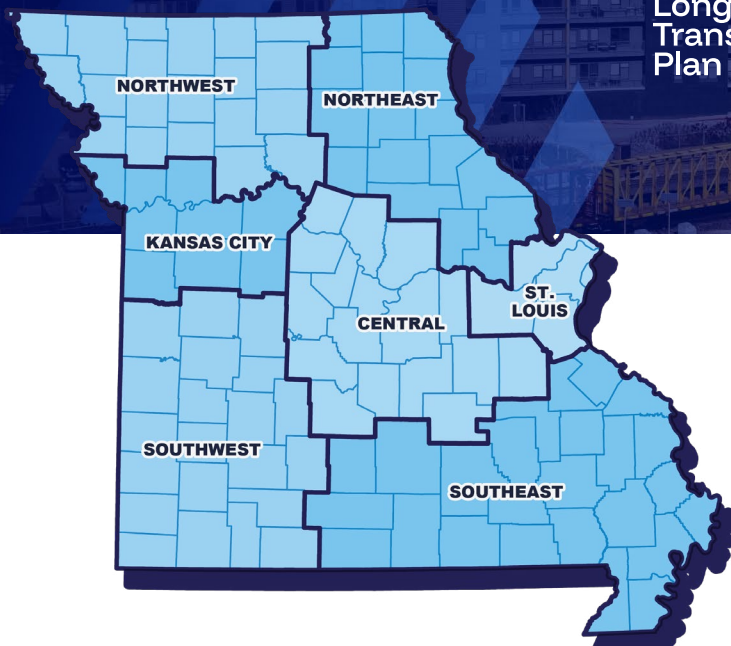
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Long-Range
Transportation
Plan



State
Freight & Rail
Plan



The Missouri Department of Transportation (MoDOT) is in the process of updating its current Long-Range Transportation Plan (LRTP) and State Freight and Rail Plan (SFRP). MoDOT is required to develop, adopt, and implement a LRTP and a SFRP as outlined in federal legislation and regulations updated through the FAST Act (Fixing America's Surface Transportation Act) and the Infrastructure Investment and Jobs Act (IIJA).

What Is the LRTP?

- » A policy-driven document that ensures compliance with state and federal regulations while guiding the development of Missouri's transportation system
- » A roadmap for the state's transportation network through 2050, building on MoDOT's 2018 LRTP
- » A document that addresses emerging trends and evolving needs that impact the entire transportation system

Coordination of the LRTP Update

MoDOT is adopting a unique approach by simultaneously developing the LRTP and SFRP. This process ensures a coordinated and well-informed development process for shaping the future of transportation. The LRTP development process is divided into five phases:

PHASE 1



Visioning
& Goal Setting



PHASE 2



Multimodal
Needs Assessment



PHASE 3



Scenario
Planning



PHASE 4



Cost Feasibility
& Implementation



PHASE 5



Plan
Adoption

Get Involved

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What Is the SFRP?

- » A strategic document that outlines the vision, goals, and priorities of Missouri’s freight and passenger rail systems
- » A comprehensive assessment of existing conditions and provides short- and long-term goals to improve and enhance the freight and rail infrastructure

Coordination of the SFRP Update

MoDOT’s approach on developing the LRTP and SFRP will ensure a coordinated and informed development process for Missouri’s transportation future. The SFRP process development is divided into four phases:

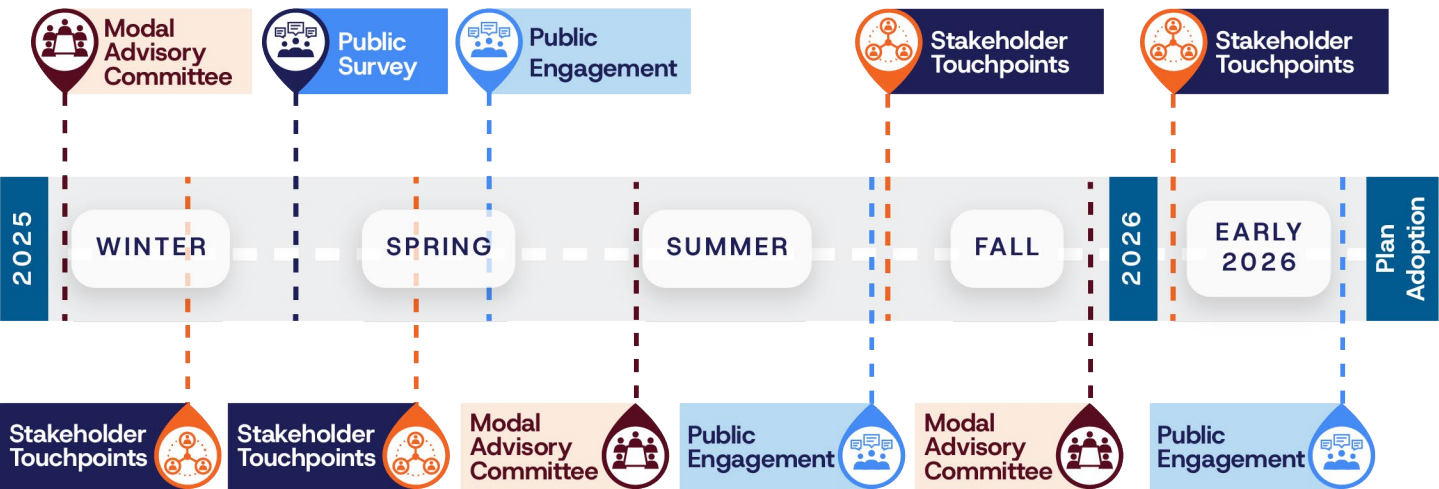


What Will the SFRP Include?

The SFRP will address several topics related to Missouri’s freight and rail transportation including:

- » Updated economic Impact analysis for public ports and Missouri River Runner passenger rail
- » Truck Parking Analysis
- » Identification of emerging trends and opportunities in freight movement
- » Operational evaluation of the freight and rail transportation system
- » Identification of critical supply chains for Missouri’s economy
- » Development of Missouri’s freight story

Anticipated LRTP & SFRP Engagement Schedule



Based on calendar year. Subject to change.

