



HIGHWAY COMMITTEE MEETING
Wednesday, September 24, 2025
1:30 – 3:00 PM
MARC, Lewis & Clark Room, 2nd floor
600 Broadway, Kansas City, Missouri

NOTE: This upcoming Highway Committee meeting will be held **in-person and via webinar**. To join the meeting via webinar, please follow the virtual meeting and call-in instructions below.

ACTION	AGENDA ITEMS	PRESENTERS	TIME
	Welcome and Introductions	Co-chair	1:30
Approve	Highway Committee 03.26.2025 meeting summary	Co-chair	1:35
Approve	Congestion Management Network	Bobby Evans, MARC	1:40
Presentation	E-Mobility Policy Brief	Patrick Trouba, MARC Cy Splichal, MARC	1:55
Presentation	Federal Performance Measures	Bobby Evans, MARC	2:10
Presentation	MARC CSAP Crash Data Technical Memo	Alicia Hunter, MARC Bobby Evans, MARC	2:20
Presentation	Smart Moves Update	Lukas Yanni, MARC	2:25
Presentation	Regional Bikeways and Trails Plan Update	Patrick Trouba, MARC	2:30
Presentation	MARC Committee Restructuring	Martin Rivarola, MARC	2:35

VIRTUAL MEETING & CALL-IN INSTRUCTIONS

MARCTeam08

Address: <https://marc-kc.zoom.us/j/3086746761?pwd=end1eUxnRjdLUURWUEJ4UzRCc3QwUT09>

- You may need to run the Zoom opener to join the meeting.
- This link also works with the Zoom smartphone app.

Meeting ID: 308-674-6761

Passcode: 976329

Audio:

- **We encourage the use of computer audio** especially if you are viewing a webcam or sharing your webcam.
- **Dial Toll-Free**
 - 877 853 5247 US Toll-free
 - 888 788 0099 US Toll-free
- **One tap mobile**
 - +18778535247,,3086746761#
 - +18887880099,,3086746761#

NEXT HIGHWAY COMMITTEE MEETING:

Regular Meeting: November 26th, 1:30 – 3:00 PM

Special Accommodations: Please notify MARC 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). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our [webpage](#).

MARC HIGHWAY COMMITTEE

July 23, 2025

ATTENDANCE

Jack Messer, City of Overland Park, KS (Co-Chair)

Michael Park, City of Lee's Summit, MO (Co-Chair)

Andrew Robertson, City of Olathe, KS

Mike Spickelmier, City of Lansing, KS

Sherri McIntyre, City of Liberty, MO

Jason Waldron, City of Kansas City, MO

Allison Smith, KDOT

Brandon McElhiney, City of Lenexa

Tim McEldowney, Gardner

Bill Noll - Leavenworth County

Tim Vandall, City of Lansing

Carl Brooks, City of Harrisonville, MO

Eric Sandberg, Miami County

Megan Denkler, MoDOT

Ryan Reagan, MoDOT

Melissa Schmitz, MoDOT

Cara Elbert, Shockey Consulting

Steven Cross, KDOT

Suseel Indrakanti, Cambridge Systematics

Todd LaTorella, City of Kansas City, MO

Selina Zapata-Bur, City of Kansas City, MO

Joe Johnson, City of DeSoto, KS

MARC Staff:

Martin Rivarola*

Ron Achelpol

Cy Splichal

Bobby Evans

Patrick Trouba

Alicia Hunter

Luis Zuniga

AGENDA:

- Welcome and Introductions
- Highway Committee 03.26.2025 meeting summary
- KDOT MTP Amendment, Project #1592
- MoDOT PM2 Methodology
- Resiliency Study Findings
- Vision Zero/CSAP Listening Session
- Functional Class Call for Changes

MINUTES

Welcome and Introductions (Co-Chairs)

Welcome and introductions made by Martin Rivarola, MARC Assistant Transportation Director. See attendance for those present.

Highway Committee 05/28/2025 meeting summary (Co-Chairs)

Martin Rivarola considered a motion to approve the 01/22/2025 meeting summary. Joe Johnson made a motion to approve. Mike Spickelmeier seconded the motion. The motion passed unanimously.

KDOT MTP Amendment, Project #1592

MARC Staff Bobby Evans detailed the contents of the amendment to the Metropolitan Transportation Plan proposed by the Kansas Department of Transportation. Todd LaTorella asked if

MARC HIGHWAY COMMITTEE

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there was any resistance to the Lone Elm interchange. Steven Cross from KDOT then explained the public engagement on the Lone Elm interchange. He noted comments about safety for school children traveling through the interchange and that KDOT was examining separated pedestrian facilities at the in Lone Elm interchange. Bailey Waters asked Andrew Robertson if the City of Olathe approved of the project. He said that the City of Olathe was neutral. Bailey then asked about the amendment process and Martin explained the process. Bobby related the staff recommendation, which is noted in the agenda report. Allison noted the next step is a TIP amendment request. Martin made a note that staff recommendation is assuming that adequate consultation has occurred with the effected cities. Steven noted that coordination had occurred with DeSoto, Lenexa, and Olathe. Joe Johnson motioned to approved; Allison Smith seconded the motion. The motion was passed unanimously.

