



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, April 15, 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: March 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: Release Update to Connected KC 2050 for Public Review and Comment*
6. REPORT: Streetcar Extension and Update
7. REPORT: World Cup Transportation Planning Update
8. REPORT: Bike Month/Active Transportation Update
9. REPORT: 2025 Air Quality Report
10. REPORT: 2025 Missouri Unfunded Needs
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 by Noon on Monday, April 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
March 18, 2025
Meeting Summary

Members and Alternates Present

Kansas Co-Chair Mayor Eric Mikkelsen, Johnson County, KS Municipalities
Missouri Co-Chair Mayor Leonard Jones, Jackson County, MO
Cecelie Cochran, FHWA - Missouri Division
Tom Degenhardt, Clay County, MO
AJ Farris, KCATA
Commissioner Janeé Hanzlick, Johnson County, KS
Jeff Hardy, MoDOT
A.J. Herrmann, Kansas City, MO
Mary Jaeger, Olathe, KS
Dick Jarrold, KCATA
Joe Johnson, Johnson County, KS Municipalities
Councilmember Jerry Kaylor, Jackson County, MO Municipalities
Michael Kelley, BikeWalkKC
Mayor Norman Larkey, Cass County, MO Municipalities
Jill Lawlor, Kansas City, MO
Janet McRae, Miami County, KS
Jack Messer, Overland Park, KS
Wes Minder, Platte County, MO
Mike Moriarty, KDOT
Jerry Nolte, Clay County, MO
Tawn Nugent, WTS
Michael Park, Lee's Summit, MO
Josh Powers, Johnson County, KS
J.D. Rios, Unified Government of Wyandotte County and Kansas City, KS
Randi Shannon, 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
Geoffrey Vohs, Johnson County, KS
Mayor Dana Webb, Jackson County, MO Municipalities
Beth Wright, Olathe, KS
Sabin Yanez, Northland Regional Chamber of Commerce

MARC Staff Present

Ron Achelpohl, Director of Transportation and Environment
Megan Broll, Senior Program Assistant
Beth Dawson, Principal Planner
Raymart Dinglas, Public Affairs Coordinator II
Bobby Evans, Principal Planner
Amanda Graor, Director of Data and Digital Services/Chief Innovation Officer
Marc Hansen, Principal Planner
Alicia Hunter, Transportation Planner III
Patrick Trouba, Transportation Planner II
Ryan Umberger, Planner II
Lukas Yanni, Transportation Planner III

Others Present

Drew Arends
Iain Blair, HDR
Jim Cherney, SE3
Randy Gorton, BHC
Art Gough
Zeke Hall, MoDOT
Gunnar Hand, Unified Government of Wyandotte County and Kansas City, KS
Ed Hassinger, MoDOT
Bob Heim, Platte County, MO
Christian Holferty, Office of U.S. Representative Sam Graves
Matt Kleinmann, Vibrant Health KC
Todd LaTorella, Kansas City, MO
Patrick Martin, Grain Valley, MO
Tim McEldowney, Gardner, KS
Stan Meyers
Jon Moore, Wilson & Co
Davonna Moore-Edeh, CDM Smith
Ravi Neupane, MoDOT
Andrew Ngui, Kansas City, MO
Matt Nolker
Chris Redline, TranSystems
Melissa Schmitz, MoDOT
Don Schoenborn, MoDOT
Allison Smith, KDOT
Vernal Stewart, SE3
Brett Wood, GBA
Juan Yin, MoDOT

1) *Welcome/Introductions*

Missouri Co-Chair Mayor Leonard Jones called the meeting to order. Mayor Jones thanked outgoing Kansas Co-Chair Commissioner Janeé Hanzlick for her service to the committee, and introduced Mayor Eric Mikkelson as the new Kansas Co-Chair. Introductions followed, and a quorum for the committee was present.

2) *VOTE: Approval of February 18, 2025, Meeting Summary*

Co-Chair Jones called for a motion to approve the February 18, 2025 Total Transportation Policy Committee (TTPC) meeting summary.

Committee Action:

Mayor John Smedley made a motion to approve the meeting summary. Jill Lawlor seconded the motion, and the motion passed.

