



**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, July 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: June 17, 2025 Meeting Summary\*
3. VOTE: 2025 3rd Quarter Amendment to the 2024-2028 Transportation Improvement Program\*
4. VOTE: 2025 Unified Planning Work Program – Amendment #3\*
5. REPORT: Natural Hazard Transportation Risk Assessment
6. REPORT: 2025 August Redistribution – Suballocated Funds Update
7. REPORT: Smart Moves Transit Plan Update
8. REPORT: Summer 2025 Roadway Functional Classification System Call for Changes
9. REPORT: Community Membership Update
10. REPORT: USDOT Certification Review
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, July 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 June 17, 2025 Meeting Summary

### **Members and Alternates Present**

Co-Chair Mayor Eric Mikkelsen, Johnson County, KS Municipalities  
Lorraine Basalo, Overland Park, KS  
Cecelie Cochran, FHWA - Missouri Division  
Tom Degenhardt, Clay County, MO  
Councilmember Lindsay French, Kansas City, MO (Northland)  
Tom Gerend, Kansas City Streetcar Authority  
Commissioner Janeé Hanzlick, Johnson County, KS  
Jeff Hardy, MoDOT  
Leslie Herring, Johnson County, KS Municipalities  
A.J. Herrmann, Kansas City, MO  
Commissioner Max Hockemeier, Ray County, MO  
Joe Johnson, Johnson County, KS Municipalities  
Councilmember Jerry Kaylor, Jackson County, MO Municipalities  
Lee Kellenberger, Johnson County, KS  
Michael Kelley, BikeWalkKC  
Mayor Norman Larkey, Cass County, MO Municipalities  
Jill Lawlor, Kansas City, MO  
Lane Massey, Johnson County, KS Municipalities  
Joe McAfee, Leavenworth County, KS  
Matt McLaughlin, Independence, MO  
Janet McRae, Miami County, KS  
Jack Messer, Overland Park, KS  
Wes Minder, Platte County, MO  
Bill Noll, Leavenworth County, KS  
Jerry Nolte, Clay County, MO  
Tawn Nugent, WTS  
Luz Ortiz, HETF Wyandotte County  
Michael Park, Lee's Summit, MO  
Josh Powers, Johnson County, KS  
J.D. Rios, Unified Government of Wyandotte County and Kansas City, KS  
Eric Sandberg, Miami County, KS  
Andy Savastino, Kansas City, MO (Northland)  
Gavriel Schreiber, Kansas City, MO  
Michael Shaw, Kansas City, MO  
Mayor John Smedley, Platte County, MO Municipalities  
Mike Spickelmier, Leavenworth County, KS Municipalities  
Leah Suttington, KCATA  
Councilmember Dean Vakas, Olathe, KS  
Geoffrey Vohs, Johnson County, KS  
Jason Waldron, Kansas City, MO  
Beth Wright, Olathe, KS

### **MARC Staff Present**

Ron Achelpohl, Director of Transportation and Environment  
Darren Adams, Traffic Signal Analyst II  
Megan Broll, Senior Program Assistant  
Karen Clawson, Air and Climate Programs Manager  
Beth Dawson, Principal Planner  
Raymart Dinglas, Public Affairs Coordinator II  
Bobby Evans, Principal Planner  
Marc Hansen, Principal Planner  
Alicia Hunter, Transportation Planner III  
Tom Jacobs, Environmental Programs Director  
Martin Rivarola, Transportation Planning Director  
Joshua Rubio, Travel Model Technician  
Cy Splichal, Transportation Planner  
Patrick Trouba, Transportation Planner II  
Ryan Umberger, Planner II  
Eileen Yang, Transportation Modeling Manager  
Lukas Yanni, Transportation Planner III  
Luis Zuniga, Transportation Intern

### **Others Present**

Jim Cherney, SE3  
John Findlay, Liberty, MO  
JP Fransaw, TSI Geotech  
Randy Gorton, BHC  
Art Gough  
Zeke Hall, MoDOT  
Phil Jennings, WSP  
Travis Jones, Cass County, MO  
Carrera Kauszler, CFS Engineers  
Mike King, Lumineo Signs  
Patrick Martin, Grain Valley, MO  
Tim McEldowney, Gardner, KS  
Jon Moore, Wilson & Co  
Davonna Moore-Edeh, CDM Smith  
Fahteema Parrish, Parrish and Sons Construction  
Chris Redline, TranSystems  
Secretary Calvin Reed, KDOT  
Greg Rokos, Belton, MO  
Allison Smith, KDOT  
Eric Stitt, Trinity Logistics  
Sam Tapko, GBA  
Chad Thompson, Lamp Ryneerson  
Pat Toby, KDOT  
Mayra Toothman, Smithville, MO  
Derek Wise, Cass County, MO  
Juan Yin, MoDOT  
Selina Zapata Bur, Kansas City, MO

**1) *Welcome/Introductions***

Kansas Co-Chair Mayor Eric Mikkelson confirmed a quorum and called the meeting to order. Online guests were asked to introduce themselves in the chat, and self-introductions for in-person attendees followed. The agenda was reordered, with Secretary Reed's report moving to the front of the agenda.

**2) *REPORT: Kansas Secretary of Transportation's Report***

Secretary of Transportation Calvin Reed gave a review of the Kansas Department of Transportation's Eisenhower Legacy Transportation Program (IKE), launched in 2020. IKE is a 10-year initiative focused on preserving, modernizing, and expanding the state's transportation infrastructure system. IKE has achieved major milestones in spite of challenges from the program beginning during COVID-19 pandemic, including preservation work on 9,000 miles of highway and over 400 bridges. Kansas has the largest infrastructure system compared to its taxpayer base, with 138,000 miles of public use roadways and nearly 25,000 bridges. Declining fuel tax revenue, inflation, and the limited tax base have created the need to reconsider transportation funding sources and policies, and to prioritize investments. Secretary Reed emphasized that preservation and maintenance of existing infrastructure is the state's top priority.

Secretary Reed discussed modernization efforts to improve safety, and expansion projects both on rural highways as well as urban areas such as the 18th Street Bridge replacement and introduction of toll lanes on US-69 in Overland Park. KDOT is also preparing for support of the 2026 World Cup. In support of IKE, KDOT hosts local consult meetings around the state every two years to receive feedback and develop priorities based on community input; the Kansas City metro will host local consult meetings in October of 2025.

Committee members asked Secretary Reed how the state considers safety and accessibility for non-motorized transportation, particularly with bridge access. Secretary Reed responded with consideration of existing infrastructure while looking at the system holistically (such as not placing sidewalk connections on high speed expressways). Secretary Reed acknowledged the need to include people who choose not to drive (including teens/young drivers) in the transportation system, particularly in urban areas.

**3) *VOTE: May 20, 2025, Meeting Summary***

Co-Chair Mikkelson called for a motion to approve the previous month's meeting summary.

**Committee Action:**

JD Rios made a motion to approve the May 20, 2025 meeting summary. Commissioner Janeé Hanzlick seconded the motion, and the motion passed.

**4) *VOTE: 2025 Special Amendment #1 to the 2024-28 Transportation Improvement Program***

Principal Planner Marc Hansen reintroduced the special amendment to the current Transportation Improvement Program (TIP), which was brought before the committee in May before being release for public review and comment. Five comments were received and included in the meeting packet along with responses, which were general in nature.

**Committee Action:**

Commissioner Janeé Hanzlick made a motion to approve Special Amendment #1 to the 2024-28 TIP. Janet McRae seconded the motion, and the motion passed.

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

Principal Planner Marc Hansen reported on the third quarter amendment to the 2024-2028 TIP, which includes 14 projects (8 new projects and 6 modifications). Details of the projects are available at <https://www.marc.org/document/2025-tip-3rd-quarter-amendment>. The committee asked for more information on the World Cup Bus Leasing project from KC2026; Mr. Hansen clarified that KC2026 requested the amendment to be better positioned to apply for federal funds in the future, but that no federal funds have been identified/committed to the project at this time.

**Committee Action:**

**Councilmember Lindsay French made a motion to approve the 3rd Quarter Amendment to the 2024-2028 TIP. Mayor John Smedley seconded the motion, and the motion passed.**

**6) *VOTE: Approve Connected KC 2050 Plan Update***

Transportation Planning Director Martin Rivarola reported on the Connected KC 2050 Plan Update, which had been presented to the committee in May before being released for public review and comment. The update has been presented to the committee throughout the two year process, and Mr. Rivarola reviewed the major components and milestones of the update. Mr. Rivarola summarized some final edits and revisions to the plan, along with results from public engagement and outreach efforts.

Public feedback indicated the plan was not missing any major elements, and had a high level of support for initiatives, goals, and projects. Final revisions include changes to language in the plan and removal of references to certain demographic based analysis to better align with the current administration's federal policy priorities. The community impact analysis story map was replaced with a brief summary statement that discussed how the plan was developed. Data was updated in the land use forecast, travel demand and MOVES models. Some small technical corrections and updates were made throughout the plan, and Mr. Rivarola identified individual projects impacted by changes. The update also added information to indicate how MARC will continue to advance transportation/housing work to further integrate housing and transportation plans, and Mr. Rivarola reviewed upcoming activities that will take place after adoption of the plan.

**Committee Action:**

**Commissioner Janeé Hanzlick made a motion to approve the Connected KC 2050 Plan Update. JD Rios seconded the motion, and the motion passed.**

**7) *VOTE: Approve Regional Freight Study***

Transportation Planner Cy Splichal presented the finalized regional freight study *Connected Freight KC 2050*, which had been presented to the committee in May before being released for public review and comment. Davonna Moore-Edeh, CDM Smith Project Manager for the study, outlined the technical elements and planning objectives of the study, and reviewed the infrastructure assessment, bottleneck analysis, and locations of Freight Activity Centers (FAC). Ms. Moore-Edeh reviewed the recommendations and the economic impact of freight on the KC region.

The committee discussed the involvement of different stakeholders involved in the study (river, air, rail, and road), and how the study identifies and establishes tools for these stakeholders that didn't exist previously. In addition to identifying what problems exist and

why, this plan helps local governments secure outside resources to do improvements and the gives additional data and resources to help coordinate those projects. The committee also discussed the bottleneck analysis and overall network capacity, and how shifting some modes may help alleviate congestion in areas vulnerable to bottlenecks. Committee concerns on tariffs, work force, and quality of life for employees were addressed in scenario planning.

**Committee Action:**

**Janet McRae made a motion to approve the Regional Freight Study. Michael Shaw seconded the motion, and the motion passed.**

**8) *REPORT: Electric Vehicle Readiness Plan***

Transportation Planner Ryan Umberger presented the Electric Vehicle (EV) Readiness Plan, which supports the integration of EVs and fosters collaboration between local governments, business, utilities, and residents. The plan identified existing conditions, analyzed utilities to assess support for increased demand, conducted stakeholder and community engagement to understand local perspectives and priorities, and developed a list of needs, recommendations, and resources. Mr. Umberger reviewed infrastructure needs and challenges, and discussed the modeling used to forecast EV adoption trends across the region for the next decade. The model allows strategic planning by identifying where EV drivers are likely to reside, and zones where charging infrastructure is lacking. Mr. Umberger described the differences among chargers, and that DC fast chargers address key concerns of potential EV owners in terms of long-distance travel and charge time.

The plan developed recommendations for high priority charging station locations, selected based on population density, existing charging station availability, accessibility, and potential for high utilization. The plan provides strategic recommendations and resources to streamline permitting, increase availability of EV charging, target education, and expand access. Mr. Umberger acknowledged that changes to federal policy goals have impacted EV investments and implementation of recommendations, but MARC will continue to monitor programs and funding opportunities.

The committee discussed encouraging EV charging at multi-unit dwellings (especially for developers), and noted how the existing infrastructure doesn't currently support the projected growth of EV ownership. Committee members also discussed suspension of federal funding to the National Electric Vehicle Infrastructure (NEVI) Program, and public/private partnerships between municipalities and EV charger companies.

**9) *REPORT: Comprehensive Climate Action Plan Update***

Air and Climate Programs Manager Karen Clawson presented the Comprehensive Climate Action Plan (CCAP) Update, which is a voluntary framework designed to be tailored to local needs to provide benefits across the region. The CCAP includes an updated inventory of greenhouse gas (GHG) and other pollutants, climate risk assessment and scenario modeling, mitigation and adaption measures, benefits analysis, and workforce planning. The original plan included a low-income/disadvantaged communities analysis that is no longer required by the grant program, but MARC is continuing to include work on that component.

Ms. Clawson reviewed each element of the plan, noting transportation accounts for 30% of GHG emissions. The climate risk assessment suggests the region will experience more extreme heat waves, flooding and consecutive dry days, and MARC is conducting a hazard mitigation plan to address the probability and magnitude of adverse weather events. Ms. Clawson

reviewed the impacts of extreme weather on transportation and socioeconomic stress levels across the region. The current Climate Action Plan includes 66 strategies, and the CCAP will consolidate those strategies to ensure they align and integrate with Connected KC 2050 and other plans (such as Smart Moves and the Clean Air Action Plan). The TTPC will receive future updates on this plan before submission to the EPA in December 2025.

**10) *Other Business***

The committee was informed that local government staff will soon receive an invitation to submit changes to the regional Functional Class network. The next TTPC meeting will be Tuesday, July 15<sup>th</sup>.

**11) *Adjournment***

Co-Chair Mikkelsen adjourned the meeting.

## TTPC AGENDA REPORT

July 2025  
Item No. 3

### ISSUE:

VOTE: 2025 3<sup>rd</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 3<sup>rd</sup> Quarter Amendment to the 2024-2028 Transportation Improvement Programs includes 14 projects:

- 8 new projects to be added, including but not limited to:
  - #490257 - MoDOT - Corridor improvements on I-29, I-35 and Rte. 169 in Platte, Clay and Jackson Counties.
  - #790096 - MoDOT - IS 49: Interchange and roadway improvements at Rte. 58 in Belton.
  - #995232 - KCATA - Low and No Emission Bus Replacement and Support Infrastructure
  - #970128 - KC2026 - World Cup Bus Leasing
- 6 modified projects
  - Scope
  - Schedule
  - Budget

Details of these projects are available for review on the Internet at: [www.marc.org/TIP](http://www.marc.org/TIP).

### POLICY CONSIDERATIONS:

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

### BUDGET CONSIDERATIONS:

None.

### COMMITTEE ACTION:

None.

### RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

### RECOMMENDATION:

Approve the 2025 3<sup>rd</sup> Quarter Amendment to the *FFY 2024-2028 TIP*.

### STAFF CONTACT

Marc Hansen



**2024-2028 Transportation Improvement Program  
2025 3<sup>rd</sup> Quarter Amendment  
Public Comments and Responses**

**Comment #1 – General**

“Any plan needs to improve transportation in southern OP at least to 135th. This area has the worst transportation options or lack there of any major metropolitan area I have lived.”

**Response to Comment #1**

Thank you for your recent comment regarding the proposed 2025 3<sup>rd</sup> Quarter Amendment to the 2024-2028 Transportation Improvement Program. We shared your comments with representatives from Johnson County, the City of Overland Park, KS, the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

Expanded transportation options are a key goal of the region’s transportation plans, and two recent efforts highlight this. In June 2025, the MARC Board of Directors adopted an update to ConnectedKC 2050, the metropolitan transportation plan for the Kansas City region. This plan identifies multiple strategies by which communities across the region can provide a range of transportation choices to allow for ease of travel as well as public health and environmental benefits.

Also 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 and 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

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**Comment #2 –Transit**

“Quit wasting money and get started working on plans for an efficient mass transit system in our metro area. St. Louis is 32 YEARS ahead of Kansas City in this regard and they cover TWO major airports with one line going over the Mississippi River. Please do NOT tell me it can't be done here. Like spokes on a wheel in KC; 35, 29, 70, 49, and 350 all pass through downtown or to nearby KC Streetcar extensions to get to downtown.”

**Comment #3 –Transit**



"I love improving the highways but one of improvements should be a bus lane where they can get places faster on the high highway system. The other choice is a good mass transportation system."

**Comment #4 –Transit**

"Improving buses is great, but how about improving actual access to buses? I work with people who have disabilities and cannot drive. Kcata has now limited paratransit so that if you live in Kansas City you can only get paratransit within Kansas city. If you live within Independence you can only get paratransit within Independence. This means that anybody who needs to get from Kansas City to any place other than Kansas City has no option. No buses run in any other constituencies other than those two locations. And actually, no buses running independence. We are impeding the quality of people's lives when they are reliant on public transportation. Many of the individuals and even the senior citizens that do not drive do not have the money to afford Iris or Uber or Lyft. They were reliant on either the buses or ride KC freedom. With the new restrictions put on public transportation, many of them can't even get to work. We need more access in all of the cities that surround Kansas City to public transportation that is low to no cost. This is how we're going to reach the citizens of Kansas City that need the most assistance. Thank you."

**Response to Comments #2 - #4**

Thank you for your recent comment regarding the proposed 2025 3<sup>rd</sup> 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

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**Comment #5 – I-29**

"Your line item for I-29, I-35 and US 169 in the Northland is completely unsatisfactory. You tell us NOT ONE WORD about specific projects for the money.

In addition, there appears to be no money for MO-152, which is now an important artery, and needs repaving."

**Response to Comment #5**

Thank you for your comment on the third quarterly amendment of the MARC Transportation Improvement Program, we will share it with MARC's Total Transportation Policy Committee and Board of Directors as well as with MoDOT.

More information about the I-29, I-35 and US 169 project is available here: [U.S. Route 169, Interstate 29, and Interstate 35 Conceptual Study in Platte and Clay | Missouri Department of Transportation](#).

Route 152 is scheduled to be repaved from I-29 in Platte County to I-35 in Clay County by October of this year.

If you have more specific questions about the work proposed for these projects or other MoDOT initiatives in the Northland, please contact MoDOT's Area Representative for Platte and Clay counties at [ravi.neupane@modot.mo.gov](mailto:ravi.neupane@modot.mo.gov).

Best regards,

Ron Achelpohl, PE  
Director, Transportation & Environment  
Mid-America Regional Council  
816-701-8327  
[www.marc.org](http://www.marc.org)

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**Comment #6 – I-49**

"Please consider widening Route 49 south from Kansas City to Harrisonville to three lanes. The traffic southbound on the 49 daily from KC at three lanes, to Belton onward at 2 lanes is incredibly congested."

**Comment #7 – I-49**

"PLEASE compete the I-49 improvements from 155th St to 58 Hwy plan asap. There is an injury crash in that stretch at least four times per week. The problem gets worse daily with the always increasing population of Belton, Raymore, Peculiar, and Harrisonville."

**Comment #8 – I-49**

"It is vital that I-49 between 155th and 58 Hwy get 3 lanes. The morning and evening rush hour cause long delays and effect the environment with slow and stopped traffic. The crashes as you are southbound are n I-49 going from 3 to 2 lane are terrible."

**Response to Comments #6 - #8**

Thank you for your recent comment regarding the proposed 2025 3<sup>rd</sup> 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. There are currently no plans or funding for further expansion of the I-49 corridor south of Route 58.

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

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**Comment #9 – I-49/M-58**

“#790096 – MoDOT – IS 49: Interchange and roadway improvements at Rte. 58 in Belton. This project is greatly needed. Traffic on MO58 at I49 routinely backs up. A new interchange would greatly improve traffic flow through the city. MO58 is the main thoroughfare between Belton and Raymore and accidents are frequent and cause major backups. A new development including an Olive Garden restaurant at this intersection is just going to make traffic worse. Additionally, I49 north and south from 155th St to N Cass Parkway routinely backs up, especially during rush hours or when collisions occur. With only 2 lanes each direction, there’s just nowhere for traffic to divert. Widening I49 to 3 lanes each direction would further improve traffic flow in northern Cass County.”

**Comment #10 – I-49/M-58**

“Please prioritize the I49/route 58 project. It's long overdue”

**Comment #11 – I-49/M-58**

“As a resident of Raymore, MO, I am very interested in the I 49/Hwy 58 redesign in Belton.

In order to get into major shopping areas in either Raymore or Belton, Hwy 58 we face heavy traffic going both directions from Hwy Y in Belton to N Foxwood drive in Raymore. We get stuck at too many lights and any lane that would allow cars to enter the on ramp to North bound I 49 back up up to 1/2 mile. This causes many drivers to drive in other lanes too fast so that they can jump the line and pull in front of other cars at the last minute. The lights at the east side outer road (west bound cars) bog down because of the two sets of lights. It is a night mare for those of us in Raymore who must use this street. If you live in the middle of town like I do then using other streets to get to 49 adds 10 minutes to your drive.

I hope that the new plan will use the diverging diamond design when the new interchange is done. We need another bridge off of Lucy Webb drive.”

**Response to Comments #9 - #11**

Thank you for your recent comment regarding the proposed 2025 3<sup>rd</sup> 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.

We appreciate your support and interest in this project. Currently, the project is in the conceptual design stage and the Missouri Department of Transportation is working on traffic modeling and evaluating interchange design options in order to arrive at a final preferred option. It is anticipated that a public meeting for the project will be held in late 2025 or early 2026.

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

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#### **Comment #12 – World Cup Bus Leasing**

“I do not think we should lease buses for the World Cup unless we can just start operating them permanently for the City. This region needs regional transit funding source for longer than the time of the world cup. Please figure this out so transit can be more frequent and we are not having to lease buses so much the next time a big event is in town. Thank you.”

#### **Response to Comment #12**

Thank you for your recent comment regarding the proposed 2025 3<sup>rd</sup> 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.

Expanded transportation options are a key goal of the region’s transportation plans, and we share your desire for improved transit and stable funding mechanisms. 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

July 2025  
Item No. 4

### ISSUE:

VOTE: 2025 Unified Planning Work Program - Amendment #3\*

### 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 #3 will make the following modifications:

- Add a new project to Section 5 - Plans and Studies funded through the federal RAISE program.
  - 5.17 - Uniting Kansas City Through Transit (East West Transit Study) - Lead Agency: KCATA
- Revise Appendix D as necessary to account for this addition.

The revisions are attached for review.

MARC staff will also update the committee on recent development activities and the timeline for the upcoming 2026 Unified Planning Work Program.

### POLICY CONSIDERATIONS:

This amendment adds federally funded activities to the UPWP and should be released for public review and comment.

### BUDGET CONSIDERATIONS:

None.

### COMMITTEE ACTION:

None.

### RELATED JURISDICTIONS:

This amendment impacts Jackson and Wyandotte Counties.

### RECOMMENDATION:

Approve the release of amendment #3 to the 2025 Unified Planning Work Program for public review and comment.

### STAFF CONTACT

Marc Hansen

## 5.17 Uniting Kansas City Through Transit (East West Transit Study) – Lead Agency: KCATA

### Program Objectives

- Conduct advanced planning to confirm preferred transit mode along the corridor.
- Advanced conceptual design that incorporates complete streets elements for bike, pedestrian, transit, and vehicle traffic.
- Finalizing NEPA documentation.
- Federal Transit Agency CIG Program ratings request package.

### Background/Previous Work

No recent study has analyzed the feasibility of high-capacity connections to the streetcar spine and existing north-south MAX services crossing the state line between Kansas and Missouri. The streetcar extension south to 51st Street and Brookside Boulevard and north to the Berkley Riverfront makes an east-west connection much more impactful to areas on both sides of the streetcar spine. This study is necessary to examine an east-west connection's technical and financial feasibility and will help determine the next steps to make it a reality.

### Program Activities and Products (Estimated Completion Dates)

1. Advanced Planning (Finalize LPA) – Q1 2026
2. Advanced Conceptual Engineering (Including NEPA) – Q1 2027
3. FTA CIG Ratings Request Package – Q3 2026
4. Study Complete – Q1 2027

### Funding

Federal	\$4,500,000
Non-Federal	\$ _____ 0
<b>Task Total</b>	<b>\$4,500,000</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 Hazaed 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	USDOT-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	USDOT-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
5.17	Uniting Kansas City Through Transit							\$4,500,000	USDOT-RAISE	\$4,500,000
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	\$18,759,265		\$31,696,040

(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

July 2025  
Item No. 5

### **ISSUE:**

REPORT: Natural Hazard Transportation Risk Assessment

### **BACKGROUND:**

The Mid-America Regional Council (MARC) strives to make our community more resilient by identifying, evaluating, and implementing transportation resiliency actions to reduce vulnerabilities in the regional multi-modal transportation system. To prepare, MARC, with support from consultants, has developed a Natural Hazard Transportation Risk Assessment to scope and strategize a preferred methodology to complete a resilience improvement plan for transportation systems in the Kansas City region.

The final deliverable is a report consisting of a summary of public outreach, including steering committee and focus group meetings, a proposed narrative for future grant funding, a screening and project prioritization matrix, and a tiered framework strategy for a future resilience improvement plan. A structured risk assessment with scenario-driven analysis is intended to provide communities with tools, strategies, and collaborative forum to proactively address disruptive transportation challenges and enhance regional resilience.

Identification of funding is needed to develop a risk-based vulnerability assessment of regional transportation infrastructure. One goal of the project is to integrate resilience considerations into MARC's project prioritization process. This framework will help determine which projects submitted by local jurisdictions merit funding based on their resilience benefits, ensuring that investments are directed toward the most impactful and forward-looking solutions.

### **POLICY CONSIDERATIONS:**

The Natural Hazard Transportation Risk Assessment supports resilience strategies included in Connected KC 2050, Kansas City Regional Climate Action Plan, and Hazard Mitigation Plan.

### **BUDGET CONSIDERATIONS:**

Funds in the amount of \$150,000 were budgeted for consultant services for this study through the Consolidated Transportation Planning Grant.

### **RELATED JURISDICTIONS**

This item impacts all counties in the MARC region.

### **RECOMMENDATION:**

None. Information only.

### **STAFF CONTACT:**

Ryan Umberger  
Tom Jacobs  
Ron Achelpohl

## TTPC AGENDA REPORT

July 2025  
Item No. 6

**ISSUE:**

REPORT: 2025 August Redistribution - Suballocated Funds Update

**BACKGROUND:**

The Federal Highway Administration (FHWA) provides an opportunity each year to increase the spending authority to state departments of transportation known as the August redistribution. Through this process, funding from states unable to use their share of federal highway funding is redistributed to those states that have demonstrated an ability to use more funding. This helps to ensure that all funding authorized each year is utilized.

Timely delivery of the projects prioritized by MARC for the suballocated federal Carbon Reduction Program (CRP), Congestion Mitigation/Air Quality Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives Program (TAP), each year has a direct impact on the ability of the states to access additional funding through the August Redistribution process. MARC staff will brief the committee on MARC's efforts to meet the goals set by our state partners and the current status of MARC funding programs.

**POLICY CONSIDERATIONS:**

None.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

None.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT**

Marc Hansen

## TTPC AGENDA REPORT

July 2025  
Item No. 7

### ISSUE:

REPORT: Smart Moves 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, the Mid-America Regional Council (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 launched the initial 1st Phase of 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. At the conclusion of this effort, major Smart Moves service recommendations will be reprioritized, costs will be updated and potential local funding mechanisms will be identified. We anticipate this work being completed over the summer of 2025.

A 2nd phase of this work, to be conducted over the second half of 2025 will expand on this effort to include benefit cost analysis, informational materials and additional community engagement.

MARC staff will provide an overview of this work at the TTPC meeting.

### POLICY CONSIDERATIONS:

This plan update will support multiple policy goals of Connected KC 2050 including *access to opportunity, economic vitality, healthy environment, housing, public health & safety, and transportation choices*.

### RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

### RECOMMENDATION:

None. Information only.

### STAFF CONTACT:

Ron Achelpohl

## TTPC AGENDA REPORT

July 2025  
Item No. 8

### **ISSUE:**

REPORT: Summer 2025 Roadway Functional Classification System Call for Changes

### **BACKGROUND:**

Functional classification is the process by which the nation's network of streets and highways are categorized according to the type of service they provide. It represents the function of a roadway based on several factors including volume of traffic and types of trips served. Functional classification is used in transportation planning, roadway design and the allocation of federal roadway improvement funds. It was introduced by the Federal Highway Administration in the late 1960s, which developed federal guidelines for local governments and planning organizations to use in maintaining the functional classification system in their own jurisdictions.

The primary purpose of functional classification is the classification or categorization of roadways. Functional classification describes a roadway facility in terms of the character of transportation service it provides or is intended to provide. In addition to being a hierarchical system of classifying roadways based on their general function, the functional classification of a given road facility also has implications for the eligibility of a transportation-related project (on that same facility) to receive and utilize Federal (and sometimes State) transportation funds.

As the Metropolitan Planning Organization for the Kansas City region, it is MARC's responsibility to develop and maintain the functional classification system of roadways within its planning boundaries through coordination with local cities, counties and the state departments of transportation. <https://www.marc.org/transportation/metropolitan-planning/roadway-functional-classification-system>

As a part of the 2025 call for changes to the Functional Classification System MARC staff have updated the online portal used to submit changes and revisions. This new portal will make change submissions easier for MARC planning partners and enhance the review process for MARC staff. The call for changes will be open from June 30<sup>th</sup> to August 1<sup>st</sup>, 2025.

### **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.

### **RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Robert Evans

Alicia Hunter

## TTPC AGENDA REPORT

July 2025  
Item No. 9

### ISSUE:

REPORT: Community Membership Update

### BACKGROUND:

The bylaws of TTPC provide for up to four (4) organizational positions representing business, economic development, social equity, environmental, transportation modal, or other perspectives relevant to the current work of TTPC. These positions are appointed by the co-chairs of TTPC and serve two-year terms. The organizations currently holding these positions are BikeWalk KC, the Northland Regional Chamber of Commerce, WTS, and the Wyandotte County Health Equity Task Force (HETF).

Community organizations are encouraged to submit letters of interest requesting representation on TTPC via email to [transportation@marc.org](mailto:transportation@marc.org) by 4:00 p.m. on August 22, 2025. Organizations currently holding these positions are also welcome to re-apply.

Applications should include:

- Name of Organization
- Organization Contact Information
- Mission of Organization
- Organization's interest and role in transportation and related issues
- Organization's geographic area, membership, etc.
- Names and contact information of proposed member and alternate if selected

Notice about this opportunity will be advertised along with the other items authorized for public review and comment in this meeting. TTPC members are encouraged to share this opportunity with interested parties in their jurisdictions. Questions related to this call for representation may be directed to Ron Achelpohl at [transportation@marc.org](mailto:transportation@marc.org).

### BUDGET CONSIDERATIONS:

None.

### RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

### RECOMMENDATION:

None. Information only.

### STAFF CONTACT:

Ron Achelpohl

## TTPC AGENDA REPORT

July 2025  
Item No. 10

**ISSUE:**

REPORT: USDOT Certification Review

**BACKGROUND:**

Federal transportation planning regulations require every metropolitan area's planning process to be recertified by the Federal Highway and Federal Transit Administrations every four years to ensure compliance with current federal laws and regulations. The MARC area was last certified in 2021, with numerous commendations and recommendations and no required corrective actions.

FHWA and FTA are currently conducting a desk review of our metropolitan planning process and are soliciting public comments about our work through an on-line survey open until August 15, 2025. Committee members and the general public are encouraged to use this opportunity to provide feedback about your experiences, impressions and opinions about working with MARC and other planning partners on regional transportation planning activities.

This survey is available at:

<https://marc.jotform.com/assign/251876231040046/251876172494063>.

Staff will provide additional details about this process at the meeting.

**POLICY CONSIDERATIONS:**

MPO certification is a federal requirement.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl