



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, June 17, 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: May 20, 2025 Meeting Summary*
3. VOTE: 2025 Special Amendment #1 to the 2024-28 Transportation Improvement Program*
4. VOTE: 2025 3rd Quarter Amendment to the 2024-2028 Transportation Improvement Program*
5. VOTE: Approve Connected KC 2050 Plan Update*
6. VOTE: Approve Regional Freight Study*
7. REPORT: Kansas Secretary of Transportation's Report
8. REPORT: Electric Vehicle Readiness Plan
9. REPORT: Comprehensive Climate Action Plan Update
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, June 16, 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
May 20, 2025 Meeting Summary**

Members and Alternates Present

Co-Chair Mayor Eric Mikkelsen, Johnson County, KS Municipalities
Lorraine Basalo, Overland Park, KS
Greg Bolon, MoDOT
Cecelie Cochran, FHWA - Missouri Division
Tom Degenhardt, Clay County, MO
Kyle Dieckmann, Overland Park, KS
Heidi Eilers, WTS
AJ Farris, KCATA
Commissioner Janeé Hanzlick, Johnson County, KS
Jeff Hardy, MoDOT
Leslie Herring, Johnson County, KS Municipalities
Commissioner Max Hockemeier, Ray County, MO
Mary Jaeger, Olathe, KS
Councilmember Jerry Kaylor, Jackson County, MO Municipalities
Lee Kellenberger, Johnson County, KS
Jill Lawlor, Kansas City, MO
Lane Massey, Johnson County, KS Municipalities
Mark Mathies, Unified Government of Wyandotte County and Kansas City, 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
LaVert Murray, Unified Government of Wyandotte County and Kansas City, KS
Bill Noll, Leavenworth County, KS
Jerry Nolte, Clay County, MO
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 Rogers, BikeWalkKC
Andy Savastino, Kansas City, MO (Northland)
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
Jason Waldron, Kansas City, MO
Mayor Dana Webb, Jackson County, MO Municipalities
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
Beth Dawson, Principal Planner
Raymart Dinglas, Public Affairs Coordinator II
Bobby Evans, Principal Planner
Marc Hansen, Principal Planner
Alicia Hunter, Transportation Planner III
Katie Newman, Transportation Intern
Martin Rivarola, Transportation Planning Director
Joshua Rubio, Travel Model Technician
Cy Splichal, Transportation Planner
Patrick Trouba, Transportation Planner II
Ryan Umberger, Planner II

Others Present

Drew Arends
Kyaira Boughton
Mandy Buettgen-Quinn, SafeAcross
Katie Bushong, BHC
Ryne Dowling, KDOT
Cara Elbert, Shockey Consulting
Art Gough
Chris Gutierrez, KC SmartPort
Bob Heim, Platte County, MO
Matt Henderson, Alfred Benesch & Company
Damon Hodges, Raytown, MO
Mark Hoppe, Affinis Corporation
Katie Jardieu, MoDOT
Krystal Jolly, MoDOT
Travis Jones, Cass County, MO
Ray Kumapley, SE3
Patrick Martin, Grain Valley, MO
Ryder Mesik, Office of U.S. Representative Sam Graves
Stan Meyers, I-Solutions
Jon Moore, Wilson & Co
Davonna Moore-Edeh, CDM Smith
Fahteema Parrish, Parrish and Sons Construction
Chris Redline, TranSystems
Melissa Schmitz, MoDOT
Allison Smith, KDOT
Eric Stitt, Trinity Logistics
Mayra Toothman, Smithville, MO
Cate Tucker, MoDOT
Derek Wise, Cass County, 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: April 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 April 15, 2025, Meeting Summary.

3) *VOTE: 2025 Missouri Unfunded Needs*

Transportation Planning Director Martin Rivarola reviewed the Missouri Unfunded Needs list, which is updated annually and includes transportation projects that could take on additional funding quickly in the event it becomes available. Road and bridge projects are reviewed by the Missouri Surface Transportation Program (MO STP) Priorities Committee and MoDOT asks regions to prioritize these projects by tier, and the multimodal projects lists are reviewed by the Transit Technical Team and the Aviation, Goods Movement, and Active Transportation Programming Committees. Recommendations are developed in partnership with MoDOT. Mr. Rivarola reviewed changes to the list since last year, and project details were included in the meeting packet.

Mr. Rivarola clarified for the committee that this is not a programming exercise, and funds are not committed to the projects on this list; the list is updated annually and helps track regional priorities and projects that have been implemented. Committee members requested information be added to future lists to denote how long projects have existed on the list.

Recommended action: Approve the 2025 Missouri Unfunded Needs list.

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

Principal Planner Marc Hansen introduced the special amendment to the current Transportation Improvement Program (TIP) on behalf of Johnson County Transit. The amendment includes a project to reinstate bus fares and a bus purchase initiative. In order for these projects to get underway within Federal Fiscal Year (FFY) 2025, a special amendment was made outside the quarterly amendment schedule.

Recommended action: Approve release of 2025 Special Amendment #1 to the 2024-28 TIP for public review and comment.

Committee Action:

Co-Chair Mikkelson called for a motion to approve the agenda items 2-5. Commissioner Janeé Hanzlick moved to approve the agenda as presented, and J.D. Rios seconded the motion. Agenda items 2-4 were approved.

5) *REPORT: KC SmartPort Update*

KC SmartPort President Chris Gutierrez provided an update to the committee on recent activities and industry trends from the economic development group for the Kansas City region. KC SmartPort focuses on bringing new investments to the region, and emphasizes its dependability, stability, and lower risk over other markets. Kansas City is growing faster in population than similar cities, but with consistent, stable growth and corresponding

employment development that helps prevent problems with cities that grow too quickly. Top industries include manufacturing and logistics, healthcare, technology, agriculture and animal health, and architecture/engineering/construction and design. Mr. Gutierrez reviewed economic development strategies, including focusing on specific industries, talent attraction, and taking advantage of market assets like geographic location, reliable utilities, and freight movement (Kansas City moves more freight by weight via rail than any other market in the US). Mr. Gutierrez discussed international investments and trade relationships, as well as the impact and timing of tariffs. Kansas City's reputation continues to grow on the global stage, particularly with athletic events and popular sports teams (such as KC Current, Sporting KC, KU Training Facility, Chiefs Super Bowls, and the 2026 World Cup).

6) *REPORT: Regional Freight Study (Connected Freight KC 2050)*

Transportation Planner Cy Splichal reviewed progress on the Regional Freight Study, which will define roles and responsibilities for planning agencies in freight planning, integrate proactive freight planning into the regional transportation planning process, and support regional, state, and federal freight goals and objectives. Mr. Splichal reviewed the study's progress and recommendations to improve the freight system. Scenarios to understand effectiveness of strategies and policies were shared at workshops around the study region, and numerous stakeholders were engaged during the study. The final public meeting will be held at the MARC office on Wednesday, May 28th. The completed study will be shared with TTPC for review and approval at the next committee meeting.

7) *REPORT: FY23 SS4A Comprehensive Safety Action Plan & SafeAcross*

As a grant recipient of federal funds through the Safe Streets and Roads for All (SS4A) program, MARC has partnered with SafeAcross to bring awareness to pedestrian safety. Mandy Buettgen-Quinn discussed the pedestrian safety campaign conducted in Springfield, MO starting in 2017. Crash data showed that half of pedestrian crossing accidents occurred when drivers failed to yield to a pedestrian using a crosswalk, so the program focused on building awareness for drivers with increased signage, public education for drivers and pedestrians, guidance in engineering and crosswalk enhancements, and crosswalk enforcement. The program aims to foster a cultural shift toward greater pedestrian awareness, and compliance in drivers yielding to pedestrians at crosswalks doubled over the course of the program. Print and digital resources are available to host communities at no cost, and other program expenses are eligible for grant funding through the SS4A program. Committee members discussed the importance of driver education, and Ms. Buettgen-Quinn noted that providing printed resources at DMV offices can help inform new drivers of how to respond to crosswalks and pedestrian signals.

8) *REPORT: Connected KC 2050 Plan Update - Final Outreach and Engagement Efforts*

The draft plan of the Connected KC 2050 (CKC2050) plan update was released for public review and comment following last month's TTPC meeting. Transportation Planning Director Martin Rivarola summarized final public engagement efforts taking place, including an open house immediately following this meeting, before the committee considers final plan approval at the June TTPC meeting. Mr. Rivarola also discussed how current federal policies have prompted review of the draft update, particularly within the Community Impact Analysis section. The analysis concludes that this plan will not result in notable burdens or the denial of benefits to any particular community, and the potential inclusion of this section in the draft plan will adhere to current administration policy. Committee members shared comments on the importance of opportunities for community members to provide input on the plan.

9) *REPORT: 2026-2030 Transportation Improvement Program*

Principal Planner Marc Hansen informed the committee of the upcoming term for the 2026-2030 TIP, and the process in preparing project lists for that planning document. The TIP project list includes all surface transportation projects receiving federal funding, and all regionally significant projects (regardless of funding source). Mr. Hansen explained the relationship between the CKC2050 plan and the TIP, and how the TIP is utilized by local governments and state departments of transportation. Projects in the existing TIP will not experience any lag time while waiting for the new TIP to be approved. Projects to include in the new TIP will be requested this summer, and the committee will continue to be updated on next steps and approval timelines throughout the process.

10) *Other Business*

The MARC Annual Regional Assembly and Leadership Awards will be held at the Sheraton at Crown Center on Friday, June 13th.

The Regional Trails and Bikeways map has been updated and copies can be requested by emailing marcinfo@marc.org.

The next TTPC meeting will be Tuesday, June 17th.

11) *Adjournment*

Co-Chair Mikkelsen adjourned the meeting.

TTPC AGENDA REPORT

June 2025
Item No. 3

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. Five 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 Johnson County, Kansas.

RECOMMENDATION

Approve the 2025 Special Amendment #1 to the 2024-2028 TIP.

STAFF CONTACT

Marc Hansen

**2024-2028 Transportation Improvement Program
2025 Special Amendment #1
Public Comment and Response**

Comment #1 – Johnson County Transit

“Johnson County is an ideal starting point for this initiative due to its strategic position within the Bi-State Sustainable Reinvestment Corridor. When fare reinvestment is implemented and begins yielding positive outcomes, it will serve as a powerful proof of concept. This can help build momentum and make it significantly easier to engage other cities and counties in meaningful investments in transit infrastructure.

The additional revenue generated by fares can be a strong selling point—especially when it translates into visible improvements in service quality. It’s essential, however, that fares remain equitable and accessible to all riders—fair fares for fair access.

Transit service in Johnson County has been severely impacted by budget constraints in recent years. Reintroducing fares, if done thoughtfully, could provide a much-needed revenue stream. This would support service enhancements, improve the passenger experience, and ultimately boost ridership—a virtuous cycle of reinvestment and improvement.”

Comment #2 – Johnson County Transit

“Glad to see Johnson County is looking at modernizing it's transit. Rail definitely needs to be part of the solution. I'm not convinced that buses are the solution, especially long-term. I don't care if it's streetcar, commuter rail, or the like. Also important that it integrate seamlessly with existing transit infrastructure in the metro area.”

Response to Comments #1 & #2

Thank you for your recent comment regarding the proposed 2025 Special Amendment #1 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 has recently finalized 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 #3 – General Transit

“I am a current user of the bus system in the general Kansas City area, and I find the service absolutely crucial as a taxpaying worker to make my doctor's appointments, work days, and shops where I spend my money in the community. The bus system keeps the economy of this city running.”

