



**OPEN MEETING NOTICE**  
**TOTAL TRANSPORTATION POLICY COMMITTEE**

Mayor Eric Mikkelson, Kansas Co-Chair  
Mayor Leonard Jones, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, March 18, 2025, at 9:30 a.m.** We encourage in-person attendance but virtual participation by Zoom will also be available. This meeting will be held in the Board Room in the MARC offices at 600 Broadway, Suite 200 in Kansas City, Missouri, 64105 and online via Zoom.

**A G E N D A**

1. Welcome & Introductions
2. VOTE: February 18, 2025 Meeting Summary\*
3. VOTE: 2025 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program\*
4. VOTE: 2025 Unified Planning Work Program – Amendment #2\*
5. VOTE: Fall 2024 Functional Classification System Updates\*
6. VOTE: 2024 Federally Required Performance Measures\*
7. REPORT: MoDOT Director's Report
8. REPORT: CKC2050 Plan Update & Overview and Next Steps
9. REPORT: Federal Transportation Funding Update
10. REPORT: Community Data Tools
11. Other Business
12. Adjourn

*\*Action Items*

***The meeting will be open to the public in person or via teleconference.*** Members of the public who wish to participate in the teleconference please email [transportation@marc.org](mailto:transportation@marc.org) by Noon on Monday, March 17, 2025, for instructions.

**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](#).

**Total Transportation Policy Committee**  
**February 18, 2025**  
**Meeting Summary**

**Members and Alternates Present**

Kansas Co-Chair Commissioner Janeé Hanzlick,  
Johnson County, KS  
Missouri Co-Chair Mayor Leonard Jones, Jackson  
County, MO  
Tom Degenhardt, Clay County, MO  
AJ Farris, KCATA  
Councilmember Lindsay French, Kansas City, MO  
(Northland)  
Jeffrey Hardy, MoDOT  
A.J. Herrmann, Kansas City, MO  
Dick Jarrold, KCATA  
Joe Johnson, Johnson County, KS Municipalities  
Jenny Johnston, Northland Regional Chamber of  
Commerce  
Councilmember Jerry Kaylor, Jackson County, MO  
Municipalities  
Michael Kelley, BikeWalkKC  
Mayor Norman Larkey, Cass County, MO  
Municipalities  
Mayor Mike Larson, Jackson County, MO  
Municipalities  
Jill Lawlor, Kansas City, MO  
Lane Massey, Johnson County, KS Municipalities  
Joe McAfee, Leavenworth County, KS  
Janet McRae, Miami County, KS  
Jack Messer, Overland Park, KS  
Mayor Eric Mikkelsen, Johnson County, KS  
Municipalities  
Mike Moriarty, KDOT  
Matt Nolker, Ray County, MO  
Bill Noll, Leavenworth County, KS  
Commissioner Jerry Nolte, Clay County, MO  
Tawn Nugent, WTS  
Luz Ortiz, HETF Wyandotte County  
Michael Park, Lee's Summit, MO  
Josh Powers, Johnson County, KS  
Andy Savastino, Kansas City, MO (Northland)  
Randi Shannon, Miami County, KS Municipalities  
Michele Silsbee, Miami County, KS Municipalities  
Mayor John Smedley, Platte County, MO  
Municipalities  
Chuck Soules, Clay County, MO Municipalities  
Mike Spickelmier, Leavenworth County, KS  
Municipalities  
Councilmember Dean Vakas, Olathe, KS  
Mario Vasquez, Kansas City, MO  
Geoffrey Vohs, Johnson County, KS  
Mayor Dana Webb, Jackson County, MO  
Municipalities  
Doug Wesselschmidt, Jackson County, MO  
Tonya Willim, Ray County, MO Municipalities  
Sabin Yanez, Northland Regional Chamber of  
Commerce

**MARC Staff Present**

Ron Achelpohl, Director of Transportation and  
Environment  
Megan Broll, Senior Program Assistant  
Dianna Bryant, Solid Waste Management Program  
Manager  
Karen Clawson, Air and Climate Programs Manager  
Beth Dawson, Principal Planner  
Raymart Dinglas, Public Affairs Coordinator II  
Bobby Evans, Principal Planner  
Ellie Hall, Transportation Intern  
Marc Hansen, Principal Planner  
Alicia Hunter, Transportation Planner III  
Tom Jacobs, Chief Resilience Officer &  
Environmental Programs Director  
Rachel Krause, WAY TO GO Program Outreach  
Coordinator  
Marlene Nagel, Director of the Office of Resource  
Development  
Martin Rivarola, Assistant Director of Transportation  
and Land Use Planning  
Cy Splichal, Transportation Planner  
Patrick Trouba, Transportation Planner II  
Ryan Umberger, Planner II  
Ray Webb, Traffic Operations Director  
Lukas Yanni, Transportation Planner III

**Others Present**

Iain Blair, HDR  
John Findlay, Liberty, MO  
Randy Gorton, BHC  
Art Gough  
Mark Green, Independence, MO  
Zeke Hall, MoDOT  
Mark Hoppe, Affinis Corporation  
Carrera Kauszler, CFS Engineers  
Todd LaTorella, Kansas City, MO  
Kimberly Marotta, KDOT  
Tim McEldowney, Gardner, KS  
Jeff McKerrow, Kimley-Horn  
Stan Meyers, I-Solutions  
Mac Milburn, Garver  
Jon Moore, Wilson & Co  
Ravi Neupane, MoDOT  
Andrew Ngui, Kansas City, MO  
Allison Smith, KDOT  
Eric Stitt, Trinity Logistics  
Chad Thompson, Lamp Rynearson  
Cate Tucker, MoDOT  
Juan Yin, MoDOT

**1) *Welcome/Introductions***

Kansas Co-Chair Commissioner Janeé Hanzlick called the meeting to order. The meeting was virtual-only, and attendees recorded their names in the meeting chat. A quorum for the committee was present.

**2) *Approval of January 21, 2025, Meeting Summary***

Co-Chair Hanzlick called for a motion to approve the January 21, 2025 Total Transportation Policy Committee (TTPC) meeting summary.

**Committee Action:**

Janet McRae made a motion to approve the meeting summary. Michael Kelley seconded the motion, and the motion passed.

**3) *REPORT: Federal Transportation Funding Update***

Director of Transportation & Environment Ron Achelpohl discussed recent activity in executive orders and their impact on federal transportation funding. All existing formula funding grants through the Federal Transit Administration (FTA) and state Departments of Transportation (KDOT and MoDOT) are expected to be reimbursed and processed as usual. New grants that have been announced or awarded but not under contract are being reviewed, and some have been paused or cancelled. The National Electric Vehicle Infrastructure (NEVI) program that helps state DOTs install electric vehicle charging stations has been suspended, and the charter facilities and infrastructure program may be impacted. Generally, grants that have been awarded are proceeding, but new projects or projects awarded by discretionary grants or congressionally directed funding are under increased scrutiny. Mr. Achelpohl noted two project descriptions on the Kansas side were edited at KDOT's request to remove references to electric vehicles and the MARC Planning Sustainable Places (PSP) Program.

Chair Hanzlick shared that she had recently attended the National Association of Regional Councils conference, which shared the advice to carefully review contracts and court cases versus relying on media for updates on funding; information provided at the conference was shared with committee members via email after the meeting. Committee members expressed concern about potential delays to projects, and noted that area Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) offices had been affected by federal lay-offs. Committee members also questioned if increased attention on birth rates may affect funding levels.

**4) *REPORT: Hazard Mitigation Plan Update***

Marlene Nagel, MARC's Director of the Office of Resource Development, reported on the Hazard Mitigation Plan (HMP) that is required to be updated every five years for jurisdictions to remain eligible for pre-disaster grants. Kansas counties were assisted by a consultant and completed their plans in 2024, and MARC assisted Missouri jurisdictions (including 5 counties, 32 cities, 4 special districts, and 18 school districts). Ms. Nagel reviewed the process for updating the plan, methods of gathering public input, and analysis. The HMP identifies mitigation goals and actions that can reduce risks to transportation infrastructure and those who use the systems across the region. The draft plan is available for review and public input at: <https://www.marc.org/safety-security/emergency-services-plans/hazard-mitigation-plan>; the plan will be submitted to FEMA once finalized later this spring, and jurisdictions will need to adopt the plan. Recommendations in the HMP will impact future transportation plans, particularly in strengthening resilience in the transportation system.

**5) *REPORT: Operation Green Light Program and USDOT SMART Grant Update***

Traffic Operations Director Ray Webb reviewed the Operation Green Light (OGL) program, which helps coordinate traffic signals across the region through local and federal funding. Mr. Webb reviewed program funding and maintenance that has been done to equipment across the system. OGL also dispatches technicians to address signal malfunctions, customizes signal timing to adapt to special events or construction, and collects vehicle, pedestrian, and bicycle data. USDOT funding supported a special crowdsourcing project, which helps provide new data for performance measures on arterial roads. The final report will be shared by USDOT.

