



OPEN MEETING NOTICE
TOTAL TRANSPORTATION POLICY COMMITTEE
Commissioner Janeé Hanzlick, Kansas Co-Chair
Mayor Leonard Jones, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, February 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: January 21, 2025 Meeting Summary*
3. REPORT: Federal Transportation Funding Update
4. REPORT: 2025 Hazard Mitigation Plan Update
5. REPORT: Operation Green Light Program and USDOT SMART Grant Update
6. REPORT: SmartMoves Transit Plan Update
7. REPORT: MARC Committee Structure and Process Review
8. Other Business
9. 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 by Noon on Friday, February 14, 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
January 21, 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
Cecelie Cochran, FHWA - Missouri Division
Tom Degenhardt, Clay County, MO
Heidi Eilers, WTS
AJ Farris, KCATA
Councilmember Lindsay French, Kansas City, MO
(Northland)
Tom Gerend, Kansas City Streetcar Authority
Jeffrey Hardy, MoDOT
A.J. Herrmann, Kansas City, MO
Dick Jarrold, KCATA
Joe Johnson, Johnson County, KS Municipalities
Councilmember Jerry Kaylor, Jackson County, MO
Municipalities
Lee Kellenberger, Johnson County, KS
Michael Kelley, BikeWalkKC
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
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
Eric Rogers, BikeWalkKC
Andy Savastino, Kansas City, MO (Northland)
Will Sharp, FHWA - Kansas Division
Michael Shaw, Kansas City, MO
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
Mayor Dana Webb, Jackson County, MO
Municipalities
Doug Wesselschmidt, Jackson County, MO
Sabin Yanez, Northland Regional Chamber of
Commerce

MARC Staff Present

Ron Achelpohl, Director of Transportation and
Environment
Darren Adams, Traffic Signal Analyst II
Megan Broll, Administrative Program Assistant

MARC Staff Present (cont.)

Dianna Bryant, Solid Waste Management Program
Manager
Karen Clawson, Air and Climate Programs Manager
Raymart Dinglas, Public Affairs Coordinator II
Bobby Evans, Principal Planner
Marc Hansen, Principal Planner
Tom Jacobs, Chief Resilience Officer &
Environmental Programs Director
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

B. Carlisle
Jim Cherney, SE3
John Findlay, Liberty, MO
Edgar Galicia, Central Avenue Betterment
Association
Art Gough
Bob Heim, Platte County, MO
Katie Jardieu, MoDOT
Krystal Jolly, MoDOT
Travis Jones, Cass County, MO
Garrett Kauss, Garver
Ray Kumapley, SE3
Todd LaTorella, Kansas City, MO
Kimberly Marotta, KDOT
Patrick Martin, Grain Valley, MO
Stan Meyers, I-Solutions
Jon Moore, Wilson & Co
Davonna Moore-Edeh, CDM Smith
Ken Murphy, Grain Valley, MO
Andrew Ngui, Kansas City, MO
Carmen Pendelton, Parrish and Sons Construction
Renee Robee
Melissa Schmitz, MoDOT
Steve Schultz, Bartlett & West
Allison Smith, KDOT
Eric Stitt
Mary Tackett, Teamsters Local 41
Chad Thompson, Lamp Rynearson
Mayra Toothman, Smithville, MO
Cate Tucker, MoDOT
David Valdiviezo, WSP
Dan Weitkamp, FHWA - Missouri Division
Brett Wood, GBA
Juan Yin, MoDOT

1) *Welcome/Introductions*

Kansas Co-Chair Commissioner Janeé Hanzlick called the meeting to order. Introductions followed, and a quorum for the committee was present.

2) *Approval of December 17, 2024, Meeting Summary*

Co-Chair Hanzlick called for a motion to approve the December 17, 2024 Total Transportation Policy Committee (TTPC) meeting summary.

Committee Action:

Tawn Nugent made a motion to approve the meeting summary. Dick Jarrold seconded the motion, and the motion passed.

