



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, October 21, 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. REPORT: 2025 Transportation Management Area Certification Review
3. VOTE: September 16, 2025 Meeting Summary*
4. VOTE: Connected KC 2050 Update Amendment #1*
5. VOTE: MPO Self-Certification Statement*
6. VOTE: 2026-2030 Transportation Improvement Program*
7. VOTE: Release Draft 2026 Unified Planning Work Program for Public Review and Comment*
8. VOTE: Title VI 2025-2027 Program Update and Assurance*
9. VOTE: MARC Transportation Committee Reorganization Proposal*
10. REPORT: Reconnecting the East Side
11. REPORT: Reconnecting the West Side
12. Other Business
13. 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, October 20, 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](#).

TTPC AGENDA REPORT

October 2025
Item No. 2

ISSUE:

REPORT: 2025 Transportation Management Area Certification Review

BACKGROUND:

Under current Federal regulations, the transportation planning process in metropolitan areas must be re-certified every four years to maintain the region's ability to receive Federal transportation funds. The Kansas City metropolitan planning process was reviewed by a team of Federal Highway Administration and Federal Transit Administration officials culminating in a field visit to MARC on July 28, 2025. Representatives from KDOT, MARC, MoDOT and regional transit providers participated in the review.

The federal review team has provided a final written report fully certifying the region's planning process with no corrective actions, four commendations and several recommendations detailed below for ongoing work at MARC.

Cecelie Cochran, FHWA's lead for the federal review team, will provide additional information at the meeting.

POLICY CONSIDERATIONS:

The transportation planning process in metropolitan areas must be re-certified every four years to maintain the region's ability to receive Federal transportation funds.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None.

STAFF CONTACT

Ron Achelpohl

2025 Transportation Management Area Planning Certification Review

2025 Commendations	
Review Area	Finding
Scenario & Performance Based Planning	Incorporation and display of story map visualization techniques to enhance understanding of long-range scenario planning/forecasting and systems performance tracking and implementation
Complete Streets & Multimodal Livability	Promotion of WAY TO GO KC to boost public awareness and connection to alternative modes throughout the region
	Enhancement of the Planning Sustainable Places program through development of a public atlas that promotes project tracking and land use information
Security and Resiliency	Completion of Phase 1 of the Natural Hazard Transportation Risk Assessment involving robust stakeholder and public engagement and data analysis
2025 Recommendations	
Review Area	Finding
Transit	Assist local transit agencies in tracking and programming discretionary award funding within the UPWP and TIP appropriately.
	Formally document the roles and processes associated with MARC transit stakeholder & partner coordination efforts and adjust policies that currently require RTCC approval to reflect current or updated practices.
	As MARC works to evaluate existing committee structures, explore options that provide opportunities for broader discussions of transit issues and participation.
	Complete scheduled update of the Coordinated Human Services Plan.
Civil Rights	Update language in MARC Title VI, ADA, and other relevant plans, as necessary, to reflect current Executive Orders.
Security and Resiliency	Encourage continued coordination and cohesion in linking and incorporating all resiliency and security planning efforts within appropriate planning products.
Transportation Systems Management (TSMO)/ITS	Federal review team to monitor status/implementation of any TSMO and ITS strategies and projects, where applicable, for the MARC region.



Federal Transit Administration
Region VII
901 Locust Street, Room 404 3
Kansas City, MO 64106
816-329-3920
816-329-3921 (fax)

Federal Highway Administration
Missouri Division
220 W. Edgewood, Suite H
Jefferson City, MO 65109
573-636-7104
573-636-9283 (fax)

Federal Highway Administration
Kansas Division
6111 SW 29th Street, Suite 100
Topeka, KS 66614
785-273-2600
785-273-2620 (fax)

David Warm
Executive Director
Mid-America Regional Council (MARC)
600 Broadway, Suite 200
Kansas City, MO 64105

October 1, 2025

Subject: Mid-America Regional Council (MARC) 2025 Certification Review

Dear Executive Director David Warm and Chair Janeé Hanzlick:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are pleased to provide you with the enclosed final report for the Kansas City Transportation Management Area (TMA) Certification Review, which was conducted July 28, 2025.

The FHWA and FTA are required to conduct certification reviews at least every four years, per 23 U.S.C. § 134 and 49 U.S.C. § 5303, for all urbanized areas with populations greater than 200,000 to ensure compliance of the metropolitan transportation planning process with the federal planning requirements. Based on the findings of this review, the transportation planning process in the Kansas City TMA is certified as meeting those federal requirements. The effective dates for this certification are October 1, 2025, through September 30, 2029.

The enclosed report recognizes several commendations for the MPO and includes recommendations that we believe will further improve the already successful planning process in the Kansas City metropolitan area. There were no findings for corrective action. We thank the MPO staff and its planning partners for your patience and participation in this review.