**6) *REPORT: Smart Moves Transit Plan Update***

Assistant Director of Transportation and Land Use Planning Martin Rivarola reviewed the regional public transit plan, which was last updated in 2017. Mr. Rivarola shared the five key strategies in the plan and successes and challenges to the system since adoption of the current plan. Due to rising needs and declining services, there is strong interest in updating the plan and producing an implementation strategy that supports local priorities and is regionally connected. Objectives of the update include coordinating regional partners, enhancing existing services and identifying priority routes/services at the local or county level, identifying capital and operating costs, exploring statutory requirements and potential government funding/support, and building consensus around implementation. Mr. Rivarola shared the project timeline for Phases 1 and 2, and the expected outcomes of the plan update. Additional information about the plan is available at:

<http://www.kcsmartmoves.org/>.

Committee members from Clay and Ray County expressed frustration at not having representation on the KCATA board. Community member BikeWalkKC asked how bikeshare could be included in the update, and how paratransit and accessibility issues were being considered. Local priorities including accessibility updates and their associated costs will be evaluated by jurisdiction or county.

**7) *REPORT: MARC Committee Structure and Process Review***

As part of the debriefing discussion on programming suballocated federal funds, Martin Rivarola reviewed the funding process and structure for transportation committees. Some committee members have expressed interest in reevaluating the committee structure and reducing the number of committees. Mr. Rivarola shared feedback from programming and policy committees, noting that opinions were mixed on whether the current structure was too complicated or onerous. MARC will also review representation and voting structure of committees. TTPC members from Kansas City, MO expressed interest in a weighted voting structure and reducing the number of committees to aid in scheduling.

Conversations with stakeholders and committees will continue over the next few months, and any expected changes to the current committee structure or programming process are expected to be implemented by summer so that changes are in place ahead of the next programming round.

**8) *Other Business***

Co-Chair Hanzlick introduced Mayor Eric Mikkelson, who will serve as the TTPC Kansas Co-Chair effective at the March meeting; Commissioner Hanzlick will remain on the committee as a member representing Johnson County.

The Bi-State Sustainable Reinvestment Corridor project will be hosting a public meeting on Tuesday, February 25<sup>th</sup>. Connected Freight KC has scheduled a scenario workshop for the Kansas City region on Wednesday, February 26<sup>th</sup>. The next TTPC meeting will be March 18, 2025.

9) ***Adjournment***

Co-Chair Hanzlick adjourned the meeting.

# SURFACE TRANSPORTATION REAUTHORIZATION PRIORITIES

National Association of  
Regional Councils

Issued February 2025

## Surface Transportation Priorities:

The National Association of Regional Councils supports passage of a long-term surface transportation reauthorization bill that addresses the solvency of the Highway Trust Fund, bolsters regional planning, and increases funding for local transportation priorities.



Regional Councils include Councils of Government (COGs), Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Organizations (RTPOs), Rural Planning Organizations (RPOs), and Regional Planning Commissions (RPCs).

Regional councils are public organizations comprised of locally elected officials who work across jurisdictions to develop and implement solutions that address the needs of communities within a region. NARC's members collaborate with urban and rural areas, large and small, to promote a comprehensive approach to planning for the future.

**NARC specifically urges Congress to incorporate the following principles in the next surface transportation bill:**

- 1 INCREASE AND ENHANCE METROPOLITAN PLANNING (PL) FUNDING**
- 2 PROMOTE NON-METROPOLITAN TRANSPORTATION PLANNING**
- 3 SUPPORT LOCAL DECISION-MAKING THROUGH FORMULA PROGRAMS**
- 4 PRESERVE DISCRETIONARY GRANT FUNDING**

# SURFACE TRANSPORTATION REAUTHORIZATION PRIORITIES



## 1 Increase and Enhance Metropolitan Planning (PL) Funding

Congress should increase PL funding and ensure MPOs of all sizes are able to conduct critical planning activities. This includes **reducing or eliminating local match requirements** to ensure all communities can utilize planning resources. With increased PL funding, MPOs will be better able to support local communities and increase the efficacy of federal dollars through long-range planning and project development.

## 2 Promote Non-Metropolitan Transportation Planning

Congress should create a **dedicated funding source for Regional Transportation Planning Organizations (RTPOs)** to ensure rural transportation priorities are represented through regional and statewide planning. Funding for RTPOs will support transportation planning activities while enhancing the participation of rural local elected officials in regional and statewide decision-making processes.

## 3 Support Local Decision-Making Through Formula Programs

Congress should continue and enhance the impact of the **Surface Transportation Block Grant (STBG)** program by **increasing the amount of funding that is suballocated to local areas**. STBG emphasizes the importance of the local-state-federal intergovernmental partnership by suballocating formula funding to support local decision-making and locally owned infrastructure.

