



**OPEN MEETING NOTICE**  
**TOTAL TRANSPORTATION POLICY COMMITTEE**

Mayor Eric Mikkelsen, Kansas Co-Chair  
Mayor Leonard Jones, Missouri Co-Chair

There will be a meeting of MARC's Total Transportation Policy Committee on **Tuesday, August 19, 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: July 15, 2025 Meeting Summary\*
3. VOTE: 2025 Unified Planning Work Program – Amendment #3\*
4. VOTE: Policy on Transportation Improvement Program Revisions\*
5. REPORT: Bistate Sustainable Reinvestment Corridor
6. REPORT: Coordinated Public Transit and Human Services Plan Update
7. REPORT: MARC Transportation Committee & Process Update
8. REPORT: Vibrant Success Stories Call for Submissions
9. Other Business
10. 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, August 18, 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  
Meeting Summary July 15, 2025**

**1) *Welcome/Introductions***

Missouri Co-Chair Mayor Leonard Jones 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. Attendance of this meeting is included at the end of this summary.

**2) *VOTE: June 17, 2025, Meeting Summary***

No changes were suggested for the June meeting summary.

**Recommended action: Approve the June 17, 2025 Meeting Summary.**

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

Principal Planner Marc Hansen reintroduced the third quarter amendment to the current Transportation Improvement Program (TIP), which was brought before the committee in June before being released for public review and comment. Twelve comments were received and included in the meeting packet along with proposed responses; none of the comments received objected to the projects in the amendment.

**Recommended action: Approve the 2025 3rd Quarter Amendment to the 2024-2028 TIP.**

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

Mr. Hansen reported on the third amendment to the 2025 Unified Planning Work Program (UPWP), which adds a new project from KCATA in support of the East West Transit study. This study is funded through the federal RAISE program and does not impact MARC's Consolidated Planning Grant (CPG) budget.

**Recommended action: Release Amendment #3 to the 2025 UPWP for public review and comment.**

**Committee Action:**

Councilmember Dean Vakas made a motion to approve agenda items 2-4. Joe Johnson seconded the motion, and the motion passed.

**Co-Chair Jones reordered the agenda to move the Natural Hazard Transportation Risk Assessment to the end of the agenda reports.**

**5) *REPORT: 2025 August Redistribution - Suballocated Funds Update***

Mr. Hansen informed the committee of the process managed by the Federal Highway Administration (FHWA) to increase the spending authority of state departments of transportation, known as August Redistribution. Unutilized funds from states are pooled and redistributed to states who can demonstrate their ability to implement funds up to and exceeding their original allocation. Mr. Hansen described how funds are managed by MARC's suballocated programs for Congestion Air Mitigation Quality (CMAQ), Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Carbon Reduction, and discussed the obligation goals set by KDOT and MoDOT. Mr. Hansen discussed challenges and flexibility in meeting obligation targets, noting that MARC is on track to meet our obligation targets in Missouri and is scheduled to obligated 86% of available funds in Kansas.

The committee discussed the TA program and difficulty in meeting obligation targets for that program; smaller amounts of funds, lack of flexibility in utilizing funds due to specific requirements, local priorities, and unfamiliarity of project staff with federal regulation can slow down the process and make obligation of these funds more difficult.

**Co-Chair Jones reordered the agenda to move the Summer 2025 Roadway Functional Classification System Call for Changes to follow the USDOT Certification Review report.**

**6) *REPORT: Smart Moves Transit Plan Update***

Director of Transportation & Environment Ron Achelpohl reviewed the Smart Moves Transit Plan Update, which was a high priority recommendation out of the Connected KC 2050 long range transportation plan. The plan was last updated in 2017, and Mr. Achelpohl shared some changes to transit development influenced by the plan such as the streetcar expansion, fixed route services along corridors and mobility hubs, and demand response services such as microtransit. However, progress has been slow, and Phase I of the update has focused on developing investable implementation strategies rooted in local priorities and identifying opportunities for potential funding.