3) *VOTE: 2025 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program*

Principal Planner Marc Hansen reported on the second amendment in 2025 for the 2024-2028 Transportation Improvement Program (TIP), which includes 27 projects (15 new and 12 modified). This amendment includes a second request to modify the schedule of the Downtown Gladstone North Oak Complete Streets project (TIP #518017) to avoid conflict with potential World Cup plans. Additional details of the amendment are available at: <https://www.marc.org/document/2025-tip-2nd-quarter-amendment>. Mr. Hansen also reviewed the 2025 obligation targets set by the Missouri Department of Transportation (MoDOT), current program status, and the outcome of the work done to meet the 2024 targets. The suballocated program functions differently in Kansas, where the Kansas Department of Transportation (KDOT) requires a zero balance at the end of each fiscal year.

Committee Action:

Tawn Nugent made a motion to release the 2025 2nd Quarter Amendment to the 2024-2028 TIP for public review and comment. Mayor Smedley seconded the motion, and the motion passed.

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

Marc Hansen presented the second amendment for the Unified Planning Work Program (UPWP), which adjusts the funding for three projects (reducing funding for the Regional Freight Plan and Modeling/Forecast Activities, and increasing funding for work element 5.9, which was renamed as the Natural Hazard Transportation Risk Assessment). These revisions do not change the overall amount of MARC consolidated planning grant funds.

Committee Action:

J.D. Rios made a motion to release the 2025 UPWP Amendment #2 for public review and comment. Mayor Smedley seconded the motion, and the motion passed.

5) *VOTE: Fall 2024 Functional Classification System Updates*

Transportation Planner Alicia Hunter reviewed requests for changes to the functional classification system, which occur twice a year. Ms. Hunter presented the recommendations for 23 requests for functional classification changes from Belton, Harrisonville, Kearney, Lansing, and Platte County. Changes were reviewed by MARC staff and applicable DOTs, and approved by the MARC Highway Committee in January 2025.

Committee Action:

Mike Spickelmier made a motion to approve the 2024 Functional Classification System Updates. Jill Lawlor seconded the motion, and the motion passed.

6) *VOTE: 2024 Federally Required Performance Measures*

Bobby Evans reviewed targets for Performance Measures 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, that were previously shared with TTPC in January 2025. Transit safety targets are annual (for calendar year 2024), but transit asset management is assessed every four years. Committee members clarified that transit includes KCATA, KC Streetcar, and Johnson County Transit, and discussed passenger and transit worker safety.

Committee Action:

Dick Jarrold made a motion to approve the 2024 Federally Required Performance Measures. Mayor Smedley seconded the motion, and the motion passed.

7) *REPORT: MoDOT Director's Report*

After working with the department for forty years, Ed Hassinger was recently named the new Director of the Missouri Department of Transportation (MoDOT). He shared his priorities of restoring the capability of the department's operations team, upholding safety for operations staff and the public, and improving customer service. Mr. Hassinger discussed the state's impact on funding; renewed focus on workforce and infrastructure as well as the first raise in the gas tax in over 20 years was pivotal in matching federal funds for the Bipartisan Infrastructure Law (BIL), and general revenue funds were invested into highways for the first time. Mr. Hassinger noted that operations staff and capabilities were significantly impacted by covid, and the department is working towards developing staff and improving maintenance while still prioritizing safety.

Committee members questioned plans for development for walking/biking elements, and Mr. Hassinger noted that nonmotorized fatalities are a big concern (especially in urban areas), and were discussed at the recent Transportation Engineers Association of Missouri conference. All Transportation Alternatives Program funds have been allocated to aid regions in improving safety on those facilities, and MoDOT facilities are committed to completing the ADA transition plan in 2028.

Mr. Hassinger noted the importance of building and reestablishing community relationships, and legislative threats to the commission's authority over the transportation planning process. MoDOT intends to comply with executive orders on DEI, and will continue to follow state/federal laws to maintain DBE requirements. Mr. Hassinger noted that formula funds are still processing as normal, but to exercise caution when committing to unobligated discretionary grants, and congratulated MARC on meeting obligation targets in recent years leading up to the current administration.