If you have any questions or concerns, or would like additional information, please feel free to contact Cecelie Cochran of the FHWA Missouri Division at cecelie.cochran@dot.gov, Javier Ahumada of the FHWA Kansas Division at javier.ahumada@dot.gov, or Gerri Doyle of the FTA Region VII at gerri.doyle@dot.gov.

Sincerely,

Carrie Butler
Region VII Administrator
Federal Transit Administration

Kevin W. Ward, P.E.
MO Division Administrator
KS Division Administrator - Acting
Federal Highway Administration



**U.S. Department
of Transportation**

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cc:

Eva Steinman, FTA
Norbert Muñoz, FHWA KS
Dawn Perkins, FHWA MO
Lauren Paulwell, FHWA MO
Scott Stotlemeyer, FHWA MO
Allison Smith, KDOT
Mike Moriarty, KDOT
Cory Davis, KDOT
Llans Taylor, MoDOT
Brian Reagan, MoDOT
Britni O'Connor, MoDOT
Mike Henderson, MoDOT
Juan Yin, MoDOT
Ron Achelpohl, MARC
Martin Rivarola, MARC

**Total Transportation Policy Committee
Meeting Summary September 16, 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: August 19, 2025 Meeting Summary*

No changes were suggested for the June meeting summary.

Recommended action: Approve the August 19, 2025 Meeting Summary.

3) *VOTE: Draft 2026-2030 Transportation Improvement Program*

Principal Planner Marc Hansen introduced the draft 2026-2030 Transportation Improvement Program (TIP), which contains all regionally significant surface transportation projects planned to receive federal, state, and local funding within the metro area that will be carried out in the next five years. The TIP aids in implementing policies and strategies in the long-term Metropolitan Transportation Plan (MTP), Connected KC 2050 (CKC2050). The TIP contains over \$3 billion in transportation investments, and Mr. Hansen shared details about the categories and locations of projects. More information can be found on MARC's website at <https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program>.

As part of the public participation plan, the TIP will be released for public review and comment, and Mr. Hansen shared specifics about how feedback is solicited and shared with project sponsors. All public comments received are shared with the TTPC.

Recommended action: Release the Draft 2026-2030 TIP for public review and comment.

4) *VOTE: Connected KC 2050 Update Amendment #1*

Marc Hansen reported on the first amendment to CKC2050, which amends KDOT Project #1592. The amendment adds specificity to an already financially constrained project, and details were shared with the committee.

Recommended action: Release Connected KC 2050 Update Amendment #1 for public review and comment.

Committee Action:

Beth Wright made a motion to approve agenda items 2-4. Mayor John Smedley seconded the motion, and the motion passed.

5) *REPORT: Community Membership Update*

MARC Director of Transportation & Environment Ron Achelpohl informed the TTPC that thirteen applications were received for the committee's four community positions. Due to the high number of applications this term, BikeWalkKC's membership on the committee will not be renewed, but Mr. Achelpohl thanked them for their long years of service and invited them to participate in other MARC committees and programs.

The Northland Chamber of Commerce, WTS, Wyandotte County Health Equity Task Force, and the Kansas City Regional Transit Alliance (KCRTA) were approved to serve two-year terms, to expire in 2027. New terms will start with the October 14, 2026 meeting.

6) *REPORT and DISCUSSION: MARC Transportation Committee & Process Update*

Ron Achelpohl reviewed the current MARC transportation committee structure, which includes ten different committees involved in either planning or programming transportation work. MARC staff have proposed consolidating committees to improve efficiency and reduce the time commitment required of committee members, and hosted workshops over the previous month to gather feedback on the proposal. Mr. Achelpohl summarized the updated proposal.

The committee discussed concerns about smaller municipalities not being adequately represented by members representing their county, and clarified who would be eligible to fill “other” (non-jurisdiction-based) seats. Jurisdictions with multiple votes on existing committees would retain the same number of votes, with Kansas City to gain a membership seat on the proposed Missouri Programming Committee to align with the number of seats held on TTPC. Number of votes for jurisdictions could change in the future due to population growth.

The committee discussed the proposed grouping of votes in the Missouri Programming Committee, including specific members in groups and how recommendations will be made using that system. Federal funds will still have their requirements regarding eligible types of projects, but having a singular committee making programming decisions for each state will allow more flexibility and agreeable terms across the different funds.

Feedback on the proposal is still welcome/being gathered, with the TTPC to take action on the proposal at the October meeting. Once approved, the next step in establishing the committees will be drafting bylaws.

7) *REPORT: Climate Action Plan Update*

The final planning deliverable for the \$1 million EPA Climate Pollution Reduction Planning Grant is the Comprehensive Climate Action Plan (CCAP), due December 2025. Air & Mobility Programs Manager Karen Clawson reviewed the CCAP, including focus areas, assumptions used in scenario modeling, and potential voluntary strategies to achieve net zero emission by 2050.