Mr. Achelpohl discussed analyzing and prioritizing capital and operating costs across the network, and what funding mechanisms may be available county by county. Mr. Achelpohl also spoke to the region's comparison to peer transit systems across the country and levels of state support for public transportation, and how recent action in Missouri on the budget for state funding for transit will impact funding strategies. Phase II of the study, expected to be conducted over the second half of 2025, will expand on Phase I work and develop a benefit cost analysis, informational materials, and community engagement.

The committee discussed areas in the region that lost or are at risk of losing access to fixed route transit, and how lack of unity among local government may impact the transit system. Mr. Achelpohl replied that potential funding mechanisms to generate new revenue (such as the Missouri Regional Investment Fund) could impact how funds would be administered and accountability. Committee members also shared concerns for elements supporting transit such as wheelchair accessibility, sidewalk conditions, and bus stops, which will somewhat overlap with the current update to the Regional Bikeway Plan.

**7) *REPORT: Community Membership Update***

Four positions on the TTPC as community representatives will be appointed this summer for two-year terms. MARC staff thanked the existing community members for their participation on the committee, and welcomed them to reapply as well as encouraging local jurisdictions to invite interested parties to apply.

**8) *REPORT: USDOT Certification Review***

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. Mr. Achelpohl reviewed the process and noted MARC received 11 commendations from FHWA. One component of the review includes soliciting feedback; the link in the original agenda packet was incorrect, but the correct code was shared at the meeting and reposted in an updated agenda packet following the meeting: <https://www.marc.org/news/transportation/share-your-thoughts-regional-transportation-planning-process>.

**9) *REPORT: Summer 2025 Roadway Functional Classification System Call for Changes***

Principal Planner Bobby Evans informed the committee that the call for changes to the Roadway Functional Classification System will be open from June 30<sup>th</sup> to August 1<sup>st</sup>, 2025. Mr. Evans reviewed the purpose and process of the request for changes, which classify roadway facilities based on the intended transportation service provided. Classifications can impact eligibility for federal (and sometimes state) transportation funds. Mr. Evans reviewed changes to MARC's online application portal, which will require more information but lead to a smoother, faster, and more secure review process.

**10) *REPORT: Natural Hazard Transportation Risk Assessment***

Transportation Planner Ryan Umberger reviewed the Natural Hazard Transportation Risk Assessment, which identifies and assesses risks and vulnerabilities to the regional transportation system brought on by extreme weather events. Mr. Umberger shared a summary of the Phase I of the study, but the project was unable to proceed with Phase II due to a withdrawal of PROTECT grant funding. Together, Mr. Umberger and Lily Lowder of Cambridge Systematics reviewed the process of developing the model to guide resilience-informed planning and investment, and strategies for future planning tools as funding becomes available.

The committee discussed specific examples of roadway resiliency (such as areas prone to flooding or road surfaces damaged by extreme heat), and that identifying potential improvements to vulnerable areas would be an element of Phase II of the study. The expected outcome of a completed plan would include criteria to identify where there are critical transportation assets needing improvement to be more resilient, and a toolkit to help address those needs. The ability to identify critical areas to invest in resiliency can ensure communities are protected, goods movement continues, and the community can bounce back more quickly.

**11) *Other Business***

The next TTPC meeting will be Tuesday, August 19<sup>th</sup>.

**12) *Adjournment***

Co-Chair Jones adjourned the meeting.