8) *REPORT: CKC2050 Plan Update & Overview and Next Steps*

Director of Transportation & Environment Ron Achelpohl previewed the draft plan of the Connected KC 2050 transportation plan update, which sets goals priorities for federal investment for the next 25 years. The Metropolitan Transportation Plan (MTP) covers major streets and highways, public transportation, bike and pedestrian accessibility, and freight transportation. The update process has included testing different growth and development

scenarios, public surveys and engagement, evaluating resources needed to maintain the regional highway system, housing planning, and reviewing transit services and need. Mr. Achelpohl acknowledged how executive orders have impacted the plan, and that goals that may relate to subjects not aligned with the current federal administration require more clarity and scrutiny to ensure they are appropriately reflecting the feedback received by public input and regional stakeholders. The update will include more interactive visualization tools and improved website accessibility for mobile users. In conjunction with the update, MARC is also working to review and update its Smart Moves long-term transit and mobility plan, transportation committee structures, and funding distribution targets. The draft plan update will be brought before the committee at the next TTPC meeting for review, with anticipated final approval in June.

The committee questioned if the Smart Moves plan coincides with the same planning horizon as the MTP update. In order to be more flexible and adapt to changing transit needs, the Smart Moves plan update will likely be a five- or ten-year plan, verses the 20 to 25-year horizon required for the MTP.

9) *REPORT: Federal Transportation Funding Update*

Ron Achelpohl updated the committee on recent changes to federal grant funding, concurring with Mr. Hassinger that formula funds appear to be moving as normal but discretionary funds are in jeopardy. General transportation industry consensus is that funding cuts likely won't stop at discretionary funds, and that the Carbon Reduction Program is particularly vulnerable. The National Electric Vehicle Infrastructure (NEVI) program has essentially been suspended. The new Transportation Secretary has given initial instructions to administrations to focus on communities with birth and marriage rates higher than the national average, but MARC is not making any adjustments to its planning or programming processes until receiving more guidance. Federal Transit Agency (FTA) and Federal Highway Administration (FHWA) offices have been communicative about the directives they have received, so Mr. Achelpohl suggested staying in touch with regional or local staff to monitor grants and timelines.

10) *REPORT: Community Data Tools*

Director of Data and Digital Services/Chief Innovation Officer Amanda Graor shared digital data tools with the committee, walking through the resources that capture different types of data across the region:

- Quick Stats: <https://www.marc.org/data-maps/data-tools-and-interactive-maps/quick-stats>
- Population Explorer: <https://data.marc.org/populationexplorer/>
- Community Views: <https://data.marc.org/CommunityViews/>

Ms. Graor clarified that language is critical in how specific data is used (for example, if the guidance will prioritize births in the previous year, children under 5 or some other measure). The current data tools offer a variety of metrics, but further guidance is needed to understand how we might use local and national average birth and marriage rate data to act in accordance with the current federal administration's goals.

11) *Other Business*

The next TTPC meeting will be April 15, 2025.

12) *Adjournment*

Co-Chair Jones adjourned the meeting.

TTPC AGENDA REPORT

April 2025
Item No. 3

ISSUE:

VOTE: 2025 2nd 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 2nd 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: www.marc.org/TIP.

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.

POLICY CONSIDERATIONS:

MARC's Public Involvement Plan requires that amendments to the TIP be released for public review and comment prior to adoption. Eleven comments were received during the comment period. The comments and responses from MARC are included for review.

Following the comment period, the Kansas Department of Transportation informed MARC of the cancellation of proposed project #980038 - Paratransit Vehicle for the Paola Senior Center. The center has notified KDOT of their intention to withdraw from the FTA 5311 Formula Grants for Rural Areas program and no longer needs the vehicle.

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 2025 2nd Quarter Amendment to the *FFY 2024-2028 TIP*.

STAFF CONTACT

Marc Hansen

**2024-2028 Transportation Improvement Program
2025 2nd Quarter Amendment
Public Comment and Response**

Comment #1 – I-49

“Please consider the widening of I49 into Case county. There is a bottleneck everyday and there have been numerous wrecks.”

Response to Comment #1

Thank you for your recent comment regarding the proposed 2025 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program (TIP). We shared your comments with the Missouri Department of Transportation, the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

While not part of the proposed amendment to the TIP, a project to add travel lanes and repair bridges along Interstate 49 from 155th Street to Missouri Route 58 is already funded and included in the TIP. This project sponsored by the Missouri Department of Transportation is currently under design and preliminary engineering and is scheduled to begin construction in 2027/2028.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

Comment #2 – Johnson County Transit

“For the Johnson County Transit improvements, I hope some of the funds can go toward restoring a park & ride bus stop at or near downtown Overland Park. The park & ride at the prior Farmer's Market was removed and not replaced with anything except unsheltered bus stops with no park & ride near 80th & Metcalf. This change has caused unnecessary hardship to riders and made it impossible for people with mobility issues to ride the bus, since they can no longer park and get on the bus from a downtown Overland Park park & ride. Thank you.”

Comment #3 – Johnson County Transit

“Why are we worried about bus stop shelters, which would be nice, when the buses don't even show up. I don't know how anyone can use the bus here to get to work. They are extremely unreliable. You would lose your job and not even get home a lot of days. Things have to change to keep the buses running and drivers to drive them. Shelters would be nice, but they are not a priority.”

Comment #4 - Johnson County Transit

“Bus service in Johnson County is abysmal. I have a lung condition that prevents me from being able to walk to the nearest bus stop. The bus stop locations are non-existent. There are no shelters to provide

protection from the elements. Spending more money on a failing transportation system will NOT generate new riders. It takes far too long to go from one place to another. I have no idea what the fares are even if I could get to a bus stop.”

Response to Comments #2 - #4

Thank you for your recent comment regarding the proposed 2025 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with Johnson County Transit, the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

Extensive planning activities to support enhancement of transit services are currently under way in our region and in Johnson County. In 2025, Johnson County Transit is finalizing a Transit Strategic Plan which aims to serve as a guide for future services enhancements, support applications for grant funding, prepare for annual budget requests, etc.

Further, MARC and partners will also seek to advance a [Smart Moves Transit and Mobility Plan](#) Update this year. This plan details the transit system vision for the Kansas City area. This plan update will include an assessment of existing services, prioritization of existing and new routes services and programs, identification of potential capital and operating costs for system enhancement and review of governance and funding models for system enhancement. This work will be conducted with the assistance of local stakeholders and the public.

Both of these efforts will guide future capital investments (such as bus stops and park and ride lots) and operations of transit services (routes and frequency of services). We encourage your involvement and input into both of these processes as these efforts are underway.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

Comment #5 – General Transit

“Kck KCMO buses”

Comment #6 – General Transit

“I believe in people that are disabled need that bus. The people that are in Kansas City any bus time to tough nowadays when some people can't drive.”

Comment #7 – General Transit

“Personally I believe they should to charge to ride the buses. Senior citizen should be able to ride for free. Senior citizen show the driver a valid id wheather it be a state id with there picture and date of

birth on it. The fare would minimal and a monthly bus pass would be twenty dollars. For those under sixth five.”

Comment #8 – General Transit

“Yes I live in Riverside Missouri in a nursing home and there's no bus schedules over here I was wondering could they put a bus stop over here cuz we had no way of getting around”

Comment #9 – General Transit

“We need it how can we go to work. and take care are biss”

Comment #10 – General Transit

“I want rides for people getting to work and handicapped person access to take priority over the street car. I believe street car riders have a far greater ability to pay their fares and willingness!”

Comment #11 – General Transit

“We like to pay for are fare. So want you let us pay. Then you will have the money.”

Response to Comments #5 - #11

Thank you for your recent comment regarding the proposed 2025 2nd Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with area transit providers, the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

In 2025, MARC and partners will advance a [Smart Moves Transit and Mobility Plan](#) Update. This plan details the transit system vision for the Kansas City area. This plan update will include an assessment of existing services, prioritization of existing and new routes services and programs, identification of potential capital and operating costs for system enhancement and review of governance and funding models for system enhancement. This work will be conducted with the assistance of local stakeholders and the public. We encourage your involvement and input once this work is underway.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

TTPC AGENDA REPORT

April 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 #2 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 and do not change the overall amount of MARC planning funds. No comments from the public were received during the comment period.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve amendment #2 to the 2025 Unified Planning Work Program.

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

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

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

**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 ¹					\$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 ²							\$514,045	FTA Route Planning Restoration	\$514,045
5.8	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts ²				\$55,555			\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.9	Natural Hazard Transportation Risk Assessment ²				\$1,497	\$36,777	\$70,937		\$109,211	
5.10	Regional Freight Plan ²				\$3,078	\$75,623	\$145,864		\$224,565	
5.11	Bi-State Sustainable Reinvestment Corridor ²				\$500,000			\$2,000,000	RAISE	\$2,500,000
5.12	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood ²				\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
5.13	US-71 Reconnecting Neighborhoods ²				\$2,500,000			\$5,000,000	FHWA-RAISE	\$7,500,000
5.14	Long Range Transportation Planning: Johnson County Transit Strategic Plan ²				\$76,000			\$304,000	FTA-5307	\$380,000
5.15	Destination Safe Comprehensive Safety Action Plan ²	\$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

April 2025
Item No. 5

ISSUE:

VOTE: Release Update to Connected KC 2050 for Public Review and Comment

BACKGROUND:

The Mid-America Regional Council (MARC) is responsible for developing and maintaining a metropolitan transportation plan (MTP) to guide federal investments and serve as a blueprint for managing the region's transportation system. Adoption of the update to the MTP, Connected KC 2050, is due by June of 2025. Major elements of work to date have included:

- Policy framework update
- Travel demand modeling and land use forecast
- Financial revenue forecasting & project prioritization
- Performance measures
- Public outreach and engagement including a major regional survey

Major final upcoming steps include:

- TTPC Release for Public Review and Comment April 15th
- Public Engagement Efforts April-May 2025
- TTPC/Board action - June 2025

At the upcoming TTPC meeting, staff will provide a status update on plan development and will seek TTPC authorization for release of plan for public review and comment.

A final draft of an updated plan is posted online at: www.update.connectedkc.org.

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:

Release Connected KC 2050 plan update for public review and comment.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

April 2025
Item No. 6

ISSUE:

REPORT: Streetcar Extension and Update

BACKGROUND:

The KC Streetcar has been a significant catalyst for economic development and redevelopment in downtown Kansas City, Missouri and has been among the highest performing systems in the US in terms of ridership per mile. Two streetcar extension projects have been awarded significant federal grants and are under construction to increase the system from its current 2.2 mile length to nearly 6.5 miles, ultimately connecting the Berkley Riverfront area to UMKC's Plaza campus via the current downtown route. Two additional planning studies have been initiated to consider other potential extensions to North Kansas City and in an east-west corridor between the KU Medical Center campus in Kansas City Kansas and the Truman Sports Complex.

Tom Gerend, executive director of the KC Streetcar Authority, will provide an update on the system.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

Kansas City, Missouri, North Kansas Coty, Missouri, Wyandotte County, Kansas.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

TTPC AGENDA REPORT

April 2025
Item No. 7

ISSUE:

REPORT: World Cup Transportation Planning Update

BACKGROUND:

Kansas City is one of the 16 host cities for the World Cup international soccer tournament to be held in June and July of 2026. The event is billed as the largest sporting event in history and will draw significant numbers of visitors to the region which will create new demands for all forms of transportation to serve the six matches scheduled at Arrowhead Stadium, the fan fest site at the Liberty Memorial, landside access to KCI airport and other local events that may be scheduled around the tournament. MARC staff is participating in the transportation work group for the event along with other public and private sector partners.

Jason Sims, KC2026 Director of Transportation, will update the committee on the status of planning and procurement of transportation services for the event.

More information is available at <https://kansascityfwc26.com/>

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl
Martin Rivarola

TTPC AGENDA REPORT

April 2025
Item No. 8

ISSUE:

REPORT: Bike Month/Active Transportation Update

BACKGROUND:

Bike Month

May is celebrated as “National Bike Month.” During this time, MARC will promote cycling using CMAQ funds under the Active Transportation and Air Quality programs. MARC’s Bike Month activities include:

- The promotion of cycling activities and resources at marc.org/bikemonth.
- A media ad campaign to promote cycling using radio, billboards, transit bus ads and social media, all under the theme “Feel Your Best on a Bike.” Original illustrated artwork for this campaign was produced by local artist Nicholette Haigler.
- An “E-Bike Petting Zoo” event at the Brookside Farmers Market, at which e-bike owners answer questions about their e-bikes and give attendees the chance to ride them.
- The printing and distribution of the Spring 2024 Greater Kansas City Regional Trails & Bikeways Map (see below).

Greater Kansas City Regional Trails & Bikeways Map

MARC prints a map of the Kansas City region’s trails and bikeways every two years. However, given that all copies from 2024’s print run were distributed, additional copies are needed.

