



**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, May 20, 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: April 15, 2025 Meeting Summary*
3. VOTE: 2025 Missouri Unfunded Needs*
4. VOTE: 2025 Special Amendment #1 to the 2024-28 Transportation Improvement Program*
5. REPORT: KC SmartPort Update
6. REPORT: Regional Freight Study (Connected Freight KC 2050)
7. REPORT: FY23 SS4A Comprehensive Safety Action Plan & SafeAcross
8. REPORT: Connected KC 2050 Plan Update
9. REPORT: 2026-2030 Transportation Improvement Program
10. Other Business
11. 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, May 19, 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
April 15, 2025
Meeting Summary

Members and Alternates Present

Co-Chair Mayor Leonard Jones, Jackson County, MO
Municipalities
Co-Chair Mayor Eric Mikkelsen, Johnson County, KS
Municipalities
Lorraine Basalo, Overland Park, KS
Carrie Butler, FTA
Cecelie Cochran, FHWA - Missouri Division
Tom Degenhardt, Clay County, MO
Kyle Dieckmann, Overland Park, KS
AJ Farris, KCATA
Councilmember Donnie Funk, Lee's Summit, MO
Tom Gerend, Kansas City Streetcar Authority
Jeff Hardy, MoDOT
Leslie Herring, Johnson County, KS Municipalities
A.J. Herrmann, Kansas City, MO
Commissioner Max Hockemeier, Ray County, 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
Mayor Norman Larkey, Cass County, MO
Municipalities
Mayor Mike Larson, Jackson County, MO
Municipalities
Lane Massey, Johnson County, KS Municipalities
Joe McAfee, Leavenworth County, KS
Jack Messer, Overland Park, KS
Wes Minder, Platte County, MO
Mike Moriarty, KDOT
LaVert Murray, Unified Government of Wyandotte
County and Kansas City, KS
Bill Noll, Leavenworth County, KS
Jerry Nolte, Clay County, MO
Brian Nowotny, Jackson County, MO
Tawn Nugent, WTS
Luz Ortiz, HETF Wyandotte County
Michael Park, Lee's Summit, MO
Josh Powers, Johnson County, KS
Eric Sandberg, Miami County, KS
Andy Savastino, Kansas City, MO (Northland)
Randi Shannon, Miami County, KS Municipalities
Jeremiah Shuler, FTA
Michele Silsbee, Miami County, KS 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
Tonya Willim, Ray County, MO Municipalities
Beth Wright, Olathe, KS
Sabin Yanez, Northland Regional Chamber of
Commerce

MARC Staff Present

Ron Achelpohl, Director of Transportation &
Environment
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, Chief Resilience Officer &
Environmental Programs Director
Martin Rivarola, Assistant Director of Transportation
and Land Use Planning
Joshua Rubio, Travel Model Technician
Cy Splichal, Transportation Planner
Patrick Trouba, Transportation Planner II
Ryan Umberger, Planner II
Ray Webb, Traffic Operations Director
Eileen Yang, Transportation Modeling Manager
Lukas Yanni, Transportation Planner III

Others Present

Drew Arends
Jill Bruss, MoDOT
Katie Bushong, BHC
Shelie Daniel, Kearney, MO
John Findlay, Liberty, MO
Randy Gorton, BHC
Art Gough
Zeke Hall, MoDOT
Bob Heim, Platte County, MO
Mark Hoppe, Affinis Corporation
Krystal Jolly, MoDOT
Matt Kleinmann, Vibrant Health KC
Stan Meyers, I-Solutions
Misty Norton, Mobility Manager
Mitchell Quigley, SE3
Chris Redline, TranSystems
Melissa Schmitz, MoDOT
Don Schoenborn, MoDOT
Jason Sims, KC2026
Allison Smith, KDOT
Eric Stitt
Chad Thompson, Lamp Rynearson
Dan Weitkamp, FHWA-MO
Brett Wood, GBA
Juan Yin, MoDOT

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.

2) *VOTE: March 15, 2025, Meeting Summary*

Co-Chair Mikkelson informed the committee the meeting summary and subsequent agenda items would be voted on by a summary vote.

Recommended action: Approve the March 15, 2025, Meeting Summary.

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

Principal Planner Marc Hansen briefly reviewed the second quarter amendment to the 2024-28 Transportation Improvement Program (TIP), which had been presented to the committee in March before being released for public review and comment. Eleven comments were received and included in the meeting packet along with responses, and most comments were related to transit in general. Mr. Hansen also informed the committee that KDOT had cancelled proposed project #980038 (Paratransit Vehicle for the Paola Senior Center) due to the center withdrawing from the FTA 5311 funding program.

Recommended action: Approve the 2025 2nd Quarter Amendment to the 2024-2028 TIP.

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

The second amendment to the 2025 Unified Planning Work Program (UPWP) was also released for public review and comment following the March TTPC meeting, and received no comments. The amendment shifted funds to account for changes in budgeting for the Regional Freight Plan and Natural Hazard Transportation Risk Assessment project.

Recommended action: Approve Amendment #2 to the 2025 UPWP.

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

Assistant Director of Transportation Martin Rivarola introduced the draft plan of the update to the Connected KC 2050 long range transportation plan. The committee has been updated on progress in this update throughout the over two year long process, and received an extensive report on key takeaways and policy items during the March TTPC meeting. The plan website (<https://update.connectedkc.org/>) includes additional interactive maps and opportunities for the public to provide comments on individual projects or through the survey. There will be a final push for public engagement through promoting the website, advertising, and an open house on Tuesday, May 27th from 11:00am - 6:00pm at the MARC office.

Recommended action: Release Update to Connected KC 2050 for Public Review and Comment.

Committee Action:

Co-Chair Mikkelson called for a motion to approve the agenda items 2-5. Tom Gerend moved to approve the agenda as presented, and Dean Vakas seconded the motion. Agenda items 2-5 were approved.

6) *REPORT: Streetcar Extension and Update*

Executive Director of the Kansas City Streetcar Authority Tom Gerend presented on the KC Streetcar's development of the downtown line, current progress on extensions, and future plans. The 3.5 mile Main Street extension also included infrastructure investments to sewer, water and utilities, crosswalks, and ADA ramps along the route, and is 98% complete. The extension includes some larger stations, increased capacity, and dedicated lanes, and is currently being tested for power, communications, traffic, emergency response, and operating procedures. KC Streetcar is following the FTA federally regulated opening process, and hasn't announced an opening date yet.

The .7 mile Riverfront extension on the northern end of the line is making great progress, integrating the activation and development of the riverfront with the transportation plan. The northern extension includes challenges of a curved bridge, railroad tracks, and topography, and Mr. Gerend noted KC Streetcar is looking at analysis for a potential river crossing in the vicinity of the Heart of America Bridge.

In response to questions from the committee, Mr. Gerend noted that current facilities are approaching capacity, and alternative projects will have a facility/fleet demand as the system grows. Expansion of the systems into suburbs would depend on funding, the commuter pattern, and connecting with the existing system, but the streetcar is not an ideal alternative for longer/less dense areas. Off-wire/battery operations could be considered for a potential river crossing, but bear heavy infrastructure costs. Speeds of the streetcar vary by environment; the Main Street extension will likely be twice as fast as downtown. KC Streetcar coordinated closely with BikeWalkKC and KCATA to plan and construct multimodal improvements, including sidewalks and ADA ramps, configuring curbs and crosswalks, bike storage, and adjusting locations and scheduling of bus stops to make safe connections.

7) *REPORT: World Cup Transportation Planning Update*

Jason Sims of KC 2026 updated the committee on transportation planning for the 2026 World Cup. Kansas City is the first host city to secure a bus procurement, utilizing a minimum of 200 buses for 5 days of training and 26 days of the event. Parking at the stadium was previously prohibited but has changed to a reduced parking option, and Mr. Sims noted they are trying to increase available parking from 4,000 to 6,000 to further reduce transportation costs. Locations and turnaround time for park and ride destinations impact financial considerations as well, and destinations are expected to have a minimum of 1,500 spaces. An express transit service is planned between the stadiums and a centralized location downtown. Wraps will only be on 40-50% of the buses to help reduce costs and maximize days the buses are available. The draft mobility plan will be shared at the next transportation working group informational session on April 18th; Mr. Sims invited committee members to join the information sessions, held the third Friday of every month at 9:00am.

KC 2026 has lobbied for additional funding from the transportation funding bill, and is pursuing eligibility for August redistribution. KC 2026 has funding from Kansas, Missouri, the city of Kansas City, MO, and private funds. Safety and security is the biggest work stream, and the availability of federal funding will impact other work streams of the event.

Committee members questioned about bicycle and pedestrian accessibility and transporting visitors with car seats. The mobility concept includes pedestrian and biking paths but did not address car seats. However, Mr. Sims noted they are engaging rideshare companies on geofencing and price surging.

8) *REPORT: Bike Month/Active Transportation Update*

MARC Transportation Planner Patrick Trouba reviewed activities of the annual Bike Month campaign, including advertising, interviews, an E-bike event to be held on May 3rd from 9:00am - 11:00am at the Brookside Farmers Market. The Regional Trails and Bikeways Map will also be reprinted this year with updates due to demand. The Greater Kansas City Regional Bikeway Plan will be updated from its 2015 adoption to conduct existing conditions analyses, public and stakeholder engagement, network design, and regional bicycle/pedestrian data collection. The plan will be updated after the Connected KC 2050 update is complete, so there may be an amendment to Connected KC 2050 to incorporate these recommendations. BikeWalkKC shared they have proclamation templates that can be used for Bike Month.

9) *REPORT: 2025 Air Quality Report*

Air and Climate Programs Manager Karen Clawson shared the ozone forecast received from meteorological partners, which indicates conditions conducive to ozone development occurring earlier than typical in the season. Ms. Clawson noted the region has exceeded National Ambient Air Quality Standards (NAAQS) design values the past two years, and shared actions that cities and counties can take to help reduce ozone and improve public health: sharing ozone alerts, delaying mowing, reducing or choosing alternative transportation, refueling vehicles late in the day, and limiting burning. Ms. Clawson announced that the EPA is revisiting the new PM2.5 standard set in February of 2024. EPA has an app available called AirNow that shares near-real time data, and MARC is expanding its network of low cost sensors that can be placed on individual homes, businesses, or government buildings (sign up available here: <https://marc.jotform.com/250644918263057>).

10) *REPORT: 2025 Missouri Unfunded Needs*

Martin Rivarola briefed the committee on the process to update the Missouri funding needs lists, which list transportation projects that can swiftly utilize funding if it were to become available. This list is reviewed by the Active Transportation Policy Committee (ATPC) and Missouri STP Priorities Committee, and is updated annually in conjunction with MoDOT. The list is expected to be finalized in May, and will be brought before TTPC for approval.

11) *Other Business*

The MARC Annual Regional Assembly and Leadership Awards will be held at the Sheraton at Crown Center on Friday, June 13th. The next TTPC meeting will be Tuesday, May 20th.

12) *Adjournment*

Co-Chair Mikkelson adjourned the meeting.

TTPC AGENDA REPORT

May 2025
Item No. 3

ISSUE:

VOTE: 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 2024.

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 May TTPC meeting, staff will provide an overview of recommended revisions to the unfunded needs list. Final approval of the Missouri Unfunded Needs list is required by May 2025.

Note: The attachment in this packet currently includes draft list of unfunded needs, scheduled for final review and recommendation by the Missouri STP and the Active Transportation Programming Committee on May 13 and 14, 2025, respectively. Once these recommendations have been finalized, this packet will be revised accordingly, as needed.

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.

RELATED JURISDICTIONS:

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

RECOMMENDATION:

None. Item for discussion only.

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

Kansas City Region - DRAFT RECOMMENDED SCENARIO Missouri Road/Highway Unfunded Needs List (2025)							
For discussion by MARC Committees May 2025							
Project Name	Updated Cost (2025)	Note	Former Tier (2024)	MTP Score	MTP Priority	Total Tier	% Over/ Under Target
Tier 1							
I-70 (435-470) - Corridor Improvements (partial 1 of 2)	\$100,000,000	Stay in current Tier from 2024	1	101	High		
Tier 1 Target: \$95m						\$100,000,000	5%
Tier 2							
US71 - Safety Improvements Across Bruce R. Watkins (Partial 1 of 2)	\$76,000,000	Split between Tier 2 and Tier 3 pending conclusion of PEL study. Up to \$31m from 30.25m & moved 50% of US71 Tier 3 costs to Tier 2	2	120	High		
I-29 and I-35 Corridor from MO 210 to MO45 Along I-29 and I-435 along I-35)	\$208,000,000	I-29/I-35 Corridor improvements - PEL priority segment 1. Down from \$238m in 2024.	2	104	High		
I-70 (435-470) - Corridor Improvements (partial 2 of 2)	\$90,000,000	Stay in current 2024 tier	2	101	High		
MO 291 (I-435 to NE 104th St) Corridor Improvements	\$40,000,000	Stay in current 2024 tier. Down from \$50.34m in 2024	2	77	High		
Tier 2 Target: \$380m						\$414,000,000	9%
Tier 3							
US-71-Safety Improvements Across Bruce R. Watkins (Partial 2 of 2)	\$45,000,000	Split between Tier 2 and Tier 3 pending conclusion of PEL study. \$90,750,000 in 2024 and adjusted to \$90m. Moved 50% of this project costs to Tier 2	3	120	High		
I-35 corridor improvements from NE of downtown loop (Independence Ave) to MO 210	\$96,600,000	I-29/I-35 Corridor improvements - PEL priority segment 2. Moved from Other Regional Priorities	Other Regional Priorities	104	High		
I-70 and I-470 Interchange Improvement	\$90,000,000	Stay in current 2024 tier. Up from \$80m in 2024	3	100	Rehabilitation		
I-35 (I-435 to US 69) Corridor Improvements	\$61,000,000	Stay in current 2024 tier. Up from \$60.5m in 2024	3	87	High		
MO 92 Hwy Improvements - Phase 2	\$25,000,000	Stay in current 2024 tier	3	20	Low		
I-49 - Pavement Reconstruction from Blue Ridge Blvd to Mo 150	\$56,000,000	Stay in current 2024 tier. Down from \$60m in 2024.	3	N/A	Rehabilitation		
US 50 - Pavement Reconstruction from I-470 to Rte. RA	\$30,000,000	Stay in current 2024 tier. Up from \$29m in 2024	3	N/A	Rehabilitation		
Mo Rt FF - Slope repairs/stabilization from Mo Rt 9 to State maintenance ends	\$16,000,000	Stay in current 2024 tier. Up from \$15m in 2024	3	N/A	Rehabilitation		
Route AA/Waukomis Drive Complete Streets Reconstruction	\$6,000,000	Funded project and removed from list. \$8m in 2024.	3	149	Rehabilitation		
Interstate 49 / Tours 58 Interchange Enhancement Projects	\$22,000,000	Funded project and removed from list. \$22m in 2024	3	93	High		
Tier 3 Target: \$380m						\$419,600,000	10%
				Total All Tiers		\$933,600,000	9.19%
Other Regional Priorities							
I-435 at Parvin Rd	\$22,143,000	Jackson County		N/A	N/A		
US 169 corridor improvements form I-29 to 68th Street	\$36,000,000	I-29/I-35 Corridor improvements - PEL priority segment 3		104	High		
I-70 / Lefholz Bridge Interchange Project	\$37,500,000	Jackson County	NEW	84	Medium		
I-470 Expansion Project (I-70 to US50)	\$140,000,000	Jackson County		75	Medium		
Mo Rt 150 (Rte 291 to Smart Rd) corridor improvements (TWLT /center lane/ 4 lane, signals, turn lanes, curb & gutter etc)	\$25,000,000	Jackson County	UPDATED	73	Medium		
Route D (Route 150 to Route 58)	\$50,000,000	Cass/Jackson County	NEW	N/A	N/A		
Interchange/ramp/signal improvements at commercial street in Harrisonville	\$1,500,000	Cass County. Project Removed by MoDOT					
Mo Rt A – (Ray County – Mo Rt 10 north to County limit)		Ray County. Project funded and removed.					

TOTAL LIST for Tiers 1, 2 and 3	\$933,600,000
Combined Target for Tiers I/II/III	\$855,000,000
Over/Under for all identified projects on this list	(\$78,600,000)
Over/under %	9%

Kansas City Region - DRAFT RECOMMENDED SCENARIO Missouri Multimodal Unfunded Needs List (2025)		
Missouri Unfunded Needs - Multimodal (Transit)		
Project/service route or program	Project / Program Cost	
Interjurisdictional Transit Service Operations	\$33,000,000	
Interjurisdictional Transit Capital Projects	\$33,000,000	
Independence Avenue Bus Rapid Transit (Fast and Frequent Service)		
Burlington/North Oak Enhanced Transit (Fast and Frequent Service)		
31st/Rock Island Corridor (to stadiums) (Fast and Frequent Service)		
Other routes and services		
Improve passenger rail station, replace platform staircases in KC	\$5,000,000	
OATS - Local match for 41 vehicles past useful life	\$850,000	
Total	\$71,850,000	\$ 70,000,000
Note: Assume state funds cover 20% of capital cost for projects. Remainder for "Interjurisdictional transit operations".		

Missouri Unfunded Needs - Multimodal (Bike/Ped)		
Project	Cost	
Blue River Parkway - Blue Ridge Connector (Jackson County Parks + Rec)	\$3,000,000	
Blue River Parkway Trail: State Line Connector (Jackson County Parks + Rec)	\$4,000,000	
Blue River Trail - Swope Park Central Valley Connector (KCMO, Missouri P&R Dept)	\$1,500,000	
350 HWY Bike and Pedestrian Trail (City of Raytown)	\$1,500,000	
3rd Street at US50 Interchange Improvements (MoDOT)	\$7,000,000	
Grand Blvd -- Riverfront pedestrian and bike bridge (KCMO)	\$8,000,000	
Greenwood Connector (Jackson County)	\$16,000,000	
Missouri River North Trail (KC and NKC Sections. Note: Riverside portion already funded)	\$13,000,000	
Gillham Rd - Upgrade barrier (KCMO)	\$2,006,400	
Trolley Trail Connector trail - MLK Jr Blvd (KCMO)	\$865,200	
Colombus Park Neighborhood - sidewalks (KCMO)	\$10,300,000	
Route 45 & I-435 Bike/Ped Accommodations	\$3,000,000	
Bridge Replacement Old 210 (Clay County, Missouri)	\$2,300,000	
Total	\$62,171,600	\$ 60,000,000
Note: Protected bicycle facilities preferred for bicycle network improvements.		

Missouri Unfunded Needs - Multimodal (Freight)*		
Project	Cost	
Independence Avenue Rail Bridge Construction (KCMO & Terminal RR)	\$20,000,000	
Canadian Pacific RR grade-separated crossing (Birmingham Rd @ Holt Dr) (City of Liberty)	\$9,150,000	
Missouri River Terminal/Woodswether port improvements (Port KC)	\$22,000,000	
RSA Grading and Erosion Control (Clay County general aviation airport)	\$2,400,000	
Runway Lighting Rehabilitation (Exelsior Springs)	\$300,000	
Lee's Summit Airport Improvements	\$12,000,000	
Construct Air Traffic Control Tower (Lee's Summit airport) (\$12m) (Revised from 7m)		
Construct Parallel Taxiway Harrisonville Airport Improvements (\$4m)	\$4,000,000	
Total	\$ 69,850,000	\$ 50,000,000

TOTAL Multimodal LIST for Transit/Bike/Ped/Aviation and Freight	\$ 203,871,600
Target	\$ 190,000,000
Over/Under for all identified projects on this list	\$ 13,871,600
Over/under %	7.3%

TTPC AGENDA REPORT

May 2025
Item No. 4

ISSUE:

VOTE: 2025 Special Amendment #1 to the 2024-28 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 Special Amendment #1 to the 2024-2028 TIP includes the following:

- #996107 - Johnson County Transit-Fare Reinstatement and Modernization Project
 - New project funded through the Kansas Carbon Reduction Program
- #996108 - Johnson County Transit-Bus Purchases-Transit Fleet Modernization Initiative
 - New project funded through the Kansas Carbon Reduction Program

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

<https://www.marc.org/transportation/metropolitan-planning/transportation-public-input>

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RELATED JURISDICTIONS

This item impacts Johnson County, Kansas.

RECOMMENDATION

Approve the release of the 2025 Special Amendment #1 to the 2024-2028 TIP for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

May 2025
Item No. 5

ISSUE:

REPORT: KC SmartPort Update

BACKGROUND:

KC SmartPort is a non-profit economic development organization that works to attract freight-based companies, such as manufacturing, distribution and warehouses, to the 18 county, bi-state Kansas City region.

KC SmartPort's efforts center on economic development and growth of the transportation industry in Kansas City, attracting businesses with transportation and logistics elements. Since its establishment in 2001, KC SmartPort has become a nationally recognized organization – the region's "go-to" agency for transportation and logistics development.

Chris Gutierrez, President, KC SmartPort will provide an update on their recent activities and industry trends.

POLICY CONSIDERATIONS:

KC SmartPort's role in recruiting and promoting industrial development is a key strategy in regional freight transportation plans.

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

May 2025
Item No. 6

ISSUE:

REPORT: Regional Freight Study (Connected Freight KC 2050)

BACKGROUND:

Freight transportation and logistics is a key industry for the Kansas City regional economy as well as a required element of MARC's metropolitan transportation planning responsibilities. MARC has a strong history of effective public and private sector strategic planning for freight transportation dating back to the 1995 Intermodal Freight Strategies Study, 1999 Mid-Continent TradeWay Study, 2009 Regional Freight Outlook and 2020 Heartland Freight Technology Plan. Given the rapid changes in freight technology and service delivery since the COVID pandemic, MARC is updating this foundational planning work in partnership with the Lawrence/Douglas County Metropolitan Planning Organization (LDCMPO) and Pioneer Trails Regional Planning Commission (PTRPC).

The study is developing a planning process to position the region to understand and address current freight industry trends and their impacts on the transportation system. The process will provide tools to identify and prioritize multimodal freight projects. The study will also provide planners and public agencies with abilities to identify, define and communicate issues related to freight transportation:

1. Reliability (connectivity, travel time and capacity) and Predictability (as it relates to reliability and efficiency)
2. System Resiliency
3. Industry/farm to market and Infrastructure
4. Logistics/economic development support/land use
5. Truck parking
6. Public Policy considerations/Best use of resources
7. Emerging technologies
8. Workforce development

Staff will provide an overview of the project at this meeting. A public meeting will be held May 28th. A final report will be presented to the Goods Movement Committee and Total Transportation Policy Committee in June 2025.

POLICY CONSIDERATIONS:

None

BUDGET CONSIDERATIONS:

None

COMMITTEE ACTION:

None

RELATED JURISDICTIONS:

Counties of MARC, Lawrence/Douglas County MPO, and Pioneer Trails Regional Planning Commission

RECOMMENDATION:

Information only

STAFF CONTACT:

Cy Splichal

TTPC AGENDA REPORT

May 2025
Item No. 7

ISSUE:

REPORT: FY23 SS4A Comprehensive Safety Action Plan & SafeAcross

BACKGROUND:

MARC was awarded a fiscal year 2023 USDOT FHWA Safe Streets & Roads for All (SS4A) Grant, on behalf of the Destination Safe Coalition, to develop a Comprehensive Safety Action Plan (CSAP) and conduct Supplemental Planning Activities. MARC's Destination Safe Coalition unites 13 counties in Greater Kansas City to improve transportation system safety for region. MARC collaborates with the Destination Safe Coalition and safety planning professional to maintain and improve a safety culture among transportation and public safety experts and the public.

MARC will develop a guiding document that embraces the Safe System approach and provides tools and resources that help strengthen our region's approach and understanding of transportation safety issues within the Destination Safe Region. The CSAP and crash data dashboard will provide helpful resources that municipalities and other organizations can use when prioritizing transportation safety in preparation for submitting applications for federal funding.

As part of this project MARC and Destination Safe are partnering with the City of Springfield to promote their [SafeAcross Program](#). This pedestrian safety program aims to foster a cultural shift toward greater pedestrian awareness and responsibility. MARC will implement aspects of the program to demonstrate its benefits and encourage partner jurisdictions and agencies to collaborate with SafeAcross.

POLICY CONSIDERATIONS:

This plan will update the Destination Safe 2022-2027 Transportation Safety Plan into a Comprehensive Safety Action Plan (CSAP) as specified by the [U.S.DOT Notice of Funding Opportunity, Table 1](#). The CSAP will identify strategies and countermeasures for implementing transportation safety improvements.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts the 13 counties of the Destination Safe region: Platte, Leavenworth, Wyandotte, Johnson (KS), Miami, Clay, Jackson, Cass, Ray, Lafayette, Johnson (MO), Saline, and Pettis.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Alicia Hunter, MARC

Mandy Büttgen-Quinn, SafeAcross (City of Springfield, MO)

TTPC AGENDA REPORT

May 2025
Item No. 8

ISSUE:

REPORT: Connected KC 2050 Plan Update

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. In the MARC region, this plan is branded as the Connected KC 2050 (CKC2050) plan. A draft of the CKC2050 update is posted online at www.update.connectedkc.org and has been released for public review and comment. Adoption of this update is due by June of 2025.

A final round of public engagement & outreach is underway, including:

- Social media/online engagement
- Internal/external stakeholder outreach
- Two public open-house sessions at MARC's offices (May 20th & 27th - 11am to 6pm).

The results of these engagement efforts will be summarized and shared with the TTPC as the committee considers final plan approval.

Further, as the TTPC has previously discussed, the federal policy landscape has shifted in 2025. MARC has received indications that FHWA and FTA may require further review of the Community Impact Analysis section of this draft to align with current Administration policy priorities. At the upcoming TTPC meeting, staff will describe the feedback received and MARC's staff recommendations to address new Federal guidance.

COMMITTEE ACTION:

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

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

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

BUDGET CONSIDERATIONS:

None.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

May 2025
Item No. 9

ISSUE:

REPORT: 2026-2030 Transportation Improvement Program

BACKGROUND:

The Transportation Improvement Program (TIP) is the region's short-range program that identifies projects to receive federal funds and projects that are of regional significance that will be implemented over the next three to five years. MARC develops the TIP in cooperation with Kansas (KDOT) and Missouri (MoDOT) departments of transportation, local governments, and public transportation agencies.

MARC will produce the 2026-2030 TIP in accordance with regulations contained in the Infrastructure and Investment Jobs Act (IIJA), the most recent legislation governing the federal transportation program. In accordance with these regulations the 2026-2030 TIP will include:

- A financial plan that accounts for inflation and includes system-level estimates of operation & maintenance costs and revenues.
- Discussion as to the effect of the programmed investments toward achieving performance targets.
- Visualization techniques to help convey information.

MARC staff will brief the committee on the development schedule, upcoming activities, and approval process for the 2026-2030 TIP.

POLICY CONSIDERATIONS:

The Transportation Improvement Program is one of the core products of the metropolitan transportation planning process.

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