Comment #4 – General Transit

“Kansas City Missouri transportation services are horrible and it is getting even worse because passengers on the buses are causing more chaos on all of the buses .also the bus fare should be brought back and it would stop lots of the chaos on the buses. “

Comment #5 – General Transit

“It is imperative for the counties in the KC Metro Region work together to improve buses and transit. Including implementing light rail. Increasing funding is good, but having a broad proposal to grow the system and bring it to a 15 minutes minimum between buses is essential. Shelters have been removed all over the city which makes waiting unbearable in bad weather. There are stops on major corridors like Paseo with NO handicap access between them. These basics are absolutely imperative for the success of the system. It should also be TOP priority to transform part of Union Stations lower level platforms into a bus/transit hub. The current bus hub in the East Village is abysmally isolated from anything and is no where near other transit services. Making Union Station the central hub for ALL regional transit, from streetcar, to bus, to what I hope will be a future light-rail to the airport, is key to making us a first rate city instead of one embarrassment during international events like the cup.”

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

Response to Comments #3 - #5

Thank you for your recent comment regarding the proposed 2025 Special Amendment #1 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

June 2025
Item No. 4

ISSUE:

VOTE: 2025 3rd 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 3rd 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.

POLICY CONSIDERATIONS:

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

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve the release of the 2025 3rd Quarter Amendment to the FFY 2024-2028 TIP for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

June 2025
Item No. 5

ISSUE:

VOTE: Approve 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. Adoption of a plan update is due by June of 2025. The draft update was released for public review and comment and can be found here: www.update.connectedkc.org.

Major elements of this plan update have included:

- Regional vision statement & policy framework update
- Travel demand modeling
- Land use and financial revenue forecast updates, project prioritization
- Development/update of various performance measures/system targets
- Draft plan release for public review and comment (April 16th - May 30th)
- Public Engagement Efforts April-May 2025

The final round of public engagement & outreach included social media/online engagement, internal/external stakeholder outreach and two public open-house sessions at MARC's offices. No comments were received which indicated the plan is missing important elements or failed to address important needs for the region. The following major themes emerged:

- Goals and projects surrounding increasing public transit have high support for implementation. Respondents advocated for increased services, including new funding mechanisms to support and expand the existing public transit system.
- High levels of support were expressed for retrofitting local roads with complete street designs to accommodate all users.
- Several commenters expressed support for future streetcar extensions, other fast and frequent transit services such as connections to KCI and east-west routes, projects related to bike and pedestrian improvements including complete street upgrades and regional trails. Additionally, a few highway/roadway projects were mentioned. The project addressing improvements to Missouri Rt 9 from 3rd to Admiral received several supporting comments.
- Additionally, MARC received feedback that it was prudent to remove references in former "Community Impact Analysis" to certain demographic-based analysis to better align with the current administration's federal policy priorities.

MARC will continue to work with regional stakeholders to help implement the goals and strategies in the plan in accordance with this public feedback and priorities.

Since the public comment period, a few final minor adjustments have been completed, as follows:

- “*Modeling the future-See the Forecast*” - the story map was adjusted to include updated travel demand and MOVES model results of anticipated outcomes of advancement of financially constrained projects.
- Added a note in “Next Steps” section to indicate that MARC will continue to advance transportation/housing work to further integrate housing and transportation plans.
- The Community Impact Analysis story map has been removed. A brief summary statement about this work has been added in the “How we developed the plan?” page.
- Added necessary links to various plan pages in “Federal Requirements” plan section.
- Conducted non-substantive general additional proofing and word usage/verbiage corrections throughout various plan pages.
- Updated project information/mapped geographies for a variety of projects, based on public/sponsor agency feedback, as follows:
 - Altered geography of MoDOT project along Interstates 35 and 29 and other various projects in Platte County.
 - Removed one project due to mis-labeling/mistitling / inaccurate description.
 - Updated project on Independence Avenue (Formerly U.S. 24) to reflect change of Right of Way.

Staff will provide an overview of the final plan and will request committee approval at the meeting.

BUDGET CONSIDERATIONS:

None.

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:

Approve update to the Connected KC 2050 plan as the MARC Region’s Metropolitan Transportation Plan.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

June 2025
Item No. 6

ISSUE:

VOTE: Approve Regional Freight Study

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).

In addition to updating regional freight and land-use data, the study developed a proactive planning process to position the region to understand and address current freight industry trends and their impacts on the transportation system. This process provides tools to identify and prioritize multimodal freight projects. The study also provides planners and public agencies with the ability 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

More information can be found here: <https://www.marc.org/transportation/plans-and-studies/connected-freight-kc-2050>.

A final report was presented to the Goods Movement Committee, who voted to recommend the study for approval to the Total Transportation Policy Committee.

POLICY CONSIDERATIONS:

Integrate findings and recommendations from the regional freight study into Connected KC 2050.

BUDGET CONSIDERATIONS:

None

COMMITTEE ACTION:

The Goods Movement Committee has voted to recommend the study for approval.

RELATED JURISDICTIONS:

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

RECOMMENDATION:

Approve the Connected Freight KC 2050 plan.

STAFF CONTACT:

Cy Splichal

TTPC AGENDA REPORT

June 2025
Item No. 7

ISSUE:

REPORT: Kansas Secretary of Transportation's Report

BACKGROUND:

In 2023, Governor Laura Kelly appointed Calvin Reed as Secretary of the Kansas Department of Transportation (KDOT). Previously, Reed served as acting secretary after the departure of former Secretary of Transportation Julie Lorenz in December 2022.

Secretary Reed has spent over 15 years of his career with KDOT. He began his most recent tenure with the agency in 2019 as bureau chief of the Structures and Geotechnical Services Division before moving into the role of director of the Engineering and Design Division.

He is a graduate of Kansas State University with both a Bachelor and Master of Science in Civil Engineering.

Secretary Reed will provide an overview of his priorities for the department at the meeting.

POLICY CONSIDERATIONS:

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

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all Kansas counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

TTPC AGENDA REPORT

June 2025
Item No. 8

ISSUE:

REPORT: Electric Vehicle Readiness Plan

BACKGROUND:

MARC, with support from consultants, has developed a Regional Electric Vehicle Readiness Plan to serve as the regional strategy and resource for further development of the electric vehicle charging network in the Kansas City region. The plan incorporates a needs analysis and identification of priorities areas for DC fast charging network expansion. Guidance is also provided for expanding Level 2 chargers in the region. A mapping resource will be made available for local governments and others that will show these priority areas for network expansion and other geographic information for determining potential charging station sites.

The EV Readiness Plan includes potential solutions for underserved areas, including low-income and higher density housing areas, and other policy and best practice recommendations that local governments can consider as part of their implementation efforts.

WSP will present the plan findings. For more detailed information, a copy of the plan's executive summary can be found here: [regional-ev-readiness-plan-summary.pdf](#)

POLICY CONSIDERATIONS:

The EV Readiness Plan supports emissions reduction strategies included in Connected KC 2050, Kansas City Regional Climate Action Plan, and Clean Air Action Plan.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ryan Umberger
Karen Clawson

TTPC AGENDA REPORT

June 2025
Item No. 9

ISSUE:

REPORT: Comprehensive Climate Action Plan Update

BACKGROUND:

In April 2023, the MARC Board of Directors authorized receipt of a \$1 million formula grant from the EPA Climate Pollution Reduction Planning Grant program to update the current Regional Climate Action Plan. An early requirement of the EPA planning grant included the development of a Priority Climate Action Plan (PCAP) which was completed and submitted to EPA in 2024. The final planning deliverable for the grant is the Comprehensive Climate Action Plan (CCAP), due December 2025.

This effort to develop a CCAP is considered the full update of the Regional Kansas City Climate Action Plan and will entail a complete inventory of greenhouse gas emissions, a scenario planning analysis and a workforce planning analysis. The plan will continue to serve as a voluntary framework to guide and align local action in ways that make a difference for the entire Kansas City region.

In addition to leadership from the Climate and Environment Council, MARC staff will engage MARC committees and interested local governments as well as community stakeholders and the general public through focus groups, interview, and one-on-one engagements to facilitate the review and further development of existing greenhouse gas reduction strategies and building community-based partnerships focused on near-term implementation. Community engagement will build on prior engagement of the Priority Climate Action Plan and local engagement processes. MARC staff will provide an update on this process, including the greenhouse gas inventory, draft strategies and other elements of the plan.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Karen Clawson
Tom Jacobs