## 4 Preserve Discretionary Grant Funding

To complement the certainty and impact of formula grant programs, Congress should **continue to provide discretionary funding** opportunities that prioritize the needs of regions and local communities. Congress should also maximize the value of these programs by focusing on efficiencies and **simplifying grant requirements** that will expedite project delivery.

## TTPC AGENDA REPORT

March 2025  
Item No. 3

### ISSUE:

VOTE: 2025 2<sup>nd</sup> Quarter Amendment to the 2024-2028 Transportation Improvement Program\*

### BACKGROUND:

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five-year period. MARC amends the TIP on both a quarterly cycle and as needed to accommodate changes to projects in the TIP.

The proposed 2025 2<sup>nd</sup> Quarter Amendment to the 2024-2028 Transportation Improvement Programs includes 26 projects:

- 14 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

Details of these projects are available for review on the Internet at:

<https://www.marc.org/document/2025-tip-2nd-quarter-amendment>.

The Downtown Gladstone North Oak Complete Streets project (TIP #518017) has requested a second schedule modification to avoid conflict with potential World Cup plans. In accordance with the MARC Reasonable Progress Policy, the modification requires approval from TTPC and the MARC Board of Directors. It is included in the amendment to facilitate these approvals.

MARC staff will also report on the 2025 program obligation targets set by the Missouri Department of Transportation, current program status, and the outcome of the work done to meet the 2024 targets.

### POLICY CONSIDERATIONS:

MARC's Public Involvement Plan requires that amendments to the TIP be released for public review and comment prior to adoption.

### BUDGET CONSIDERATIONS:

None.



**COMMITTEE ACTION:**

The Missouri STP Priorities Committee approved the schedule modification to the Downtown Gladstone North Oak Complete Streets project at their meeting March 11, 2025, meeting.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

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

**STAFF CONTACT**

Marc Hansen

## TTPC AGENDA REPORT

March 2025  
Item No. 4

### ISSUE:

VOTE: 2025 Unified Planning Work Program - Amendment #2\*

### BACKGROUND:

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2025 UPWP Amendment #1 will make the following modifications:

- Adjust the 2025 funding for 3 projects to reflect current needs and allow for study completion.
  - 5.10 Regional Freight Plan - Reduce 2025 funding by \$50,435.37 to a total of \$224,564.63 to match the actual amount needed for study completion
  - 3.1 Modeling/Forecast Activities - Reduce 2025 funding for contractual activities by \$13,775.54. This reduction will not reduce the scope of work proposed in the UPWP.
  - 5.9 Natural Hazard Transportation Risk Assessment - Increase funding by \$64,210.91 to a total of \$109,210.91 to match the amount needed for study completion.
- Revise Appendix D as necessary to account for these revisions.

The revisions are attached for review.

### POLICY CONSIDERATIONS:

These revisions shift funding between previously approved activities to more accurately address the current needs. These revisions do not change the overall amount of MARC consolidated planning grant funds.

### BUDGET CONSIDERATIONS:

None.

### COMMITTEE ACTION:

None.

### RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

### RECOMMENDATION:

Approve the release of amendment #2 to the 2025 Unified Planning Work Program for public review and comment.

### STAFF CONTACT

Marc Hansen

**2025 Unified Planning Work Program  
Amendment #2 – Budget Adjustments**

**3.1 Modeling/Forecasting Activities – Lead Agency: MARC**

Objectives

- Development and refinement of model methodology and ensure MARC’s state of the art modeling analysis tool to support regional goals and objectives adopted by the MARC Board of Directors.
- Implement advance modeling development in response to priority policy analysis and comprehensive regional planning questions.
- Provide regional travel forecast and modeling analysis to partners.

\*Reduce funding by \$13,775.54 and shift funds to task 5.9

<u>Funding</u>	<u>Existing</u>	<u>Amended</u>	
Federal	\$1,703,129	<b>\$1,689,541</b>	FHWA/FTA CPG
Non-Federal	<u>\$ 23,671</u>	<b><u>\$ 23,483</u></b>	
Task Total	\$1,726,800	<b>\$1,713,024</b>	

**5.9 Natural Hazard Transportation Risk Assessment – Lead Agency: MARC**

Objectives

This work will launch a phased, multi-year study to conduct detailed analysis about:

- The risks to the region’s transportation system due to extreme weather and other natural hazards.
- Opportunities to mitigate community risks caused by the region’s transportation system.

\*Increase funding by \$64,210.91 using funds shifted from tasks 3.1 and 5.10

<u>Funding</u>	<u>Existing</u>	<u>Amended</u>	
Federal	\$44,383	<b>\$107,714</b>	FHWA/FTA CPG
Non-Federal	<u>\$ 617</u>	<b><u>\$ 1,497</u></b>	
Task Total	\$45,000	<b>\$109,211</b>	

**5.10 Regional Freight Plan – Lead Agency: MARC**

Objectives

Conduct a freight planning study that provides the current state and relative future of freight movement for the Lawrence-Douglas County MPO, Pioneer Trails (RPC) and MARC’s planning regions. The study will also develop a proactive planning process for port authorities, regional planning commissions (RPCs) and metropolitan planning organizations (MPOs) to identify, select and prioritize local, regional, state, and national multimodal freight projects.

\*Reduce funding by \$50,435.37 and shift funds to task 5.9

<u>Funding</u>	<u>Existing</u>	<u>Amended</u>	
Federal	\$271,230	<b>\$221,487</b>	FHWA/FTA CPG
Non-Federal	<u>\$ 3,770</u>	<b><u>\$ 3,078</u></b>	
Task Total	<b>\$275,000</b>	<b>\$224,565</b>	

**APPENDIX D - SCHEDULE 1  
DETAIL OF PLANNING PROGRAM BY STATE (FHWA PL AND FTA SEC 5305(d))**

Work Element	STATE and LOCAL				Federal				Total	
	MARC	KDOT	MoDOT	Other	CPG Funds		Other			
					KDOT	MoDOT	Amount	Agency		
1.1	Transportation Administration	\$8,564				\$210,386	\$405,800		\$624,750	
1.2	Public Participation	\$3,564				\$87,555	\$168,881		\$260,000	
2.1	Land Use, Demographic & Comprehensive Planning	\$7,888				\$193,766	\$373,746		\$575,400	
2.2	Metropolitan Transportation Plan	\$4,032				\$99,056	\$191,062		\$294,150	
3.1	Transportation Modeling/Forecasting	\$23,483				\$576,863	\$1,112,678		\$1,713,024	
3.2	Transportation Research & Database Management	\$8,517				\$209,223	\$403,560		\$621,300	
3.3	Air Quality Planning	\$1,543				\$37,901	\$73,106		\$112,550	
3.4	Safe and Accessible Transportation Options	\$6,964				\$171,069	\$329,967		\$508,000	
3.5	Complete Streets Activities <sup>1</sup>					\$274,935	\$509,565		\$784,500	
3.6	Transportation Technology	\$612				\$15,043	\$29,015		\$44,670	
3.7	Transportation Safety Planning	\$1,530				\$37,588	\$72,502		\$111,620	
3.8	Congestion Management System	\$909				\$22,326	\$43,065		\$66,300	
3.9	Performance Measurement & Target Setting	\$1,222				\$30,022	\$57,906		\$89,150	
4.1	Transportation Improvement Program	\$2,920				\$71,727	\$138,353		\$213,000	
5.1	RideKC Short-Range and Ongoing Transportation Planning				\$80,000		\$0	\$400,000	FTA 5307	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning				\$130,000		\$0	\$650,000	FTA 5307, 5309	\$780,000
5.3	Goods Movement/Freight Planning	\$1,266				\$31,108	\$60,001		\$92,375	
5.4	Corridor Studies	\$173				\$4,242	\$8,185		\$12,600	
5.5	Aviation Planning	\$38				\$925	\$1,787		\$2,750	
5.6	MoDOT Traffic Studies			\$350,000					\$350,000	
5.7	RideKC Bi-State Green Corridor Planning Investments <sup>2</sup>							\$514,045	FTA Route Planning Restoration	\$514,045
5.8	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts <sup>2</sup>				\$55,555			\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.9	Natural Hazard Transportation Risk Assessment <sup>2</sup>				\$1,497	\$36,777	\$70,937		\$109,211	
5.10	Regional Freight Plan <sup>2</sup>				\$3,078	\$75,623	\$145,864		\$224,565	
5.11	Bi-State Sustainable Reinvestment Corridor <sup>2</sup>				\$500,000			\$2,000,000	RAISE	\$2,500,000
5.12	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood <sup>2</sup>				\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
5.13	US-71 Reconnecting Neighborhoods <sup>2</sup>				\$2,500,000			\$5,000,000	FHWA-RAISE	\$7,500,000
5.14	Long Range Transportation Planning: Johnson County Transit Strategic Plan <sup>2</sup>				\$76,000			\$304,000	FTA-5307	\$380,000
5.15	Destination Safe Comprehensive Safety Action Plan <sup>2</sup>	\$40,750	\$29,250		\$30,000			\$400,000	FHWA-SS4A	\$500,000
5.16	KC Streetcar Extension Study				\$1,000,000					\$1,000,000
F.1	Operation Green Light				\$850,000			\$850,000	FHWA STBG	\$1,700,000
F.2	Air Quality Public Education				\$138,750			\$555,000	FHWA CMAQ	\$693,750
F.3	WAY TO GO							\$300,000	FHWA CMAQ	\$300,000
F.4	Active Transportation Programs				\$18,000			\$72,000	FHWA CMAQ	\$90,000
F.5	Planning Sustainable Places Program				\$405,000			\$1,620,000	FHWA STBG	\$2,025,000
F.6	Nation Road and 162nd Street Intersection (east) Safety and Operational Analysis				\$3,000			\$12,000	FHWA TEAP	\$15,000
F.7	Bynum Road Crosswalk Study				\$2,900			\$11,600	FHWA TEAP	\$14,500
F.8	Crooked Road Corridor Study				\$3,000			\$12,000	FHWA TEAP	\$15,000
		\$113,975	\$29,250	\$350,000	\$6,061,435	\$2,186,135	\$4,195,980	\$14,259,265		\$27,196,040

(1) Federal funds in this task are 100% federal and are not factored into match requirement calculations.

(2) Study was initiated in a prior year and extends into 2025.

## TTPC AGENDA REPORT

March 2025  
Item No. 5

### ISSUE:

VOTE: Fall 2024 Functional Classification System Updates

### BACKGROUND:

Functional classification is the process by which streets and highways are organized according to how they move vehicles across our transportation network. This designation is based on factors such as roadway volume and speed limit, among other criteria established by the Federal Highway Administration. Functional classification is used in transportation planning, roadway design, and is one factor in determining if a roadway project is eligible to receive federal funds.

As the Metropolitan Planning Organization for the Kansas City Region, MARC is responsible for developing and maintaining the Functional Classification system of roadways within its planning boundaries through coordination with local cities, counties, and departments of transportation. MARC follows an established schedule of two updates per year (spring and fall). To ensure requests meet FHWA guidelines, coordination with neighboring jurisdictions and DOTs is required.

For the Fall 2024 call, MARC processed 23 requests for functional classification changes from five jurisdictions (four in Missouri and one in Kansas). All requests were reviewed by MARC staff and the applicable DOT's, additional coordination with requesting jurisdictions occurred as needed, the requests were organized into the following four (4) recommendation categories.

- **Approve:** 14 requests (61%)
- **Approve with Modification:** 7 requests (30%)
- **Table:** 1 request (4%)
  - These requests are eligible to be resubmitted during a future call.
- **Withdraw:** 1 request (4%)

MARC coordinated with the requesting jurisdictions to develop a final list of request change recommendations. Attached after this report is the complete list of request changes and recommendations, as a result of all coordination efforts.

### POLICY CONSIDERATIONS:

In some cases, functional classification determines the eligibility of roadways to receive federal funds, most notably the STP funds that MARC's programming committees award every two years.

### BUDGET CONSIDERATIONS:

None.

### COMMITTEE ACTION:

These changes were reviewed and approved by a quorum of the Highway Committee on January 22, 2025.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

Approve Fall 2024 Functional Classification System changes as presented.

**STAFF CONTACT:**

Alicia Hunter

## Fall 2024 Call for Changes to the Functional Classification System

City	State	Roadway Name	From	To	Current Classification	Proposed Classification	Recommendation
Belton	MO	Markey Parkway	Markey Rd	N. Scott Avenue	NA – Planned Roadway	Major Collector	Withdraw request (administrative correction)
Belton	MO	Markey Road	N. Scott Avenue	Bales Ave	NA – Planned Roadway	Major Collector	Approve as requested
Belton	MO	Markey Road/Parkway	Bales Ave	Route 58	NA – Planned Roadway	Major Collector	Approve as requested
Belton	MO	Peculiar Dr	E Cambridge Rd	N Cass Parkway	NA	Major Collector	Approve as requested
Belton	MO	S Outer Rd	E 155th St	E 163rd St	NA	Major Collector	Approve as requested
Belton	MO	E Cambridge - W Lucy Webb Rd	Peculiar Dr	E Outer Rd	NA – Planned Roadway	Major Collector	Table
Belton	MO	N Cass Parkway	Peculiar Dr	S. Mullen Rd	NA – Planned Roadway	Major Collector	Approve with Modification
Belton	MO	N Cass Parkway	Peculiar Dr	I-49	NA	Major Collector	Approve as requested
Belton	MO	Markey Parkway	Route 58	Hwy Y	NA	Major Collector	Approve with Modification (administrative correction)
Harrisonville	MO	Anaconda Road	Clearwater Dr	Precision Dr	Local	Major Collector	Approve as requested
Harrisonville	MO	Clearwater Dr	MO Route 2	Anaconda Rd	Local	Major Collector	Approve as requested
Harrisonville	MO	Preceison Dr	Anaconda Rd	E. 267th St	NA	Major Collector	Approve as requested
Harrisonville	MO	E. 267th Street	Precision Dr	S. Brickplant Rd	Local	Major Collector	Approve as requested
Harrisonville	MO	S. Brickplant Raod	E. 267th St	Anaconda Rd	NA	Local	Approve as requested
Harrisonville	MO	S. Commercial Extension	S Brookhart Dr	S. Brickplant Rd	NA – Planned Roadway	Major Collector	Approve as requested
Harrisonville	MO	Anaconda Road (Brickplant Rd)	S. Brickplant Rd	Missouri Pacific RR	Local	Remove Road	Approve as requested
Harrisonville	MO	S Commercial St	S Brookhart Dr	I-49 Ramp	Local	Major Collector	Approve as requested
Kearney	MO	NE 164th St	County Rd C	Bauman Rd	Local	Minor Collector	Approve with Modification
Kearney	MO	Bauman Rd	NE 164th St	NE 162nd St	Local	Minor Collector	Approve with Modification
Kearney	MO	NE 162nd St	Bauman Rd	MO-33/N Jefferson St	Local	Minor Collector	Approve with Modification
Lansing	KS	McIntyre Road	147th St	US-73 HWY/Main St	Local	Major Collector	Approve as requested (administrative correction)
Platte City	MO	NW Interurban Road	NW 128th St	HWY Z	Local	Major Collector	Approve with Modification and Pending Notification
Platte City	MO	NW River Road	I-435	Main St	Local	Major Collector	Approve with Modification

## TTPC AGENDA REPORT

March 2025  
Item No. 6

### ISSUE:

VOTE: 2024 Federally Required Performance Measures

### BACKGROUND:

Performance-based Planning and Programming (PBPP) is a method to use transportation performance management principles in planning and programming processes to ensure that the funding decisions being made will help the region make progress towards the established targets for each measure. PBPP is a federal requirement and as such, MARC is required to establish targets for and monitor progress related to Safety (PM1), Pavement and Bridge Condition (PM2), Performance of the National Highway System (NHS), Freight, and Congestion Mitigation Air Quality (PM3), Transit Safety and Transit Asset Management.

In support of a performance-based planning process, Connected KC 2050 includes a set of regional performance measures related to the vision and goals defined in the plan's Policy Framework. Since 2010, MARC has produced regular Performance Measures Reports to monitor trends and help MARC and regional transportation stakeholders to better understand and evaluate progress towards achieving the plan goals. The *2025 Transportation Performance Measures Report* looks at a subset of the performance measures identified in Connected KC 2050 and can be found here:

<https://storymaps.arcgis.com/stories/a55da87134a94e89b44ff6e940dabb92>. New targets for the PM1, PM2 and PM3 regional measures were reported on at the January 2025 TTPC meeting and are proposed for final review and adoption by TTPC at this time.

### POLICY CONSIDERATIONS:

The annual Performance Measures Report provides an update on the region's progress towards achieving the goals and objectives in Connected KC 2050. The information is provided to be considered by TTPC and other MARC committees in the context of regional transportation policies and priorities.

### BUDGET CONSIDERATIONS:

None.

### COMMITTEE ACTION:

Approve the targets for Safety, Infrastructure Condition, System Performance, Transit Safety and Transit Asset Management.

### RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

### RECOMMENDATION:

Approve the targets for Safety, Infrastructure Condition, System Performance, Transit Safety and Transit Asset Management as presented

### STAFF CONTACT:

Robert Evans



## TTPC AGENDA REPORT

March 2025  
Item No. 7

### **ISSUE:**

REPORT: MoDOT Director's Report

### **BACKGROUND:**

Ed Hassinger, P.E., was named Director of the Missouri Department of Transportation on November 13, 2024. He previously served as Chief Engineer since 2013 with added responsibility of Deputy Director since 2018. As Deputy Director and Chief Engineer, Hassinger oversaw MoDOT's transportation planning, design, construction, maintenance, and operations activities statewide.