MoDOT PM2 Methodology– Megan Denkler, MoDOT

Megan began with an overview of MoDOTs PM2 pavement data collection methods and data types. She then showed the statewide pavement performance measures and targets. She noted that the federal performance measures are not used for decision making or tracking at MoDOT. She then detailed the pavement performance methods that MoDOT uses for internal work planning. She then shared the history of the development of the internal measures, in particular the process of community engagement used to tailor the MoDOT measures to meet public expectations. She then detailed the differences between the federal measures and MoDOT measures.

Natural Hazard Transportation Risk Assessment - Ryan Umberger, MARC & Suseel Indrakanti, Cambridge Systematics

Ryan laid out the purpose and scope of the project – to identify and assess risk and vulnerabilities to the regional transportation network. He then covered the definition of a resilient transportation system – informed by stakeholder engagement. Next, Ryan covered the model developed in the study to use transportation risk assessment and vulnerability into transportation planning and programming. Lastly, Ryan detailed the stakeholder and community engagement activities of the project. Suseel then took over the presentation to cover the technical aspect of risk assessment used in the project. He noted that the study was only completed through phase one and a more broad assessment of climate conditions and transportation modes would be addressed in further phases. Ryan finished the presentation by discussing what will occur in subsequent phases of the project. Allison asked if MARC was planning to fund phase two of the plan in the forthcoming UPWP. Ron answered that the funding will likely be available for the second phase. Michael Park asked for clarification on the products of the subsequent phases.

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CSAP Listening Session – Bobby Evans, MARC & Alicia Hunter, MARC

Bobby began the listening session by providing the context of the CSAP study and how the listening session fits into the overall scope of the study. The notes below reflect answers to the four questions that comprised the listening session content.

Ron Achelpol mentioned that most of the commentary coming in on this plan is related to public transportation.

Listening Session Notes

1. What are your top traffic safety concerns?

- Bailey Waters
 - o Speeding on arterial roads.
 - Wide streets
 - Weaving
 - 10+ mph over posted speed
- Sherri McIntyre
 - o Speeding
 - Residential streets
- Bill Noll
 - o Leavenworth roadway network
 - Johnson County/UG residents and locals in “side by sides”/ATVs on rural
 - At night
 - Didn’t distinguish the purpose of the trips
 - No shoulder/recovery zone
- Michael Park
 - o Distracted driving
 - o Impairment
 - o Community Feedback
 - Lack of respect by motorist for pedestrians and cyclists
- Tom Jacobs
 - o Cycling perspective
 - Debris in bike lanes forcing cyclists outside the bike facilities

2. Are there process or personnel barriers that exist in the process for implementing safety projects/countermeasures at your agency? How do elected officials react to attempts to improve safety? (state and local)

- Bailey Waters
 - Projects on HIN not doing road safety audit

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- Project is old/before VZ program and don't want to reassess
- Public perception of change
 - Disagreement on the range of alternatives
 - Need help from leadership to help navigate the alternatives and what drives the choice of alternative
- **Sherri McIntyre**
 - Difficult time working with state roadways
 - Community wants 4-way stops and speed humps
 - Elected officials agree with community of 4-way stops
 - Emergency response and road diets
 - Culture of enforcement on judicial side that hampers projects
 - Can't issue tickets until vehicles traveling 10-12 mph over
- **Michael Park**
 - Community doesn't know what they're talking about
 - Good countermeasures are not welcomed
 - Trying to implement countermeasures, lack of statistics showing that
 - Corridor yet to develop the crash stats and staff

3. Are there local or regional design standards that limit your ability to address safety issues?

- **Bill Noll**
 - Rural roads that have paved without any design criteria

4. What have been some of your biggest roadway safety improvement wins? Do you have examples of streets or locations in the MARC region/your community you think are particularly safe for road users?

- **Bill Noll**
 - High Risk/Rural Roads
 - Adding shoulders and safe clear zones
 - Jefferson County, KS
 - 13th and Wellman
 - Ferguson Road
 - 142nd and wellman
 - Slew Creek Road
- **Michael Spicklemeyer**
 - Asking about flashing yellow left turn signal
 - Upgrading signals
-

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Functional Class Call for Changes – Bobby Evans, MARC

Bobby discussed the opening of the 2025 Functional Class call for changes. He also discussed the updated web portal used to collect the proposed changes. There were no questions

The meeting adjourned at 3:01pm

Highway Committee

July 23, 2025

Please enter your name and organization in the chat window so that we may have an accurate record of attendance

Agenda

- 1) Welcome
- 2) VOTE: May 28, 2025 meeting summary
- 3) VOTE: KDOT MTP Amendment #1592
- 4) MoDOT PM2 Methodology
- 5) Resiliency Study
- 6) CSAP Listening Session
- 7) Functional Class Call for Changes