3) *VOTE: 2025 1st Quarter Amendment to the 2024-28 Transportation Improvement Program*

Principal Planner Marc Hansen reviewed public comments received in response to the 2025 first quarter amendment to the 2024-2028 Transportation Improvement Program (TIP). Two comments were related to transit, and the other comments covered a variety of topics; comments and their proposed responses were included in the meeting packet. Mr. Hansen reviewed next steps in the approval process for the TIP.

Committee Action:

Sabin Yanez made a motion to approve the 2025 1st Quarter Amendment to the 2024-28 Transportation Improvement Program. Jill Lawlor seconded the motion. The motion passed.

4) *VOTE: 2025 Unified Planning Work Program - Amendment #1*

Marc Hansen reported on the first amendment in 2025 for the Unified Planning Work Program (UPWP), which adds three new projects in Kearney, Lone Jack, and Parkville, funded through the MoDOT Traffic Engineering Assistance Program (TEAP). No comments were received when shared for public review.

Committee Action:

Jerry Nolte made a motion to approve the 2025 Unified Planning Work Program - Amendment #1. Jill Lawlor seconded the motion, and the motion passed.

5) *VOTE: Change to the Olathe and Spring Hill boundary of the FHWA Adjusted Urban Area within MARC MPO*

Principal Planner Bobby Evans shared details on the proposed change to the Spring Hill FHWA Adjusted Urban Area, adjusting boundaries between Olathe and Spring Hill. The proposed revisions follow Federal Highway Administration (FHWA) guidance, and were developed in coordination with the City of Spring Hill, City of Olathe, and KDOT. Mr. Evans clarified this boundary is for FHWA only and does not apply to Federal Transit Administration (FTA) boundaries. Committee members expressed interest in clarification on FTA's urban area boundaries and related funding.

During discussion, guests attending the meeting expressed concern about FTA funding and transit service for Independence, Missouri (which is part of the Kansas City urban area). KCATA members in attendance answered some questions, but as the discussion did not apply to the agenda topic, guests were provided with resources to follow up on their concerns with the appropriate authorities.

Committee Action:

Janet McRae made a motion to approve the Change to the Olathe and Spring Hill boundary of the FHWA Adjusted Urban Area within MARC MPO. Councilmember Dean Vakas seconded the motion, and the motion passed.

6) *REPORT: Transportation Planning Committee Work Plans*

Assistant Director of Transportation and Land Use Planning Martin Rivarola reviewed MARC's transportation planning committees, summarizing areas of focus and major activities/goals for the upcoming year. Details for each committee were shared in the meeting packet. TTPC members asked about World Cup planning participation, and Mr. Rivarola noted that KC2026 has already engaged and presented to several committees. A World Cup update is scheduled for the TTPC in March to discuss transportation services. Committee members also asked for details on the Congestion Management (CM) Report, clarifying that it is updated every three years, and does not directly impact federal funds.

7) *REPORT: 2025 Performance Measures Report*

MARC is federally required to use Performance-based Planning and Programing (PBPP), and Bobby Evans reviewed targets established to measure the performance of the region's transportation system. Mr. Evans reviewed the targets and performance for 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 addition to federal requirements, MARC utilizes voluntary measures that work towards regional goals identified in Connected KC 2050. Mr. Evans noted MARC committees are working to develop targets for Voluntary Performance Measures (VPM), and shared assessments for categories such as multimodal travel and facilities, transit access, air quality, Electric Vehicle (EV) registration rates and charging stations, and daily Vehicle Miles Traveled (VMT). VPM targets are expected to be established as part of the Connected KC 2050 update due later this year.

Committee members discussed transit asset management, which includes multiple measures such as fleet maintenance and vehicle lifespan, facility ratings, safety plans and incidents, and service outages. KCATA noted that they also use the transit asset measuring system to prioritize capital investments. Staff clarified that while MARC is required to report the federally required performance measures for the region, it is not at risk of losing funding if performance measures aren't met. However, state DOTs and transit providers are required to set and report their own performance measures, and could potentially face restrictions on funding from FHWA if certain targets aren't met. MARC anticipates receiving additional data from transit agencies to complete the Performance Measures report in advance of the March filing deadline.

8) *REPORT: Connected KC 2050 Public Outreach and Engagement Update*

Transportation Planner Cy Splichal briefed the committee on recently completed public engagement and outreach efforts for the Connected KC 2050 update. Community events, social media campaigns, a survey, and an online mapping tool where people could provide comments on projects all allowed opportunities for the public to share feedback on goals, strategies, and priorities. Feedback has been generally consistent with previous survey results, and shows the public prioritizes making public transit better, protecting the environment with green infrastructure, and making it easier for people to bike and walk. Mr. Splichal reviewed next steps, which include another round of public engagement in the spring and a final presentation to TTPC and the MARC Board in June of 2025.

9) *REPORT: Update to Total Transportation Policy Committee Membership*

Director of Transportation and Environment Ron Achelpohl notified the committee that MARC staff will begin reaching out to appointing authorities to confirm or update members to the TTPC this spring. Community member seats will be updated after the transportation plan update this summer. Questions about the appointment process or annual attendance record can be directed to MARC staff.

10) *REPORT: Annual Policy Review*

Ron Achelpohl shared the MARC Conflict of Interest and Whistleblower policies, as approved by the MARC Board of Directors. The policies have remained the same for the last several years, but potential legislation changes in Missouri could lead to updating the Conflict of Interest policy later this year. Committee members are not required to sign the policies.

11) *Other Business*

No other business was called. The next TTPC meeting will be February 18, 2025.

12) *Adjournment*

Co-Chair Hanzlick adjourned the meeting.

TTPC AGENDA REPORT

February 2025
Item No. 3

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 and more detailed departmental guidance have left many programs in a state of uncertainty.

As of February 11, 2025, USDOT continues to process reimbursement payments for current transportation grants under contract. However, pending grant awards are being reviewed 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 or rescission 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

February 2025
Item No. 4

ISSUE:

REPORT: 2025 Hazard Mitigation Plan Update

BACKGROUND:

Every five years, local jurisdictions (cities, counties, school districts, colleges, and other special districts) are required to prepare and update a hazard mitigation plan in order to be eligible to apply for certain FEMA grants. This plan will help our region better withstand natural disasters.

A Hazard Mitigation Plan (HMP) is a comprehensive document outlining potential natural disasters, their associated risks, and strategic actions to minimize their impact on communities and schools. It identifies key steps local governments and school districts can take to protect lives and property from natural hazards. While the HMP doesn't provide direct funding, it is essential for accessing various grant opportunities to implement protective measures and build community resilience.

The plan is prepared every 5 years with MARC assistance, and the plan must be approved locally and by FEMA by June 30, 2025. Marlene Nagel, MARC's Director of the Office of Resource Development, will provide an update on this plan at the meeting.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. This item is for information only.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Marlene Nagel
Ron Achelpohl

TTPC AGENDA REPORT

February 2025
Item No. 5

ISSUE:

REPORT: Operation Green Light Program and USDOT SMART Grant Update

BACKGROUND:

Operation Green Light (OGL) is an initiative that assists state and local governments that own and operate traffic signals on regional arterial roadways in working together to manage traffic signals to improve traffic flow, reduce excessive fuel consumption and reduce emissions. MARC staff currently assist in the management and operation of traffic signals for over 750 intersections in 27 jurisdictions throughout the region.

The agencies that support OGL have developed a Strategic Plan that guides OGL operations. MARC leads the region with funds to support the regional arterial system software and communications network owned and operated by MARC.

Details of the program including OGL's strategic plan, partner agencies, brochure and handout on arterial operations, traffic signal basics, a GIS map of the regions traffic signals and information on the OGL Steering committee can be found online at <https://www.marc.org/transportation/transportation-programs/operation-green-light>.

At the meeting, staff will provide an update on current efforts including ongoing signal timing and real-time operations, a recently completed USDOT SMART grant and other projects.