Committee members shared concerns about energy and water consumption in data centers, and Ms. Clawson encouraged local governments to reach out to MARC for assistance in developing potential strategies specific to their jurisdictions. A committee member expressed concern that Evergy’s transition to green energy may be overstated, and encouraged extra attention on Evergy’s Integrated Resource Planning process.

8) *REPORT: Green Commute Challenge and Walktober*

Karen Clawson shared details on the upcoming Green Commute Challenge to take place in the month of October. Participants in the competition are eligible to win prizes in exchange for logging green commute trips in the Way To Go app. Ms. Clawson shared statistics from previous competitions, noting savings in emissions and fuel costs. Also taking place in October is the Walktober challenge, which encourages people to stay active, explore the metro, and connect with their communities. Trail maps, events, and more information is available at <https://www.marc.org/walk>.

9) ***Other Business***

No other business was called.

10) ***Adjournment***

Co-Chair Jones adjourned the meeting.

**Total Transportation Policy Committee
Member and Alternate Attendance September 16, 2025**

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

**Total Transportation Policy Committee
Other Attendance September 16, 2025**

Others Present

Anthony Cunningham
Mary Beth Eddy, CPCS
Randy Gorton, BHC
Art Gough
Matt Henderson, Alfred Benesch & Company
Christian Holferty, Office of U.S.
Representative Sam Graves
Mark Hoppe, Affinis Corporation
Krystal Jolly, MoDOT
Travis Jones, Cass County, MO
Matt Kleinmann, Vibrant Health KC
Sean Marshall, Lee's Summit, MO
Patrick Martin, Grain Valley, MO
Melissa Schmitz, MoDOT
Jennifer Schwaller, HDR
Allison Smith, KDOT
Ethan Stanfill
Eric Stitt, Trinity Logistics
Rachel Thomas, Wilson & Co
Chad Thompson, Lamp Ryneerson
Pat Toby, KDOT
Commissioner Sheila Tracy, Ray County, MO
Derek Wise, Cass County, MO
Juan Yin, MoDOT

MARC Staff Present

Ron Achelpohl
Darren Adams
Megan Broll
Karen Clawson
Raymart Dinglas
Marc Hansen
Alicia Hunter
Doug Norsby
Joshua Rubio
Ryan Umberger
Raymond Webb

TTPC AGENDA REPORT

October 2025
Item No. 4

ISSUE:

VOTE: Approve Connected KC 2050 Update Amendment #1

BACKGROUND:

In June of 2025, the MARC Board of Directors approved an update to Connected KC 2050 (CKC2050), the Kansas City region's long-range, Metropolitan Transportation Plan (MTP). Amendments are made to CKC2050 as new projects, funding, or programs arise. MARC's Public Participation Plan requires that proposed amendments to the MTP be released for public review and comment.

MARC has received a request from KDOT to amend one project (Project #1592) in CKC2050. The original project was a discovery phase for the K-10 Highway Corridor from the Douglas/Johnson County line to the K-10/I-435 interchange. The amendment is a request to begin implementation of two intersection projects resulting from early recommendations from the study. The projects associated with the amendment are part of the total estimated constrained project cost of \$500,000,000. Details of proposed Amendment #1 are displayed below.

PROJECT SPECIFICS:

The first is Project # KA-6549-03: K-10 and Lone Elm Road Interchange. This project will construct a new interchange at Lone Elm and tie to the North and South auxiliary lanes along K-10 between K-7 and Woodland. This project is authorized for PE, ROW, and Utility adjustments only with an expected let date in September 2026. The total project cost is expected to be \$40,930,750 in year of expenditure dollars.

The other corridor improvement project is Project # KA-6549-04: K-10 and Lexington Ave Interchange. This reconstruction project will include a reconfiguration of the K-10 and Lexington Avenue interchange. This project is authorized for PE, ROW, and Utility adjustments only with an expected let date in September 2026. The total project cost is expected to be \$59,830,023 in year of expenditure dollars.

Existing Project ID	Project Location	Action	Anticipated MTP Project Cost	
1592	K-10: from the Douglas/Johnson County line east to the K-10/I-435 interchange in Lenexa	N/A		\$500,000,000
	K-10: Lone Elm Rd with tie to the North and South auxiliary lanes along K-10 between K-7 and Woodland	KA-6549-03: Construction of a new interchange at K-10 and Lone Elm Road as determined by the discovery phase	\$40,930,750	
	K-10: Lexington Ave with tie to the North and South aux lanes along K-10 within De Soto city limits	KA-6549-04: Reconstruction of the interchange at K-10 and Lexington Avenue in Desoto as determined by the discovery phase	\$59,830,023	

FINANCIAL CAPACITY:

This project is currently included in the financially constrained element of the CKC2050 update.

PUBLIC REVIEW AND COMMENTS:

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

POLICY CONSIDERATIONS:

Metropolitan Transportation Plan amendments should follow policy guidance from CKC2050 and policies adopted therein. KDOT and benefited cities have consulted and coordinated regarding these proposed improvements.

The Regional Bikeways and Trails Plan has identified the section of Lone Elm Rd where this proposed new interchange would be located as a planned location for a Multi-Use Path connecting two existing Multi-Use Paths to the north and south. The same plan identifies a trail on Lexington Ave south of K-10. During discussion at the Highway Committee, committee members inquired if bicycle and pedestrian accommodations will be provided through the interchanges KDOT indicated that it is anticipated that proposed improvements would address any missing linkages in this multi-use path network.

A PSP study, completed in 2023 titled "83rd Street and Lexington Ave Corridor Study" shows some planned roadway improvements located at 91st St and Lexington Ave. It is unclear if these interchange plans would pose a conflict.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

MARC's Highway Committee reviewed this MTP amendment request in July 2025.

RELATED JURISDICTIONS:

This item impacts Johnson County, as well as the cities of DeSoto, Lenexa, and Olathe in Kansas.

RECOMMENDATION:

Staff recommendation assumed bicycle and pedestrian accommodations are provided through the interchanges in conformance with the Regional Bikeways and Trails plan, and that adequate consultation has occurred with Lenexa, Olathe, and DeSoto. MARC's Highway Committee concurred with staff and recommended approval of this CKC2050 MTP amendment request during the July 2025 meeting.

STAFF CONTACT:

Bobby Evans
Martin Rivarola

TTPC AGENDA REPORT

October 2025
Item No. 5

ISSUE:

VOTE: MPO Self-Certification Statement

BACKGROUND:

Federal transportation regulations require that MARC, as the region's metropolitan planning organization (MPO), certify that it is carrying out the continuing, cooperative, and comprehensive transportation planning process outlined in federal law and regulation. The certification must occur at least every four years, concurrent with the submittal of the Transportation improvement Program (TIP) to USDOT. The statement, which MARC includes in the TIP, is attached.

Also attached is a Self-Certification Checklist that has been developed by staff to assess MARC's compliance with federal requirements. The checklist demonstrates that the primary products of the metropolitan planning process have been completed and are current.

POLICY CONSIDERATIONS:

None.

BUDGET CONSIDERATIONS:

Compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the region to continue to receive federal transportation funds.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

That TTPC recommend to the MARC Board of Directors that the Executive Director be authorized to sign the self-certification statement.

STAFF CONTACT

Marc Hansen

MPO Self-Certification

The Kansas Department of Transportation, the Missouri Department of Transportation and the Mid-America Regional Council certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Michael Moriarty
Chief of Transportation Planning
Kansas Department of Transportation

Date _____

Greg Bolon
Kansas City District Engineer
Missouri Department of Transportation

Date _____

David A. Warm
Executive Director
Mid-America Regional Council

Date _____

TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION CHECK LIST
October 2025

The following products of the metropolitan planning process have been completed, adopted and/or approved and demonstrate that the Mid-America Regional Council is carrying out a continuing, cooperative and comprehensive transportation planning process for the Kansas City metropolitan area.

	Item	Date Completed, Adopted or Approved
✓	Congestion Management Process (continuous)	Policy adopted: December 19, 2023
✓	Coordinated Public Transit – Human Services Transportation Plan	May 25, 2021 Update expected December 2025
✓	Disadvantaged Business Enterprise Plan and Goal	July 31, 2024
✓	Equal Employment Opportunity Filing (EEO Type 1)	Jackson County, Missouri: January 27, 2025 Federal EEO: May 23, 2025
✓	Federal Certification Review	July 28, 2025
✓	Limited English Proficiency Plan 2023-2025 2026-2028	November 28, 2022 Approval expected November 2025
✓	Long-Range Transportation Plan	June 24, 2025

	Item	Date Completed, Adopted or Approved
✓	Performance Measure Targets <ul style="list-style-type: none"> • NHS Condition (PM2) • NHS Performance (PM3) • Safety • Transit State of Good Repair • Transit Safety 	March 25, 2025
✓	Public Participation Plan	December 19, 2023
✓	Regional ITS Architecture	June 26, 2018 Reviewed: December 2023
✓	Title VI Plan 2023-2025 2026-2028	November 28, 2022 Approval expected November 2025
✓	Transportation Improvement Program 2024-2028 2026-2030	October 24, 2023 Pending: (approval assumed October 28, 2025)
✓	Unified Planning Work Program 2025 2026	November 26, 2024 Pending: (approval assumed November 25, 2025)

TTPC AGENDA REPORT

October 2025
Item No. 6

ISSUE:

VOTE: 2026-2030 Transportation Improvement Program

BACKGROUND:

MARC has prepared the 2026-2030 Transportation Improvement Program (TIP) for public review and comment. The TIP includes all federally funded surface transportation projects, and all regionally significant surface transportation projects regardless of funding source, planned for the Kansas City metropolitan area in Federal Fiscal Years 2026-2030.

The 2026-2030 TIP has been developed by MARC 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 includes:

- 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.

The complete 2026-2030 Transportation Improvement Program is available for review at: <https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program>

POLICY CONSIDERATIONS:

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

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

TTPC released the draft 2026-2030 TIP for public review and comment at their September 16, 2025, meeting.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

That TTPC approve the 2026-2030 Transportation Improvement Program (TIP).

STAFF CONTACT

Marc Hansen

**Connected KC 2050 Amendment #1
2026-2030 Transportation Improvement Program
Public Comments and Responses**

Comment #1 – Transit

“We need more robust public transportations in Kansas City and the region. We can't even get around the metro area by bus right now with some municipalities opting out of KCATA. And the areas with coverage, a lack of frequency makes relying on the bus impracticable. I also think more regional public transportation options will increase ridership of area public transportation forms. We need more frequency of current Amtrak routes and more Amtrak routes. I think a no brainer is downtown KC to KCI, through St Joe and to Omaha. This would attract business, spark tourism and make living in the greater downtown, midtown and plaza area (with the presence of a frequent streetcar) without owning a vehicle realistic. It would also help grow the density of these areas. There are airports in Milwaukee, Burbank and Newark who have successful integration with Amtrak stops we should look to as a model in Kansas City.”

Comment #2 –Transit

“I believe that MARC should include more programming and provide a higher priority of public transportation above roadways and highways for private vehicles. There should be an investment being set aside for rail transit in the future that would connect our region beyond a streetcar that is only connective of KCMO's core.”

Response to Comments #1 & #2

Thank you for your recent comment regarding the proposed 2026-2030 Transportation Improvement Program. We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

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

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

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 – K-10

“On behalf of the city of De Soto, I want to express strong support for Amendment #1, specifically the \$59.8 Million in funding for the Lexington Avenue K-10 interchange. This is a critical interchange supporting increasing workforce commutes not only for the Panasonic facility, but for upcoming construction projects including the \$10 Billion Mt. Sunflower data center project and other future large-scale industrial developments at the Astra Enterprise Park.”

Comment #4 – K-10

“On behalf of the De Soto Chamber of Commerce and EDC we would like to encourage you to Update Amendment 1. The Lexington and K-10 interchange no longer functions well for the City. We've had substantial business growth with the expansion of Merck Animal Health and the construction of Panasonic Energy. In addition, there are several companies looking at De Soto for an expansion that would add even more congestion to this interchange. It has certainly been challenging during all the recent construction, but it will only get worse as employment levels increase. Sincerely, Tim Holverson, President.”

Comment #5 – K-10

“Custom Foods, Inc has over 120 employees and has nearly 20 semi loads of inbound/ outbound every day. This interchange has become dangerous for our employees, vendors and customers as we supply the nation with food every day. Making this interchange upgrade a priority will add greatly to the safety of employees, vendor partners, and clients in the area while supporting business sustainability in DeSoto, KS.”

Comment #6 – K-10

“The more improvements to the K-10 corridor and the interchanges will be hugely beneficial to the community and business in the area. Astra Enterprise Park and Kessinger Hunter are in full support.”

Comment #7 – K-10

Re: Support for Update Amendment #1 – K-10 & Lexington Avenue Interchange Project

Dear Members of the MARC Board,

As Superintendent of USD 232 (De Soto), I am pleased to support Update Amendment #1 to the Connected KC 2050 plan, specifically endorsing the proposed reconfiguration of the K-10 & Lexington Avenue interchange (Project KA-6549-04).

Our operations employ nearly 1,400 workers from across Johnson County and the Kansas City Metropolitan area, and we welcome nearly 7,500 students to our schools each day. Reliable, efficient highway access is crucial not only for our workforce but also for the safety of our students. The Lexington Avenue interchange is an essential piece of infrastructure that will:

- Improve workforce access by reducing congestion and providing safer, more reliable routes for daily commuters.

- Support continued growth of large-scale industrial and commercial investment in and around De Soto.
- Enhance quality of life for employees and residents alike by improving safety and easing traffic on local streets.

The interchange is crucial considering the scale of current and upcoming industrial projects in De Soto. This project will help De Soto continue to grow sustainably while boosting the economic prosperity of the entire Kansas City region.

We respectfully urge MARC to adopt Update Amendment #1 and prioritize the Lexington Avenue interchange in the 2026–2030 Transportation Improvement Program. Thank you for your leadership in advancing infrastructure that supports regional growth and safety.

Sincerely,
Cory L. Gibson
Proud Superintendent of USD 232

Comment #8 – K-10

Re: Support for Update Amendment #1 – K-10 & Lexington Avenue Interchange Project

Dear Members of the MARC Board,

As one of the largest employers in De Soto, we are pleased to submit this letter of support for Update Amendment #1 to the Connected KC 2050 plan, specifically the planned reconfiguration of the K-10 & Lexington Avenue interchange (Project KA-6549-04).