Item #2

VOTE: Approve the May 2025 Meeting Summary

Item #3

VOTE: KDOT MTP Amendment – Project #1592

Item #4

REPORT: MoDOT PM2 Methodology

Megan Denkler | Transportation Systems Analysis Coordinator

Brian Reagan | Transportation Systems Analysis Engineer



MoDOT Pavement Performance Measures

**MARC Highway Committee
July 23, 2025**

Pavement Data Collection



All state system and off-system NHS

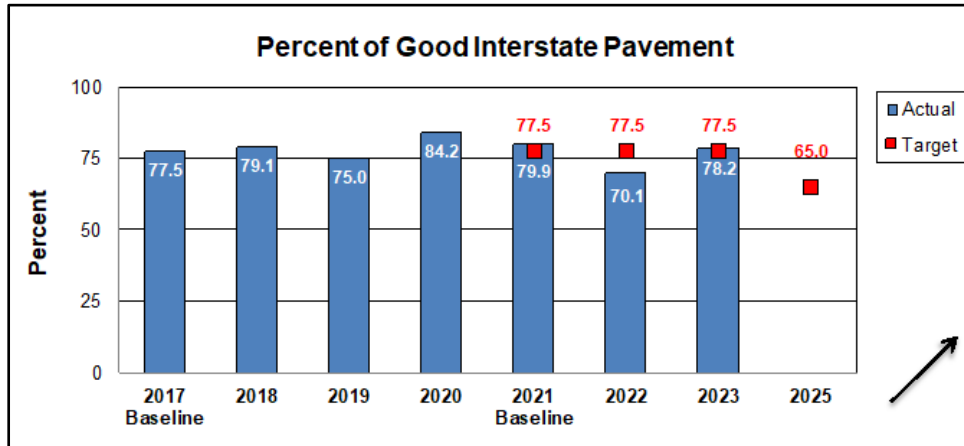
✓ 34,000 miles annually

ARAN data:

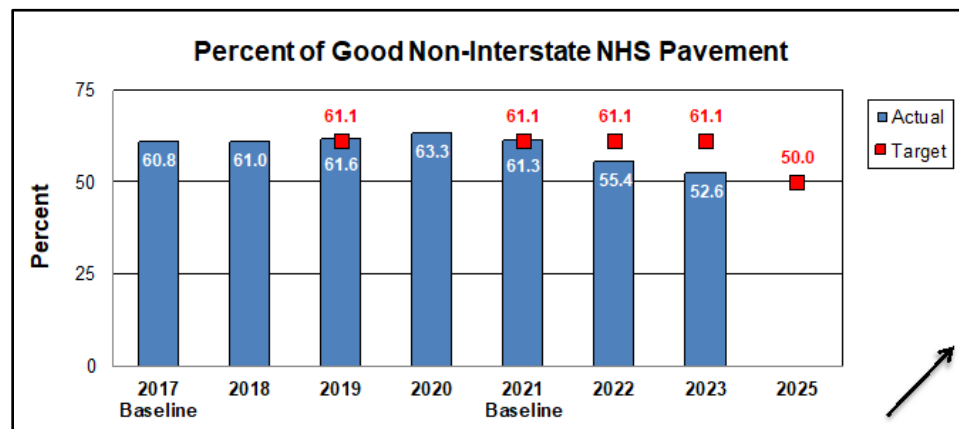
- ✓ IRI
- ✓ Cracking
- ✓ Rutting
- ✓ Faulting
- ✓ Video



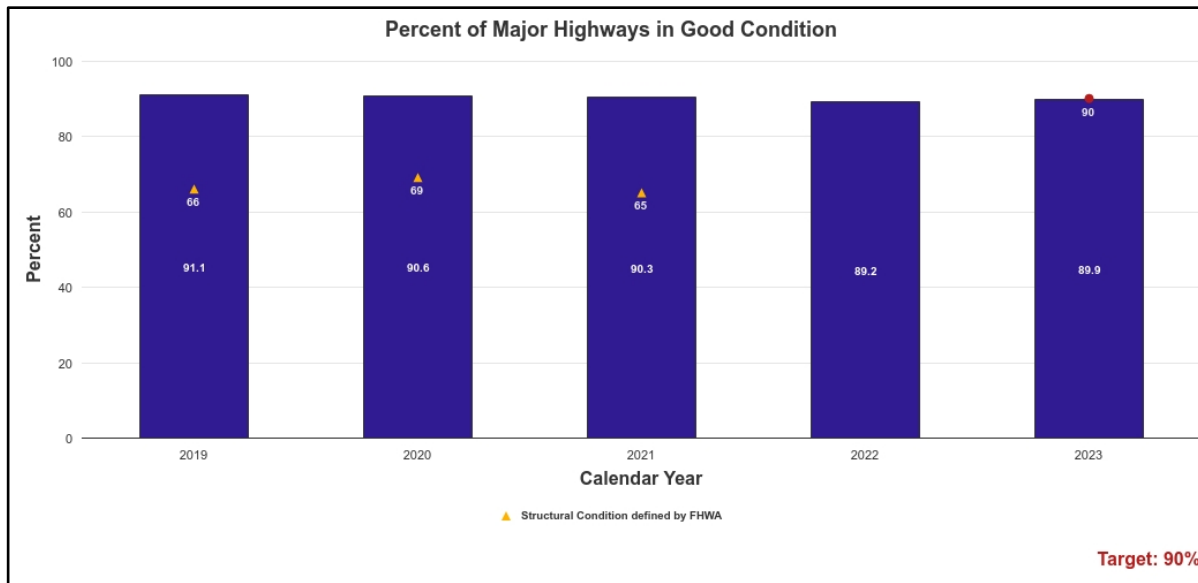
Federal Pavement Targets



- From HPMS Pavement Report Card (PRC)
- Broken down for MPO areas
- Not used by MoDOT for decision-making



MoDOT Pavement Tracker



Major Highways

- Functionally classified as Principal Arterials or above, plus NHS
- Target: 90% good

Minor Highways

- All remaining state highways over 400 AADT
- Target: 80% good

Low Volume Highways

- All remaining state highways less than 400 AADT
- Target: 70% good

MoDOT Pavement Tracker



Criteria for "Good" Condition:

Major Highways

- IRI < 100 **or**
- Surface less than one year old

Minor Highways

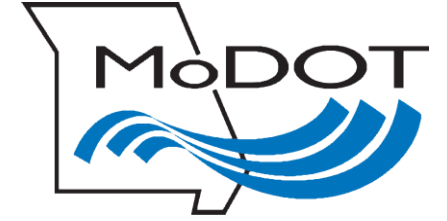
- IRI < 140 **or**
- IRI < 170 and visual rating ≥ 6 **or**
- Surface less than one year old

Low Volume Highways

- IRI < 170 **or**
- IRI < 220 and visual rating ≥ 6 **or**
- Surface less than one year old



MoDOT and FHWA Measures



Differences:

- HPMS data only has south and east directions
- MoDOT includes bridges in pavement measures
- Differing IRI thresholds
- MoDOT only considers state-owned roads



Contact Information



Megan Denkler

Transportation System Analysis Coordinator
Megan.Denkler@modot.mo.gov

Brian Reagan

Assistant Transportation Planning Director
Brian.Reagan@modot.mo.gov



Item #5

REPORT: Natural Hazard Transportation Risk Assessment

Suseel Indrakanti, AICP | Principal Cambridge Systematics

Ryan Umberger, AICP | Transportation Planner MARC

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.

A Resilient Transportation System is...



Flexible

Users can take a different route or a different mode if one is impacted.



Responsive to all

One group is not overly burdened by climate and weather-related hazards.



Robust

Roads, bridges, and other infrastructure are designed and maintained to resist extreme weather events and climate hazards.



Proactive

The transportation system utilizes tools and partnerships to better communicate potential transportation disruptors to help mobility rebound more quickly.



Community-Focused

Balances community scale needs with a regional vision of resilience.

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

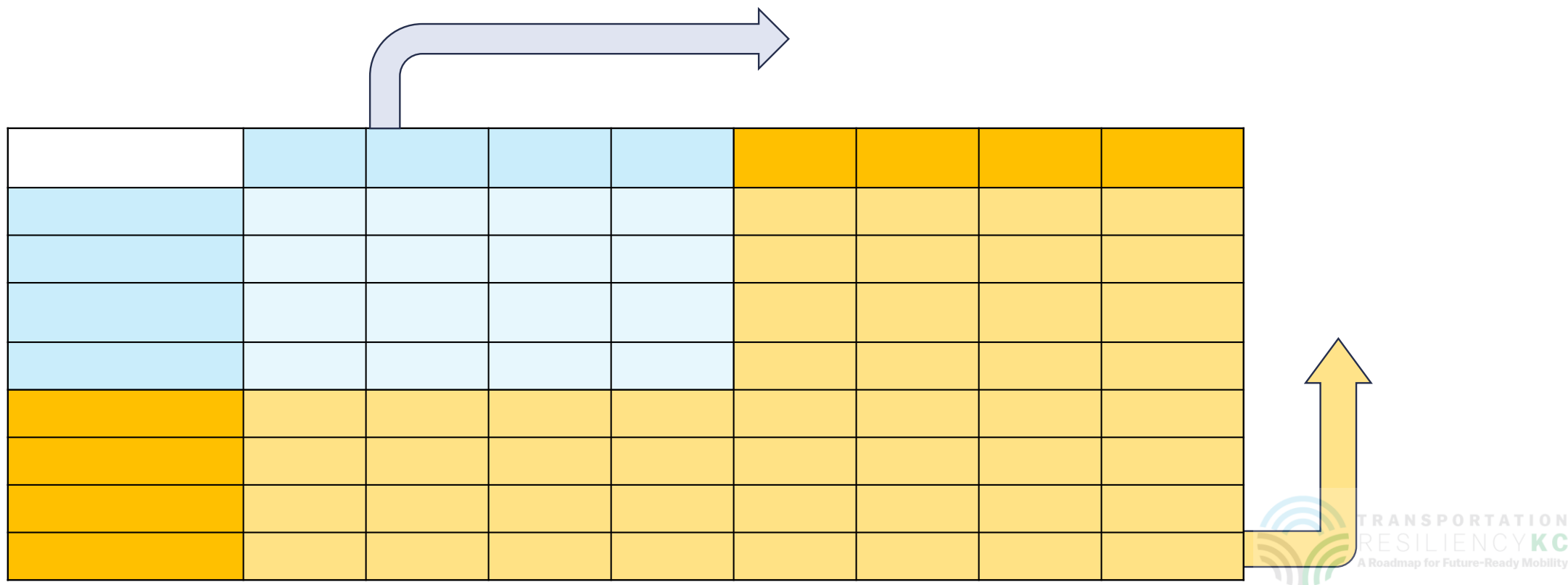
- Meeting #1 – Nov. 5, 2024
 - Define “resilience” as it pertains to the transportation in the KC area
 - Establish goals for the regional RIP
- Meeting #2 – Apr. 21, 2025
 - Update on grant funding
 - Receive feedback on the proposed framework
 - Identify critical infrastructure

Focus Groups

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

Criticality Concept, Definitions

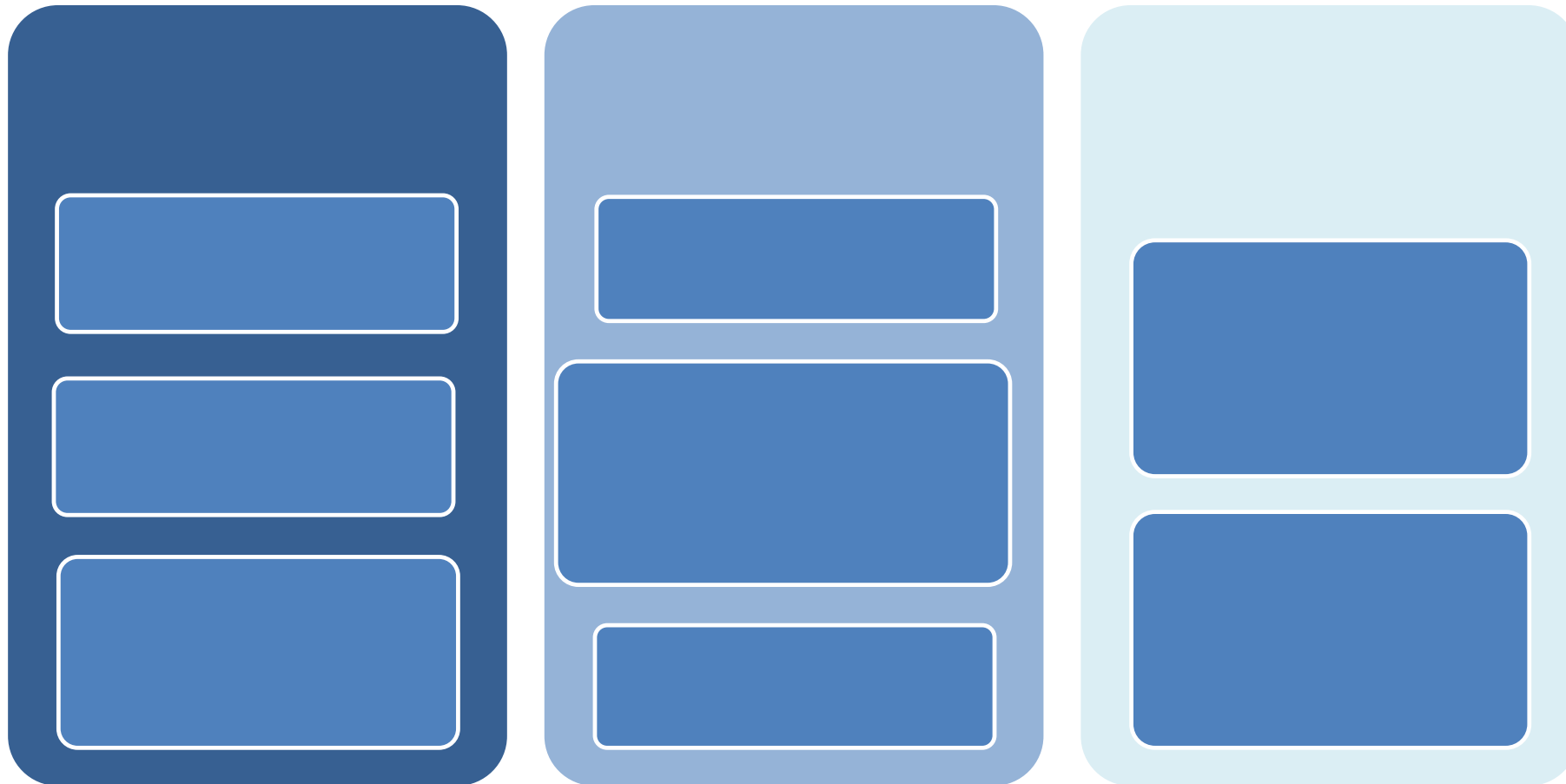
Criticality is essential step in resilience planning to ensure MARC's infrastructure investments are responsive to the needs of its population



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		

Tiering/Prioritizing – MPO in NY



Tiering/Prioritizing Example – MPO in IN



Mobility and Use: Asset usage and operational importance assessed by considering the volume and type of traffic along each transportation asset.



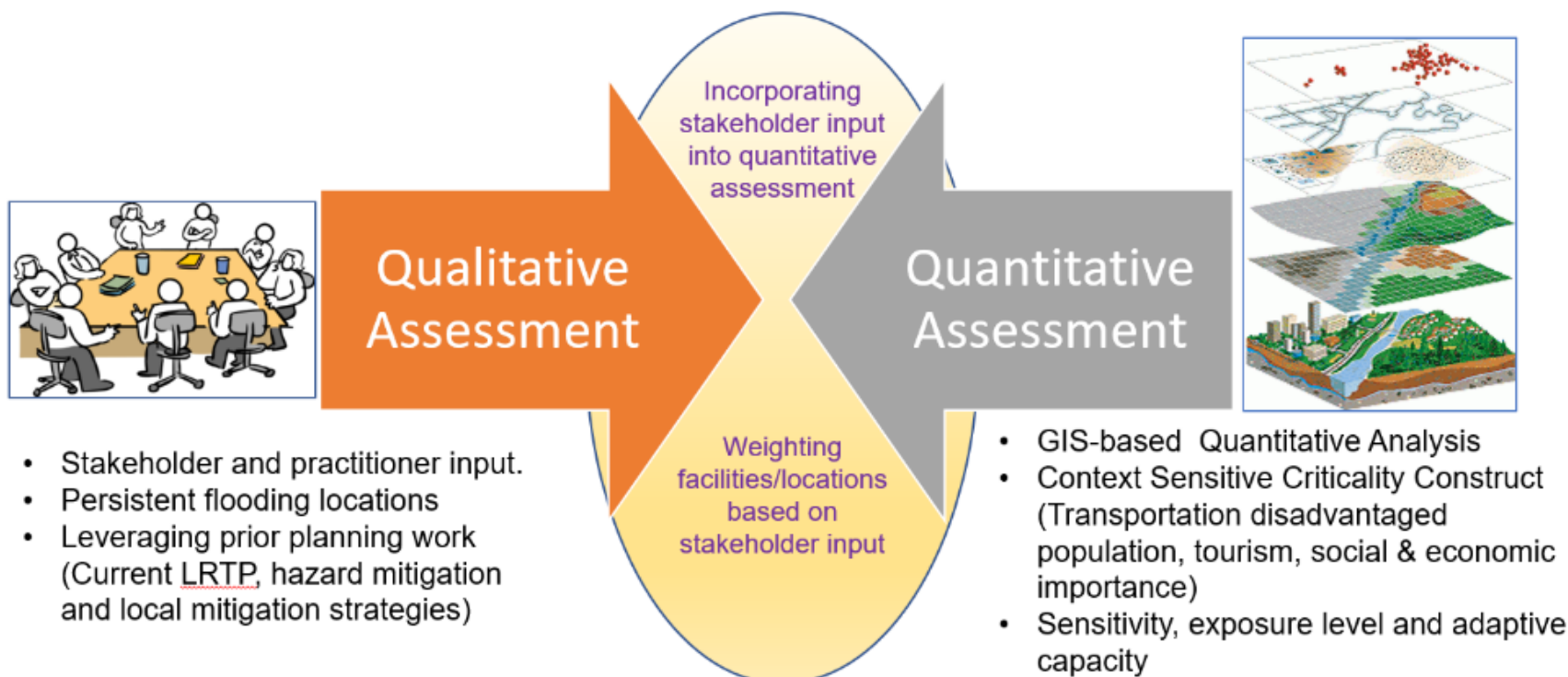
Equity and People: Socioeconomic importance assessed by considering surrounding population and employment composition and density.



Connectivity: Considers how each transportation asset connects to other transportation options and key destinations, particularly those that contribute to a communities and residents' health and safety and means to travel along non-roadways.

Qualitative and Quantitative Assessment

Hybrid approach to how MARC can apply criticality determination in the Natural Hazard Transportation Risk Assessment



Supporting Image Sources: Sustainable Convos, Northern Arizona Healthcare

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

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Evaluate risks

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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

rumberger@marc.org

Item #6

REPORT: Comprehensive Safety Action Plan Listening Session

Alicia Hunter | Transportation Planner, MARC

Bobby Evans, AICP | Transportation Planner, MARC

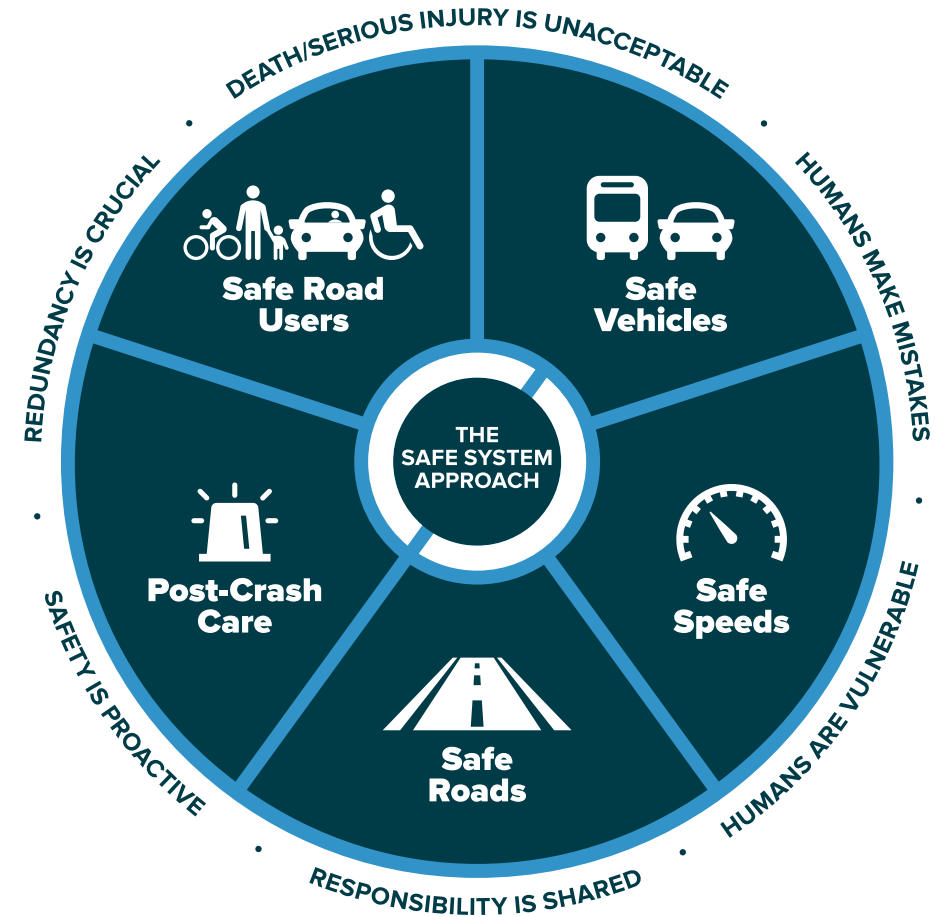
What is the Comprehensive Safety Action Plan(CSAP)?

**Take the
Survey!**



Item #6 | CSAP Listening Session

- Safety first and foremost
- Humans make mistakes
- Mistakes should not lead to death or life altering injuries
- You play a major role in this approach



Purpose of today's Listening Session

The background of the slide is a photograph of an audience in a modern, brightly lit room with large windows. Several people are visible, with their hands raised in the air, indicating an interactive session. The image is partially obscured by two semi-transparent red rectangular overlays containing text.

We want to hear from you!

- What is your experience?
- What problems do you see?
- What barriers exist?
- What solutions have you tried?
- How can this plan help?

Item #6 | CSAP Listening Session

Question #1

What are your top traffic safety concerns?

**Take the
Survey!**



Item #6 | CSAP Listening Session

Question #2

- **Are there process or personnel barriers that exist in the process for implementing safety projects/countermeasures at your agency?**
 - ***How do elected officials react to attempts to improve safety? (state and local)***
-

Item #6 | CSAP Listening Session

Question #3

Are there local or regional design standards that limit your ability to address safety issues?

Item #6 | CSAP Listening Session

Question #4

What have been some of your biggest roadway safety improvement wins?

Do you have examples of streets or locations in the MARC region/your community you think are particularly safe for road users?

Item #6 | CSAP Listening Session

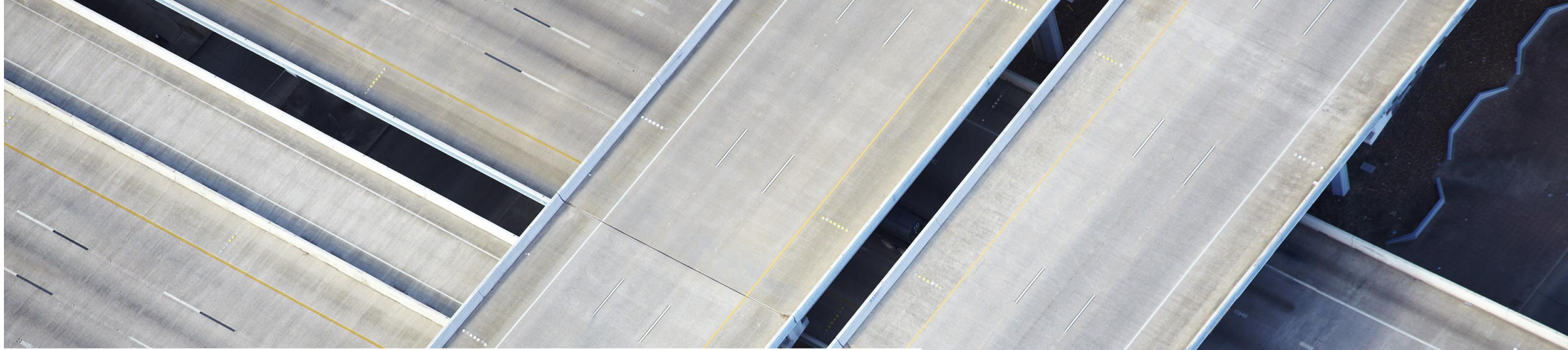
CSAP Survey

bit.ly/DS-Safe-Plan

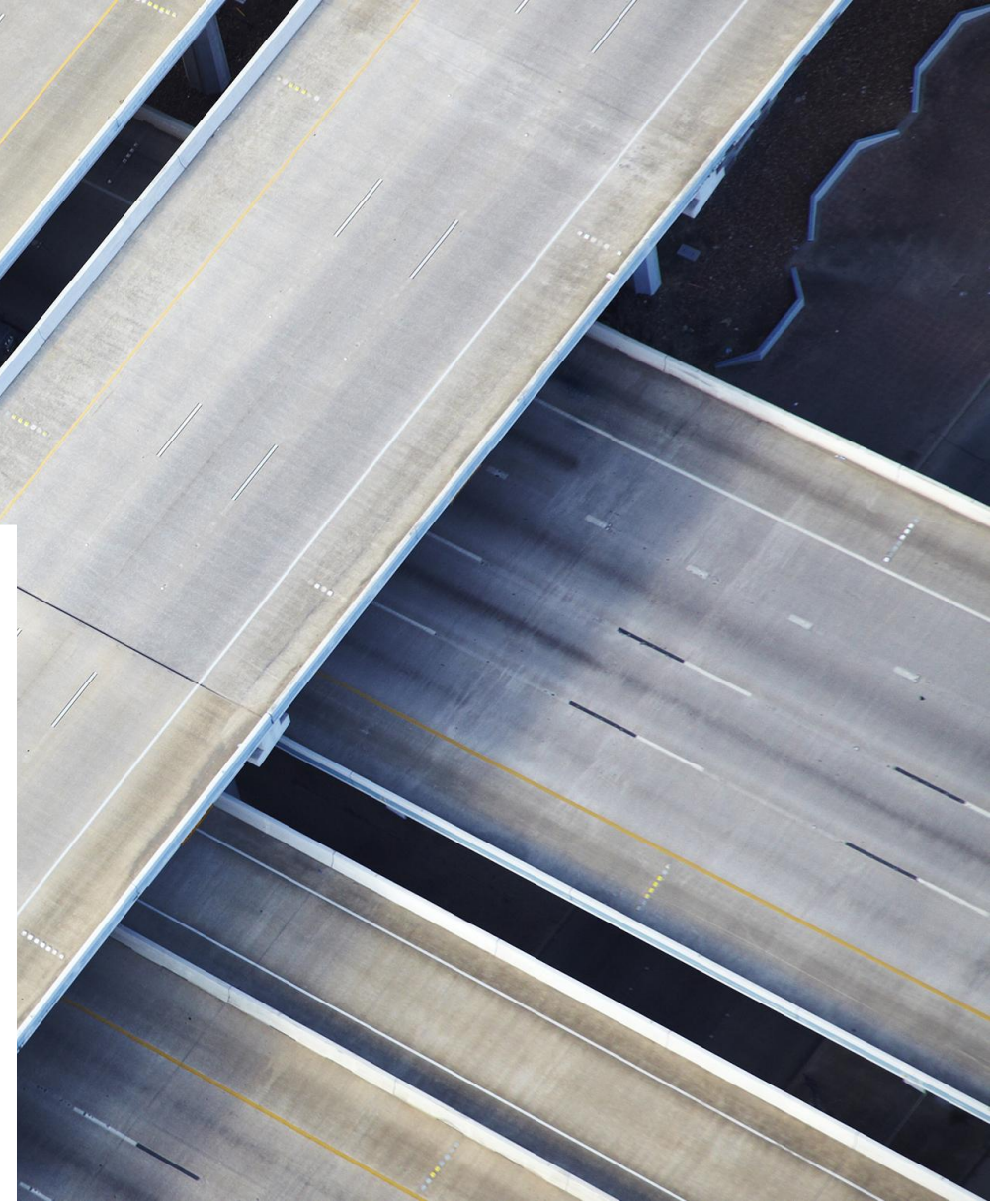


Item #7

REPORT: Functional Class 2025 Call for Changes



2025
Functional Classification
System – *Call for
Changes*

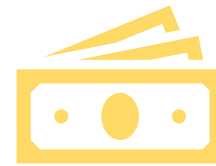


Functional Classification

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



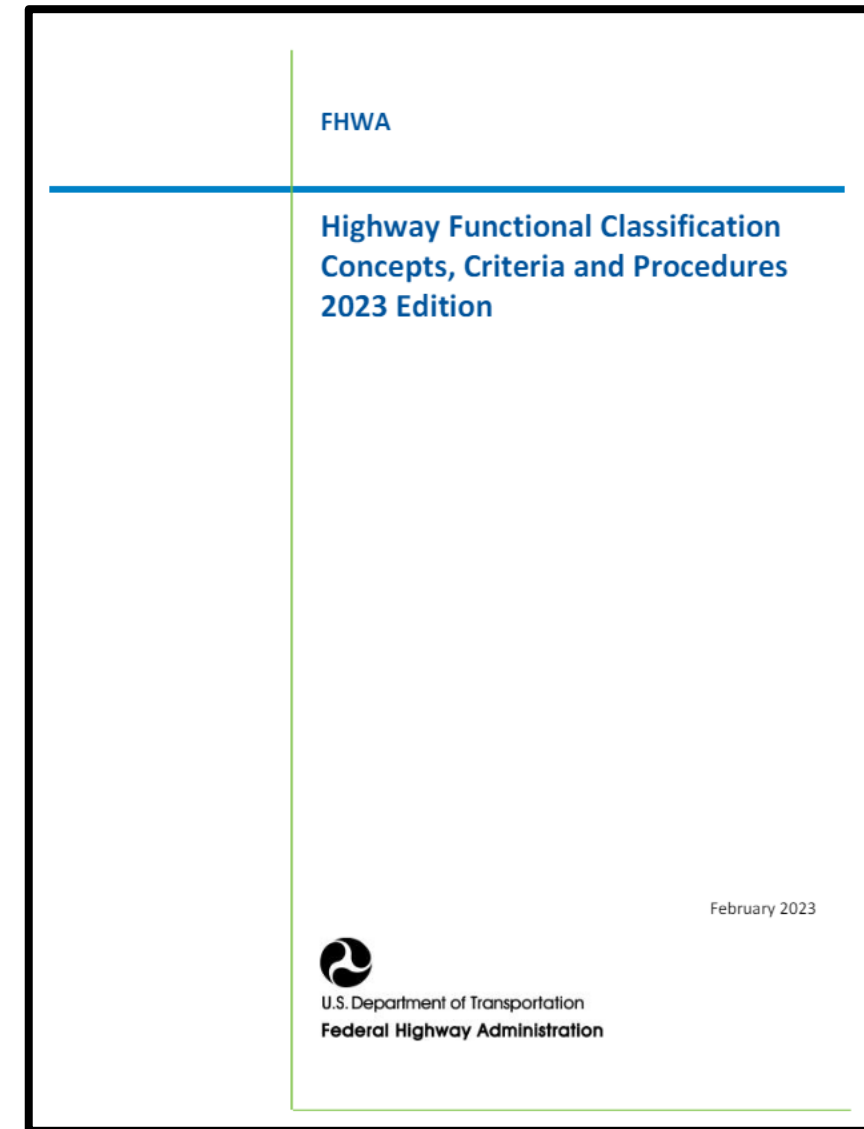
To ESTABLISH DESIGN CRITERIA for various roadway features



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

Adjournment

Next meeting: September 24, 2025