**Total Transportation Policy Committee  
Member and Alternate Attendance July 15, 2025**

<b>Jurisdiction/Agency Represented</b>	<b>Member Name</b>	<b>Attendance</b>	<b>Alternate Name</b>	<b>Attendance</b>
Independence, MO	John Perkins		Lisa Reynolds	
Independence, MO	Bridget McCandless	X	Matt McLaughlin	X
Kansas City, MO	Eric Bunch		Jason Waldron	
Kansas City, MO	Jill Lawlor	X	[Vacant]	
Kansas City, MO	Michael Shaw		[Vacant]	
Kansas City, MO	Mario Vasquez		[Vacant]	
Kansas City, MO (Northland)	Andy Savastino		[Vacant]	
Kansas City, MO (Northland)	Lindsay French		[Vacant]	
Lee's Summit, MO	Donnie Funk	X	Michael Park	X
Olathe, KS	Dean Vakas	X	Nate Baldwin	
Olathe, KS	Mary Jaeger		Beth Wright	
Overland Park, KS	Lorraine Basalo	X	Kyle Dieckmann	
Overland Park, KS	Jack Messer	X	Leslie Karr	
Cass County, MO	Trent Salsbury		[Vacant]	
Cass County, MO Municipalities	Norman Larkey	X	Steve Stephan	
Clay County, MO	Jerry Nolte	X	Megan Thompson	
Clay County, MO	Tom Degenhardt	X	[Vacant]	
Clay County, MO Municipalities	Charles Soules	X	Randy Pogue	
Jackson County, MO	Caleb Clifford		Brian Gaddie	
Jackson County, MO	Megan Smith		Sylvia Stevenson	
Jackson County, MO	Leonard Jones	X	Doug Wesselschmidt	
Jackson County, MO	Brian Nowotny		Earl Newill	
Jackson County, MO Municipalities	Mike McDonough	X	Michael Larson	
Jackson County, MO Municipalities	Dana Webb	X	Jerry Kaylor	X
Johnson County, KS	[Vacant]		Julie Karins	
Johnson County, KS	Janeé Hanzlick	X	Adam Norris	
Johnson County, KS	Lee Kellenberger		[Vacant]	
Johnson County, KS	Joshua Powers		Geoffrey Vohs	X
Johnson County, KS Municipalities	Joe Johnson	X	Leslie Herring	
Johnson County, KS Municipalities	Eric Mikkelsen	X	Lane Massey	
Leavenworth County, KS	Bill Noll	X	Joe McAfee	X
Leavenworth County, KS Municipalities	[Vacant]		Michael Spickelmier	X
Miami County, KS	Janet McRae	X	Eric Sandberg	
Miami County, KS Municipalities	Randi Shannon		Michele Silsbee	
Platte County, MO	Wes Minder	X	Scott Fricker	
Platte County, MO Municipalities	John Smedley		Kathy Rose	
Ray County, MO	Max Hockemeier	X	Bobby Don Davis	
Ray County, MO Municipalities	Tonya Willim		[Vacant]	
UG WyCo and KCK	Tom Burroughs		Troy Shaw	
UG WyCo and KCK	J.D. Rios		[Vacant]	
UG WyCo and KCK	LaVert Murray		[Vacant]	
UG WyCo and KCK Municipalities	Mark Mathies	X	Amber Vogan	
BikeWalkKC	Eric Rogers	X	Michael Kelley	X
HETF Wyandotte County	Luz Ortiz	X	Gordon Criswell	
Northland Regional Ch. Of Comm.	Sabin Yanez		Jenny Johnston	
WTS	Tawn Nugent	X	Heidi Eilers	
KCATA	Richard Jarrold		Tyler Means	
KCATA	AJ Farris		Leah Suttington	
KC Streetcar Authority	Tom Gerend		Lauren Krutty	
KDOT	Mike Moriarty	X	Cory Davis	
MoDOT	Jeff Hardy	X	Greg Bolon	
FHWA - Kansas Division (Non-voting)	Kevin Ward		Javier Ahumada	
FHWA - Missouri Division (Non-voting)	Kevin Ward		Cecelie Cochran	
FTA (Non-voting)	Carrie Butler		Jeremiah Shuler	X

**Total Transportation Policy Committee  
Other Attendance July 15, 2025**

**Others Present**

Drew Arends  
Kyaira Boughton, Raytown, MO  
Katie Bushong, BHC  
Anthony Cunningham  
Gerri Doyle, FTA  
Michael Gawlick, Kansas City, MO  
Art Gough  
Bob Heim, Platte County, MO  
Scott Karagiorgas, Johnson County, KS  
Lily Lowder, Cambridge Systematics  
Patrick Martin, Grain Valley, MO  
Jon Moore, Wilson & Co  
Chris Redline, GFT  
Andrew Robertson, Olathe, KS  
Lucas Rosenbaum, GBA  
Melissa Schmitz, MoDOT  
Don Schoenborn, MoDOT  
Sarah Shafer, Unified Government of  
Wyandotte County and Kansas City, KS  
Allison Smith, KDOT  
Adam Snoke, Johnson County, KS  
Eric Stitt, Trinity Logistics  
Chad Thompson, Lamp Ryneerson  
Pat Toby, KDOT  
Selina Zapata Bur, Kansas City, MO

**MARC Staff Present**

Ron Achelpohl  
Darren Adams  
Megan Broll  
Beth Dawson  
Raymart Dinglas  
Bobby Evans  
Marc Hansen  
Alicia Hunter  
Tom Jacobs  
Martin Rivarola  
Joshua Rubio  
Cy Splichal  
Patrick Trouba  
Ryan Umberger  
Lukas Yanni  
Luis Zuniga

## TTPC AGENDA REPORT

August 2025  
Item No. 3

### 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.

### POLICY CONSIDERATIONS:

This amendment adds federally funded activities to the UPWP and should be released for public review and comment. Eight comments were received during the comment period. The comments and responses from MARC are included for review.

### BUDGET CONSIDERATIONS:

None.

### RELATED JURISDICTIONS:

This amendment impacts Jackson and Wyandotte Counties.

### RECOMMENDATION:

Approve amendment #3 to the 2025 Unified Planning Work Program.

### STAFF CONTACT

Marc Hansen

**2025 Unified Planning Work Program  
2025 Amendment #3  
Public Comments and Responses**

**Comment #1**

"I support adding the East-West Transit Study to the Unified Planning Work Program, as the federal dollars are already there and there's been a longstanding need for frequent and reliable east-west transit in our metro. Excited to hear about additional planning around making the street environment safer and more comfortable for active transportation users as part of this phase in the study."

**Comment #2**

"Please bring transportation back to independence mo there is currently not a reliable resource since the Irish program doesn't offer full range service."

**Comment #3**

"Kansas City lost an invaluable asset when it lost its expansive public transportation in the mid-twentieth century. We are at a crisis point now where access to even bus service is likely. We need to create better, more sustainable transportation for the future of Kansas City. Everyone needs access to basic public transportation - like what Kansas City once had before cars unfortunately took over. We need to go back in time and create the transit system that once existed if we want to create a better world for the future. The current one road streetcar system mostly benefits already wealthy areas. There are plans to build more "luxury" apartments along that line. However, other areas of the city need this free access to transportation. Public transportation should benefit all city inhabitants and not just those who have money. The more bus lines get cut - the more streetcar systems we need to see. You should NOT have to drive a car to get around Kansas City - I think it's obvious what happened when developers decided to strangle downtown with highways - its is not sustainable or good for the economy. Brining in more streetcar lines will bring in more people and growth in new and better ways. It will better help service the people who do not have enough money to own a car but need a way to get to work. You need to provide more and better options for everyone to get around AND also extend those lines to neighboring areas like the Northland and Overland Park and Lee's Summit and Independence and Raytown. We need to do away with highways and create better commuting systems that will help our environment AND allow more people to travel more safely."

**Comment #4**

"on the Uniting Kansas City Through Transit (East West Transit Study). I believe that the East-West street car would be a great addition to the city. It would cross all of the North/South street car lines creating a smoother flow for most people. At Van Brunt you already have a transit hub were a lot of different lines meet. There is also an ideal turn around... down Linwood to were it crosses 31st. turn into the transit hub area, and then back onto 31st and left back onto Van Brunt.. ALL city owned land already. Not sure what would happen when it hits Broadway but at Southwest Trafficway there is an empty block or two on the South Side that could provide a transit turnaround."

**Comment #5**

"I would love to see, more than anything, a rail connection between KCMO and KCK. I think downtown to downtown through westbottoms would be possible, or Rosedale to midtown would also be possible. Having the region act like a region, and not just a collection of isolated places is priority. Rail transit has infrastructure permanence and priority for people as buses get left behind. A streetcar extension along 39th street sounds like a beautiful start. A rail connection to the airport is long overdue, given our



selection as world cup host, I am embarrassed for our city's public transportation. Get rail transit to KCK and the airport.”

**Comment #6**

“There is nothing available to Lees Summit with any kind of practical access. The time you spend to drive to the bus stop and work your way through all the transfers is enough to drive to Los Angeles.”

**Comment #7**

“I think investment into East-West streetcar connectivity is of utmost importance. All efforts should be made to expand KC's rail services as quickly and expansively as possible. My only real concern is that 4.5 million dollars should produce a concrete and actionable plan for a new line. Perhaps not every last technical detail, but certainly start and end points, position within the city, and financing options should be handled by this amount of money. Thank you!”

**Comment #8**

“I appreciate that this study needs funding and will lead to worthwhile information. However, with a budget this large I think there should be a promise of more concrete action. I’m curious if MARC will use any of this money to do explicit advocacy work to encourage the city to pursue projects surrounding extending the streetcar, make buses more affordable and accessible, and increasing bike access. The study feels a bit empty without a promise for advocacy.”

**Response to Comments**

Thank you for your recent comment regarding the proposed Amendment #3 to the 2025 Unified Planning Work Program (UPWP). We shared your comments with Unified Government of Wyandotte County/Kansas City, Kansas, the City of Kansas City, Missouri, the Kansas City Area Transportation Authority, the KC Streetcar Authority, 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. In addition to the “Uniting Kansas City through Transit” effort referenced in this UPWP amendment, MARC and partners are advancing a [Smart Moves Transit and Mobility Plan Update](#) this year into 2026. 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, area transit and funding agencies and the public.

Both of these efforts will guide future capital investments (such as vehicle needs, transit stops, and other supporting infrastructure) 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

## TTPC AGENDA REPORT

August 2025  
Item No. 4

### ISSUE:

VOTE: Policy on Transportation Improvement Program Revisions\*

### 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.

The Policy on Transportation Improvement Program revisions identifies the criteria used to categorize proposed modifications to the TIP as either a formal amendment requiring public review and comment or as an administrative modification and documents the procedures used to process each category. Additionally, the proposed policy also documents the conditions and procedures under which MARC may process emergency related revisions to the TIP.

MARC last updated the policy in 2011. To address changes in the cost of project development and account for inflation since that time, MARC proposes to increase the financial modification threshold as shown below:

- Financial changes in a project's total programmed cost or programmed amount of federal funds greater than 25 percent or in excess of ~~\$5 million~~ **\$10 million**.

### POLICY CONSIDERATIONS:

MARC's Public Involvement Plan requires that projects needing a formal amendment to the TIP be released for public review and comment prior to adoption.

### BUDGET CONSIDERATIONS:

None.

### COMMITTEE ACTION:

The Missouri and Kansas STP Priorities Committees reviewed the modification at their meeting on August 12 and August 14, respectively.

### RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

### RECOMMENDATION:

Approve the modification to the Policy on Transportation Improvement Program Revisions.

### STAFF CONTACT

Marc Hansen

## TTPC AGENDA REPORT

August 2025  
Item No. 5

**ISSUE:**

REPORT: Bistate Sustainable Reinvestment Corridor

**BACKGROUND:**

MARC is supporting efforts among the cities of Independence, Kansas City, MO, Sugar Creek and the Unified Government of Wyandotte County/Kansas City, KS along with the Kansas City Area Transportation Authority to coordinate development of a bistate corridor connecting key activity centers and promising neighborhoods in need of reinvestment and mobility services generally along and parallel to State and Independence Avenues from Village West in Wyandotte County to Truman Square in Independence.

In 2022, MARC was awarded a \$5.6 million RAISE grant through USDOT to develop an implementation plan to support equitable growth and redevelopment of promising but disadvantaged neighborhoods along the corridor with extensive stakeholder, community and public engagement. Focused investment along and connected to this corridor will enhance its capacity to catalyze growth and opportunity throughout the Kansas City area.

The first phase of planning for the corridor is nearing completion and the second phase, to be completed in 2026, will focus on conceptual engineering and environmental documentation for high-capacity transit services and related transportation infrastructure investments. Project staff and consultants will provide more information about the initiative at the meeting.

More information about the project is available at: <https://www.marc.org/bi-state-sustainable-reinvestment-corridor>

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

TTPC received briefings on the project in March of 2022 and October of 2024.

**RELATED JURISDICTIONS:**

City of Independence, Missouri; City of Kansas City, Missouri; City of Sugar Creek, Missouri; Jackson County, Missouri; Kansas City Area Transportation Authority; Unified Government of Wyandotte County/Kansas City, Kansas

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Ron Achelpohl

## TTPC AGENDA REPORT

August 2025  
Item No. 6

### **ISSUE:**

REPORT: Coordinated Public Transit and Human Services Plan Update

### **BACKGROUND:**

The Coordinated Public Transit–Human Services Transportation Plan (the Coordinated Plan) is a planning document required by FTA Circular 9070 H that identifies the transportation needs of individuals with disabilities, older adults, and low-income populations. It provides strategies for meeting those needs as well as prioritizes transportation services and projects for funding and implementation. The document is used for two primary purposes:

- 1) Guiding the programming process for FTA Section 5310 funding, and
- 2) Providing guidance to enhanced mobility providers on how to best meet the mobility needs of their service populations

The Coordinated Plan for the Kansas City region is updated by MARC on the same cycle as its Metropolitan Transportation Plan (MTP). A major update was last undertaken in 2021. The MARC Board adopted the update to MARC’s MTP, Connected KC 2050, in June of 2025. As such, in accordance with FTA guidelines, the Coordinated Plan must also be updated in 2025.

Work on this update is ongoing, with data collection and analysis underway. A provider survey has been conducted to identify internal needs and assess service levels and gaps, and a public survey has been created with the input and approval of the MAC. Next steps include public engagement/community outreach and coordination with project partners as the plan is written. At the upcoming TTPC meeting, staff will provide a brief overview and status update regarding this planning work.

### **POLICY CONSIDERATIONS:**

FTA Circular 9070 H compliance means this plan must be completed by the end of 2025. This planning work is also identified as a near-term next steps in the Metropolitan Transportation Plan for the Kansas City region, ConnectedKC 2050.

### **BUDGET CONSIDERATIONS:**

None.

### **COMMITTEE ACTION:**

Coordination with the Mobility Advisory Committee (MAC) has been the driving body for advancing this work, with informational updates provided to our broader regional transit partners through the Regional Transit Coordinating Council (RTCC) Transit Technical Team.

### **RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

### **STAFF CONTACT:**

Lukas Yanni

## TTPC AGENDA REPORT

August 2025  
Item No. 7

### ISSUE:

REPORT: MARC Transportation Committee & Process Update

### BACKGROUND:

As the Metropolitan Planning Organization (MPO) and Transportation Management Area (TMA) for the Kansas City region, the Mid-America Regional Council (MARC) is responsible for continuing, cooperative and comprehensive performance-based transportation planning and programming processes. Key deliverables out this regional work include:

- Development of the Metropolitan Transportation Plan (MTP) - Connected KC 2050
- Development of programming allocations for region's suballocated funding programs
- Management of the Transportation Improvement Program (TIP)
- Maintenance of the Unified Planning Work Program (UPWP)
- Maintenance of the Public Participation Plan (PPP)
- Maintenance of the region's Functional Class Systems
- Maintenance of ITS architecture and the Congestion Management Process (CMP),
- Many other related transportation plans & studies

In these and other related tasks, MARC strives for efficient and comprehensive processes while seeking to address unique needs of all communities across the region. These processes are known for their transparency, thoroughness, predictability, flexibility, fairness, and openness to meaningful participation by all parties. These positive aspects of MARC's processes will be retained through this committee restructuring process.

MARC's transportation work is in large part accomplished through the engagement with several policy, planning and programming committees composed by a variety of regional stakeholders. The nature of MARC's planning and programming processes can at times appear overly complex and time consuming. A recent review of peer MPOs illustrated that MARC relies on significant greater number of committees to accomplish its work than most of benchmarked MPOs across the county.

As a result, MARC staff reviewed transportation committees & processes to seek ways to right-size and simplify the committee structure by combining duplicative or similar efforts into fewer committees, right-size time commitment by member agency staff and increase active participation and engagement in meetings. In addition to making committee meetings less redundant and time consuming for our members, it is staff's hope that consolidation of committees should increase integration of multimodal planning in our work.

Staff have developed a recommendation which would continue to advance transportation activities while meeting long-standing goals with a streamlined committee structure. Staff have begun discussions with committee leadership about a proposed committee restructuring. At the upcoming TTPC meeting, staff will provide a status update, timeline, committee leadership feedback to date and discuss next steps related to this recommendation.

**POLICY CONSIDERATIONS:**

A recent update to the region's MTP, ConnectedKC 2050 plan, included a recommendation to review the committee structure and processes.

**BUDGET CONSIDERATIONS:**

None.

**COMMITTEE ACTION:**

Committee leadership of planning modal and programming committees have been briefed about this process and related recommendations. Outreach to committees will continue over upcoming weeks.

**RELATED JURISDICTIONS:**

This item impacts all counties in the MARC region.

**RECOMMENDATION:**

None. Discussion only.

**STAFF CONTACT:**

Ron Achelpohl  
Martin Rivarola  
Marc Hansen

## TTPC AGENDA REPORT

August 2025  
Item No. 8

**ISSUE:**

REPORT: Vibrant Success Stories Call for Submissions

**BACKGROUND:**

For over a decade, the Planning Sustainable Places Program has worked to advance integrated local transportation and land use planning across the region. The Mid-America Regional Council is looking to recognize those planning studies that exemplify the opportunities that integrated planning can achieve at our Vibrant Success Stories event at the Kauffman Foundation on December 5.

The 118 studies that have been funded have incorporated concepts that are consistent with sustainable communities, and the advancement of site specific and project-specific activities that further the planning framework for centers and corridors. The studies have meaningfully engaged their communities in a collaborative dialogue to elevate and advance their futures.

Success stories can be fully completed projects or fully funded projects in their initial stages of implementation.

Previous Planning Sustainable Places study sponsors are encouraged to apply here: <https://marc.jotform.com/221934964626061>. The deadline for submission is August 29.

**BUDGET CONSIDERATIONS:**

None.

**RELATED JURISDICTIONS:**

The following TTPC members have been previous PSP study sponsors.

Kansas		Missouri		Regional
Bonner Springs	Overland Park	Grandview	Lee's Summit	Kansas City Area Transportation Authority
De Soto	Osawatomie	Independence	Liberty	
Edwardsville	Prairie Village	Kansas City	Platte City	
Johnson County	Unified Government	Kearney		
Olathe	Westwood			

**RECOMMENDATION:**

None. Information only.

**STAFF CONTACT:**

Beth Dawson