Our operations employ hundreds of workers from across Johnson County and the Kansas City metro. Reliable, efficient highway access is critical not only for our workforce but also for the suppliers, contractors, and partners who rely on safe and dependable connections to our facility. The Lexington Avenue interchange is an essential piece of infrastructure that will:

- Improve workforce access by reducing congestion and providing safer, more reliable routes for daily commuters.
- Support continued growth of large-scale industrial and commercial investment in De Soto.
- Strengthen regional competitiveness by enabling efficient freight movement and connecting our operations with the broader Kansas City market.
- Enhance quality of life for employees and residents alike by improving safety and easing traffic on local streets.

The interchange is especially important given the scale of current and future industrial projects in De Soto, including our own ongoing investment. This project will ensure that De Soto can continue to grow sustainably while contributing to the economic prosperity of the entire Kansas City region.

We respectfully urge MARC to adopt Update Amendment #1 and prioritize the Lexington Avenue interchange in the 2026–2030 Transportation Improvement Program. Thank you for your leadership in advancing infrastructure that supports regional growth and opportunity.

Sincerely,

Amy Peterson

Vice President of Human Resources
Huhtamaki, Inc.

Comment #9 – K-10

“As the owners of Astra Enterprise Park in De Soto, we strongly support this initiative. This area will be a major contributor to the growth of commerce in western Johnson County.”

Response to Comments #3 - #9

Thank you for your recent comment regarding the proposed First Amendment to Connected KC 2050, the metropolitan transportation plan for the Kansas City region. We shared your comments with the Kansas Department of Transportation, the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

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

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

October 2025
Item No. 7

ISSUE:

VOTE: Release Draft 2026 Unified Planning Work Program for Public Review and Comment

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. A draft of the 2026 UPWP is available at: <https://www.marc.org/transportation/plans-and-studies/unified-planning-work-program>

Major Transportation Planning Initiatives proposed for 2025 include:

- Suballocated federal funds programming - Task 4.1
- Respond to planning provisions in the IIJA - Tasks 1.1, 2.2, 3.5, 3.9, 4.1, and 5.10
- Economic, Demographic and Travel Demand Forecasting - Tasks 2.1 and 3.1
- Performance Measures and Targets - Tasks 2.2, 3.6, and 4.1
- Regional Active Transportation Planning - Task 3.4 and 3.5
- Housing and Transportation Coordination Study - Task 5.10
- Completion of the regional activity-based travel demand model- Task 3.1
- Completion of the Regional Bikeway Plan Update - Task 3.5
- Completion of the Smart Moves Transit Plan update - Task 3.5
- 2026 Travel Patterns After Action Assessment - Task 5.11
- Natural Hazard Transportation Risk Assessment Phase 2 - Task 5-12
- Metrogreen Network Assessment - Task 5.13

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

The Draft 2026 UPWP has been developed based on funding levels resulting from the passage of IIJA and the 2020 Census counts for urbanized area populations in Kansas and Missouri.

COMMITTEE ACTION

MARC hosted a virtual meeting on July 14, 2025, with its planning partners to coordinate development of the 2026 UPWP. An initial version of the 2026 UPWP was circulated among the planning partners for comment in September 2025.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

Approve the release of the proposed 2026 Unified Planning Work Program for public review and comment.

STAFF CONTACT

Marc Hansen

TTPC AGENDA REPORT

October 2025

Item No. 8

ISSUE:

VOTE: Title VI 2025-2027 Program Update and Assurance

BACKGROUND:

As the Kansas City Metropolitan Planning Organization, MARC is required to maintain and update a policy outlining procedures related to Title VI of the Civil Rights Act of 1964 (Title VI). Title VI centers on the statement that,

No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. (see Policy Statement and Authorities)

The current MARC Title VI program expires in December 2025. The updated program will run from 2025 to December 2027. MARC staff has prepared a draft update of the program for review and approval by TTPC, and the MARC Board. There is no requirement for public review and comment for this plan, however, once adopted by the agency the policy will be available to the public on the MARC website or in hard copy, if requested.

The draft Title VI Program document is available for review at: [2026-2028-title-vi-program-manual.pdf](#).

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Recommend to the MARC Board that the Executive Director is authorized to sign the 2025 - 2027 Title VI Program's Policy Statement and Assurance.

STAFF CONTACT:

Darryl Fields
Ron Achelpohl

Policy Statement and Authorities

The Mid-America Regional Council (MARC) assures that no person shall, on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. MARC further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not. In the event MARC distributes federal aid funds to another governmental entity, MARC will include Title VI language in all written agreements and will monitor for compliance. MARC's Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing required reports, and other MARC responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

David Warm, Executive Director

Date

TTPC AGENDA REPORT

October 2025
Item No. 9

ISSUE:

VOTE: MARC Transportation Committee Reorganization Proposal

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 of 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 began discussions with committee leadership about a proposed committee restructuring. This recommendation was shared with the TTPC in September 2025. For this upcoming meeting of the TTPC, staff will provide a status update and additional received feedback to date. Additional information can be found following this TTPC Staff Report.

POLICY CONSIDERATIONS:

The recent update to the region's MTP, Connected KC 2050, included a recommendation to review the transportation committee structure and processes.

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

Committee leadership briefings and two virtual committee workshops were recently held with members of all potentially impacted committees. MARC staff shared these recommendations and engaged with participants about thoughts and reactions. This draft recommendation was then shared with the TTPC in September of 2025.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

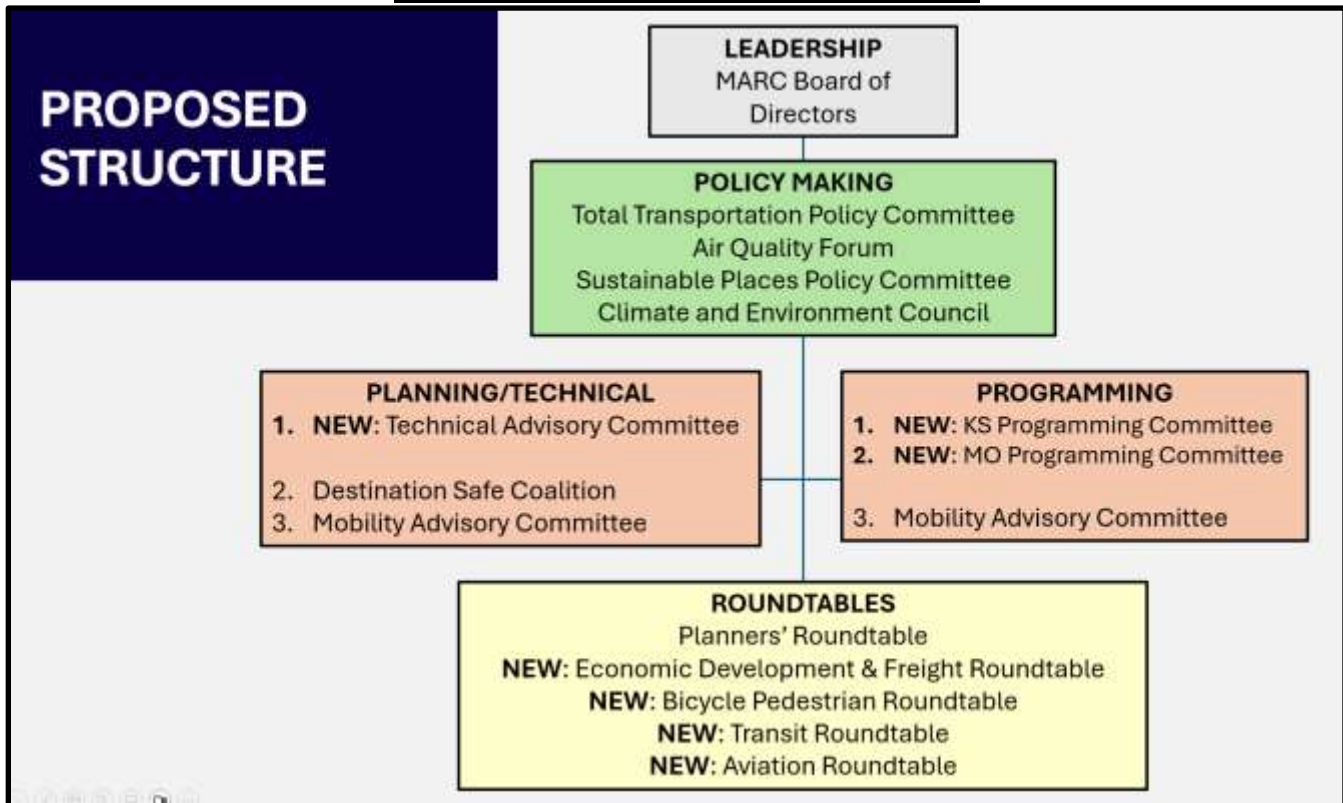
RECOMMENDATION:

Approve committee reorganization proposal as presented.

STAFF CONTACT:

Ron Achelpohl
Martin Rivarola
Marc Hansen

Recommended NEW Committee Structure



Technical Advisory Committee	
Organization / Membership Category	# of Votes
KS TTPC members	4
MO TTPC members	5
KDOT	1
MODOT	1
KCATA	1
KC Streetcar	1
Other transit (UG, JoCo, Ind)	1
KS city/county technical staff (non-TTPC) *	5
MO city/county technical staff (non-TTPC)*	5
Others (Reps from non-governmental community organizations (bike/ped, environment, freight, business orgs, chambers, EDCs, etc.) *	9
TOTAL MEMBERSHIP:	33

* Recruitment focus on expertise variety including traffic management & operations, parks & recreation, environment & public health, active transportation

Kansas Programming Committee	
Organization / Membership Category	# of Votes
Municipalities 5,000 population and over	20
Counties (1 seat per county)	4
Municipalities under 5,000 population (1 seat per county)	4
KCATA	1
KDOT	1
Technical Advisory Committee	1
Others (bike/ped, transit, environment, freight, etc.) *	4
TOTAL MEMBERSHIP:	35

* Membership recruitment will focus on under-represented expertise variety (active transportation, parks & recreation, environment & public health, economic development)

Missouri Programming Committee		
Group	Organization / Membership Category	# of Votes
A	Kansas City	6
	Independence	2
	Lee's Summit	2
	Blue Springs	2
	KCATA	1
	KC Streetcar	1
	MoDOT	1
	Technical Advisory Committee	1
B	Municipalities with populations 5–50k and county seats	19
	Counties (1 seat per county)	5
	Municipalities under 5,000 population (one seat per county)	5
	Others (bike/ped, transit, environment, freight, etc.)	4
TOTAL MEMBERSHIP:		49

Process related recommendations

- Programming recommendations - require affirmative vote by entire committee and both each of Group A and Group B jurisdictions.
- No *formula* for distribution of funds to Group A or B is to be established.

TTPC AGENDA REPORT

October 2025
Item No. 10

ISSUE:

REPORT: Reconnecting the East Side Planning Environmental Linkages (PEL) Study

BACKGROUND:

Focused on providing safe transportation improvements for the community, the Reconnecting the East Side project also aims to address some of the long-standing issues created when US-71 Highway construction divided neighborhoods, from Martin Luther King, Jr. Boulevard on the north to 85th Street on the south and from Paseo Boulevard on the west and Swope Parkway on the east.

Led by Kansas City, in partnership with the Missouri Department of Transportation (MoDOT) and the Mid-America Regional Council (MARC), this project is about more than roads - it is about physically restoring the heart of the East Side, by listening to its residents, identifying early action projects, and framing a long-term vision that can be implemented over the coming years.

Working hand in hand with the community, the project team is developing a comprehensive understanding of land use, green space, housing, economic development, public health, education, traffic safety, and other issues. Strategies for change will be identified to address the corridor's needs.

Selina Zapata-Bur, project manager for the City of Kansas City, Missouri, will report on the project at the meeting. More information about the project is available at:

<https://reconnecteastside.com/>

BUDGET CONSIDERATIONS:

Funding for the first two phases of the Reconnecting the East Side project is primarily provided through a \$5 million federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant, with additional funding support in the amount of \$2.5 million from the City of Kansas City, Missouri, and MoDOT.

COMMITTEE ACTION:

TTPC recommended including Safety Improvements Across Bruce R. Watkins Drive in Tiers 2 and 3 of MoDOT's High-Priority Unfunded Road and Bridge Needs list on May 20, 2025.

RELATED JURISDICTIONS:

While the project is located entirely within the City of Kansas City, Missouri, the PEL is considering potential impacts to travel patterns beyond the study area.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl

TTPC AGENDA REPORT

October 2025
Item No. 11

ISSUE:

REPORT: Reconnecting the Westside Planning Environmental Linkages (PEL) Study

BACKGROUND:

The Reconnecting the Westside project focused on restoring connections within the Westside neighborhood, addressing historic challenges caused by the construction of I-35 and I-670.

Led by Kansas City, in partnership with MoDOT, this project represents a unique opportunity to build a safer, more connected, and inclusive future for the Westside community. Together, we can brainstorm solutions that bridge physical, economic, and social divides, ensuring that the voices of residents, businesses, and community leaders shape the way forward.

Supported by a \$1 million Reconnecting Communities and Neighborhoods grant, this effort is a Planning and Environmental Linkages (PEL) Study that prioritizes inclusive planning, safety, equity, and long-term community benefits. This is about more than infrastructure — it's about healing the past, listening to the present, and building a better future.

Selina Zapata-Bur, project manager for the City of Kansas City, Missouri, will report on the project at the meeting. More information about the project is available at:

<https://reconnectwestside.com/>

BUDGET CONSIDERATIONS:

The Reconnecting the Westside project is funded through a combination of federal and local resources. A \$1 million grant from the Reconnecting Communities and Neighborhoods program, part of the Bipartisan Infrastructure Law and Inflation Reduction Act, supports the project's Planning and Environmental Linkages (PEL) Study and community engagement efforts. Additional funding is provided by Kansas City..

COMMITTEE ACTION:

None.

RELATED JURISDICTIONS:

While the project is located entirely within the City of Kansas City, Missouri, the PEL is considering potential impacts to travel patterns beyond the study area.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Ron Achelpohl