Hassinger, a native of Columbia and a 1983 graduate of the University of Missouri with a Bachelor of Science degree in Civil Engineering, began his MoDOT career in 1984 as a design engineer in the Bridge Division. He's also worked as a traffic engineer, bridge maintenance engineer, and assistant district engineer in the St. Louis District. He served as the District Engineer in the Northeast District in Hannibal and the St. Louis District.

He has committed his career to innovative solutions for Missouri's transportation system. Hassinger is focused on customer service and delivering projects on-time and under budget to improve transportation throughout the state.

Mr. Hassinger will provide an overview of his priorities for the department at the meeting.

### **POLICY CONSIDERATIONS:**

MoDOT is an essential partner in MARC's role as Metropolitan Planning Organization.

### **BUDGET CONSIDERATIONS:**

None.

### **RELATED JURISDICTIONS:**

This item impacts all Missouri counties in the MARC region.

### **RECOMMENDATION:**

None. Information only.

### **STAFF CONTACT:**

Ron Achelpohl

## TTPC AGENDA REPORT

March 2025  
Item No. 8

### **ISSUE:**

REPORT: CKC2050 Plan Update & Overview and Next Steps

### **BACKGROUND:**

MARC is currently updating Connected KC 2050 (CKC2050), the region's long-range metropolitan transportation plan (MTP), originally adopted in June of 2020. The MTP is a key element of the metropolitan planning process and is required to be updated at least every five years under the Federal Infrastructure Investment and Jobs Act of 2022 (IIJA). The MTP includes goals, strategies and prioritized projects for a planning horizon of at least 20 years and serves as a framework to guide investment of federal transportation funds within the region. This policy framework is intended to reflect the planning factors that are required by federal planning rules and regulations as well as other priorities which may be unique to the region.

Work towards completion of this plan update is nearing completion. During the March TTPC meeting, Staff will provide a report on the following:

- Key completed steps, including findings and takeaways, to date
- Adjusted policy framework and project prioritization
- Reframing of policy framework in light of shifting federal policy landscape
- Next steps prior to plan update in June 2025, and
- Steps to be pursued post plan adoption.

The plan is currently scheduled for release for public review and comment in April of 2025. A final round of public outreach and engagement will occur in May. Final plan review and adoption is scheduled by June of 2025.

### **RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

### **COMMITTEE ACTION:**

All planning modal, policy committees, the TTPC and the Board of Directors have been engaged on this plan update since 2023.

### **RECOMMENDATION:**

None. This item is for information only.

### **BUDGET CONSIDERATIONS:**

None.

### **STAFF CONTACT:**

Martin Rivarola

## TTPC AGENDA REPORT

March 2025  
Item No. 9

**ISSUE:**

REPORT: Federal Transportation Funding Update

**BACKGROUND:**

As has been widely reported, several presidential executive orders were issued in the first weeks of the new administration with potential impacts to Federal funding to transportation programs and projects. In particular, the “UNLEASHING AMERICAN ENERGY” order issued on January 20, 2025, included language temporarily halting disbursement of remaining funds appropriated under the Infrastructure Investment and Jobs Act and the Inflation Reduction Act. Subsequent court orders have suspended many of these funding pauses, at least temporarily.

Congress is also in the process of finalizing the Federal budget for 2025. The current continuing resolution is scheduled to expire on March 14, 2025, and so if a budget bill or additional continuing resolution is not passed by then, a government shutdown is possible.

As of March 11, 2025, USDOT continues to process reimbursement payments for current transportation grants under contract and pending grant awards are being reviewed and approved on a case-by-case basis. MARC continues to monitor developments on this issue, including assessing risks to current and pending grants, and will report any updates at the meeting.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. This item is for information only.

**BUDGET CONSIDERATIONS:**

Impoundment, rescission or lapse of Federal transportation funds could impact a wide range of projects and programs under the purview of the metropolitan planning process.

**STAFF CONTACT:**

Ron Achelpohl

## TTPC AGENDA REPORT

March 2025  
Item No. 10

**ISSUE:**

REPORT: Community Data Tools

**BACKGROUND:**

The MARC Data and Digital Services team has created several tools to make regional data more accessible over time. The team continues to update the tools to respond to the evolving needs of our member communities. Staff will demonstrate the tools and highlight updates to them that are responsive to new priorities outlined by the administration.

Population Explorer: <https://data.marc.org/populationexplorer/>

Community Views: <https://data.marc.org/CommunityViews/>

Additional regional data tools and resources: <https://www.marc.org/data-maps/data-tools-and-interactive-maps>

**BUDGET CONSIDERATIONS:**

None.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Amanda Graor

Sara Hintze