POLICY CONSIDERATIONS:

None.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

Cities of Belton, Blue Springs, Gladstone, Grandview, Independence, Kansas City, Lee's Summit, Liberty, North Kansas City, Raymore and Raytown in Missouri and the Cities of Bonner Springs, Fairway, Lansing, Leavenworth, Leawood, Lenexa, Merriam, Mission, Mission Woods, Olathe, Overland Park, Prairie Village, Roeland Park, Shawnee, Westwood and the Unified Government of Wyandotte County/Kansas City in Kansas and the Kansas and Missouri Departments of Transportation.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ray Webb

TTPC AGENDA REPORT

February 2025

Item No. 6

ISSUE:

REPORT: SmartMoves Transit Plan Update

BACKGROUND:

Enhanced transit services have long been desired in the Kansas City metropolitan area to meet multiple goals for quality development and access to opportunity for area residents and businesses. In 2017, MARC and partners updated the region's [Smart Moves](#) public transportation vision plan. This plan included an integrated set of strategies and project proposals to improve transit services throughout the region.

While this plan has provided a framework for most of the region's recent high profile transit investments, the pace of implementation has been slow due to a variety of factors, particularly the lack of locally supported implementation plans and funding. Now there is a sense of urgency about public transportation in the context of rising needs and declining services in many parts of the region.

MARC is starting work to update the Smart Moves plan with a particular focus on developing investible implementation strategies rooted in local priorities, served by a range of service types that are regionally connected. This update will be guided by input from local officials, civic leaders and transportation professionals. MARC staff will initiate community conversations early in 2025 with most work to be completed by June of 2025.

At the conclusion of this effort, we anticipate major SmartMoves service recommendations will be re-prioritized and costs will be updated. Potential local funding mechanisms will be described and recommendations for implementation actions will be developed. A future phase of this work (3Q AND 4Q 2025) will expand on this effort to include a benefit cost analysis, informational materials, etc. At the TTPC meeting, MARC staff will provide an overview of this upcoming scope of work and timeline.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region covered by the SmartMoves plan.

COMMITTEE ACTION:

Transit Technical Team have been engaged in this discussion.

RECOMMENDATION:

None. This item is for information only.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

February 2025
Item No. 7

ISSUE:

REPORT: MARC Transportation Committee Structure and Process Review

BACKGROUND:

The Total Transportation Policy Committee (TTPC) serves as the local decision-making and policy development body related to multimodal transportation in the region. Under TTPC, MARC maintains multiple planning advisory and programming committees to advance technical, planning and programming support functions.

Recently, MARC staff has received the following feedback regarding the committee structure and processes:

- Process can be overly complex and burdensome and requires extensive staff time for member agencies to track, attend and participate.
- Significant membership overlap exists between various committees. As similar material is often discussed, this leads to duplicative and redundant presentations/discussions over time.
- Committee membership/voting may not closely correlate with regional population distribution.
- Meeting attendance can be low, particularly for planning committees.
- Hybrid-nature of meetings leads to decreased active engagement by virtual attendees.
- Development of workplans and agendas with substantive business is challenging for multiple committees.

MARC processes are currently organized to provide an opportunity for networking amongst community peers, provide for open, transparent and community-driven decision-making and allow for focused attention on areas of interest for participants. However, this process also requires extensive staff resources to support and participate (both for members and MARC staff). Furthermore, dispersal of programming responsibilities often leads to the need to stagger programming committee schedules in specific timelines in order for programming to move forward.

MARC staff have conducted a benchmarking review of peer MPO agencies around the country to assess MARC's process and structure against national norms. Major takeaways include:

- Generally, peer MPO's are organized and rely on fewer support committees for their work than MARC does. Many are organized with a combination of single planning advisory/technical/programming committees.
- Weighted votes/proportional representation and tiered voting structures are common mechanisms used by peers.
- In many instances, programming recommendations are generated by MPO staff and vetted by a policy board equivalent to TTPC.

MARC staff will facilitate a discussion around whether MARC should pursue a simplification of our current structure by combining duplicative or similar efforts into fewer committees. Staff is also interested in increasing participation in meetings/attendance for committees by assigning more predictable, substantive and full body of work.

Over the next 60-90 days, MARC will work to develop recommendations on changes to be considered to the MARC transportation committee structure and process. The intent will be to arrive at recommendations to be considered by TTPC and MARC's Board of Directors by early summer of 2025. It is our hope that any changes can be implemented well in advance of any funds programming activities scheduled for 2026.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC MPO region.

RECOMMENDATION:

None. This item is for information only.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Marc Hansen
Martin Rivarola
Ron Achelpohl