The 2025 map includes updates since 2024 and will portray approximately:

- 919 miles of shared use paths
- 198 miles of bike lanes
- 22 miles of separated bike lanes
- 353 miles of marked bike routes
- 205 miles of mountain bike trails
- 319 miles of walking trails
- 170 miles of equestrian trails
- 60 miles of paved shoulders

The map will also show the locations of RideKC Bike hubs. Its cover features original illustrated artwork from local artist Nicholette Haigler.

The printed map will include a QR code that accesses the online version of the map, which will show updates made since the map was printed. The printing will use CMAQ funds under the Active Transportation program. Approximately 15,000 maps will be printed and distributed through channels such as bike shops, libraries, parks and recreation departments, and direct mailings.

Regional Bikeway Plan

The Greater Kansas City Regional Bikeway Plan was conducted in 2014 and approved by the MARC Board in early 2015. The plan envisioned a network of over 2,000 miles of on-street bikeways across the then-8-county MPO region. It also expanded the proposed Metro Green network into Miami County.

The primary goal of this Regional Bikeway Plan Update is to better facilitate implementation of safe and low-stress bicycle facilities in the MARC region, prioritizing interjurisdictional connections. Other outcomes of the plan will include, but not be limited to, engagement with local government stakeholders, a revised proposed Regional Bikeway Network, and an updated regional bicycle/pedestrian data and counts plan.

MARC staff will provide more information about these initiatives at the meeting.

POLICY CONSIDERATIONS:

These activities provide encouragement and information regarding active transportation, supporting the Connected KC 2050 goal of Transportation Choices.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Patrick Trouba

TTPC AGENDA REPORT

April 2025
Item No. 9

ISSUE:

REPORT: 2025 Air Quality Report

BACKGROUND:

MARC's Air Quality Program tracks regional air quality, issues daily SkyCast forecasts for ozone levels, and releases air quality action alerts when unhealthy levels of pollution are predicted or observed, and provides policy direction and support for protective measures and pollution reduction actions. Each year in preparation for the ozone season, MARC shares an ozone season outlook and provides helpful information to the public on how to prepare for what the ozone season may bring.

The Kansas City region violated the ozone standard in 2023 and 2024 by 1 part per billion, and in previous years, has had annual design values for ozone just below the standard. While EPA action on this violation is uncertain, it is important that efforts to reduce ozone pollution and protect public health continue to increase.

In addition to ozone pollution, particulate matter continues to be a concern in the region, with PM2.5 levels increasing in the Wyandotte and Johnson Counties. Air Quality staff continue to increase programming efforts around this issue, including the expansion of a low-cost sensor network for PM2.5 monitoring.

Air Quality staff will share the ozone season outlook and how local governments and residents can prepare for high levels of ozone and particulate matter. Staff will also share information about the new sensor program and air quality attainment issues.

POLICY CONSIDERATIONS:

MARC's Air Quality program supports and informs the public health, transportation choice and transportation demand management strategies in the ConnectedKC 2050, Kansas City Regional Climate Action Plan, Clean Air Action Plan and the Smart Moves Regional Transit and Mobility Plan. A change in air quality attainment status for the Kansas City region would have significant implications on transportation planning and programming of funds.

BUDGET CONSIDERATIONS:

None.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Karen Clawson

TTPC AGENDA REPORT

April 2025
Item No. 10

ISSUE:

REPORT: 2025 Missouri Unfunded Needs

BACKGROUND:

MoDOT has communicated to MARC that it seeks to update its *unfunded transportation needs* list. TTPC previously reviewed and approved the KC region unfunded needs list in June of 2023.

The goal of the *unfunded needs list* is to be able to react quickly with deliverable projects to any identified or secured funding and to provide a list of projects which represent where additional funding could be used. MoDOT District staff have worked with planning partners such as MARC to update and validate the existing project listing previously approved by TTPC.

In the April TTPC meeting, staff will provide an update on any revisions to the unfunded needs list. Final approval of the Missouri Unfunded Needs list is required by May 2025.

RELATED JURISDICTIONS:

Ray, Clay, Platte, Jackson and Cass counties in Missouri.

COMMITTEE ACTION:

A number of MARC committees have reviewed the previously approved unfunded needs list, as follows: Aviation, Goods Movement, Bicycle Pedestrian Advisory Committee, Active Transportation Programming Committee, Missouri STP and the Highway Committee.

RECOMMENDATION:

None. Item for discussion only.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola