



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, November 18, 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: October 21, 2025 Meeting Summary*
3. VOTE: 2026 Unified Planning Work Program*
4. VOTE: Proposal for a New Missouri Programming Committee*
5. DISCUSS: Proposed Updates to MARC Transportation Committee Bylaws for Technical Advisory Committee, KS Programming Committee
6. REPORT: MARC Regional Travel Model Program Update
7. REPORT: Greater Kansas City Regional Bikeway Plan Update
8. REPORT: Public Participation Plan Update
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 by Noon on Monday, November 17, 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 October 21, 2025**

1) *Welcome/Introductions*

Kansas Co-Chair Mayor Eric Mikkelsen 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) *REPORT: 2025 Transportation Management Area Certification Review*

MARC Director of Transportation & Environment Ron Achelpohl and Federal Highway Administration (FHWA) Planning Program Manager Cecelie Cochran shared highlights of the recent certification review of MARC's transportation planning processes. The review team comprised of FHWA and Federal Transit Administration (FTA) staff gave MARC several commendations, and recommendations included items that were already planned or in progress. Some of these efforts were also discussed later in the agenda.

3) *VOTE: September 16, 2025 Meeting Summary*

No changes were suggested for the meeting summary.

Committee Action:

JD Rios made a motion to approve the September 16, 2025 meeting summary. Mayor John Smedley seconded the motion, and the motion passed.

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

Principal Planner Bobby Evans reviewed the first amendment to the Connected KC 2050 (CKC 2050) update, which was released for public review and comment. Nine comments were received, which were combined with the responses to the 2026-2030 Transportation Improvement Program (TIP) and included with agenda item #6 in the meeting packet. Mr. Evans summarized the comments for the committee, which requested prioritizing transit and expressed support for the Lexington Avenue interchange improvements.

Committee Action:

Commissioner Janeé Hanzlick made a motion to approve Connected KC 2050 Update Amendment #1. Sabin Yanez seconded the motion, and the motion passed.

5) *VOTE: MPO Self-Certification Statement*

Principal Planner Marc Hansen reminded the committee that in addition to the review discussed in agenda item #2, it is a federal requirement for MARC to certify that it is following the transportation planning process outlined in federal law and regulation. The statement and completed self-certification checklist required as part of this process was included in the meeting packet. Once approved by the MARC Board of Directors, it is distributed to partners at KDOT and MoDOT.

Committee Action:

JD Rios made a motion to approve the MPO Self-Certification Statement. Commissioner Janeé Hanzlick seconded the motion, and the motion passed.

6) *VOTE: 2026-2030 Transportation Improvement Program*

Marc Hansen defined the Transportation Improvement Program (TIP) and noted the upcoming 2026-2030 TIP was prepared in alignment with the most recent legislation governing the federal transportation program. The 2026-2030 TIP was released for public review and comment, and received comments on transit and components of KDOT Project #1592, as described in agenda item #4 above.

Committee Action:

Tom Gerend made a motion to approve the 2026-2030 Transportation Improvement Program. Mayor John Smedley seconded the motion, and the motion passed.

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

Marc Hansen reviewed the Unified Planning Work Program (UPWP), which is a transportation planning document updated annually that describes and documents all regionally significant transportation planning activities for the year. Mr. Hansen reviewed some of the major activities planned, and Chair Mikkelson corrected a small typo in the meeting packet to indicate that the project listing applied to 2026. Mr. Hansen also noted that Pleasant Hill was recently awarded funds through the Traffic Engineering Assistance Program (TEAP), and that project was added to the draft after the meeting packet was distributed.

Committee Action:

JD Rios made a motion to release the draft 2026 UPWP for public review and comment. Councilmember Lindsay French seconded the motion, and the motion passed.

8) *VOTE: Title VI 2025-2027 Program Update and Assurance*

This item was deferred to the November TTPC meeting per request from KDOT.

9) *VOTE: MARC Transportation Committee Reorganization Proposal*

Ron Achelpohl reviewed the proposed transportation committee reorganization that was brought before the TTPC at the September meeting. Since that meeting, MARC staff received feedback from both small and large jurisdictions concerned about the proposed voting structure of the Missouri committee. MARC staff have proposed setting up an ad hoc committee as permitted by TTPC bylaws to discuss how to address concerns about fair representation and processes for members of the Missouri Programming Committee.

Committee Action:

Councilmember Dean Vakas made a motion to approve the formation of the Technical Advisory Committee and Kansas Programming Committee, to convene an ad hoc group of Missouri TTPC members to discuss the structure of that committee, and to defer action on the Missouri Programming Committee until the November TTPC meeting. Commissioner Janeé Hanzlick seconded the motion, and the motion passed.

10) *REPORT: Reconnecting the East Side*

City of Kansas City, Missouri Project Manager Selina Zapata Bur presented on the Reconnecting the East Side project, which aims to provide safe transportation improvements and address community connectivity in neighborhoods along US-71 Highway. Ms. Zapata Bur discussed the funding and phases of the project, which includes a Federal Consent Decree process in Phase 2. Ms. Zapata Bur reviewed the potential scenarios of the project, which include turning US-71 into a freeway, a parkway/boulevard, or returning the roadway to a

grid system and reconstructing the neighborhood's original street network. Committee members discussed the timeline and feasibility of the potential scenarios, as well as possible interim improvements that could improve safety.

11) *REPORT: Reconnecting the West Side*

Selina Zapata Bur presented on a counterpart study to reconnect communities along the I-35 viaduct, which has a similar timeframe to the East Side project. In addition to addressing safety and the aging infrastructure conditions of the interstate, community goals for the project include addressing the impact of noise and air pollution, and considering transportation solutions that do not proliferate gentrification in the affected neighborhoods. Ms. Zapata Bur shared alternative concepts for the roadway, which include maintaining the interstate, realignment, or removal (with a return to the grid network). Ms. Zapata Bur shared dates of upcoming outreach opportunities for the project.

The committee discussed the potential scenarios, with some expressing skepticism of the removal concept. Scenarios will go through a multi-level feasibility screening process, and committee members from the affected area expressed interest in fully vetting all opportunities to allow space for creative solutions that prioritize the health and needs of the community. The committee also discussed how traffic patterns and usage rates of the interstate in that area may affect the flexibility of alternative scenarios. Committee members also discussed how the schedule this project fits in with other major projects across the region.

12) *Other Business*

The Regional Bikeway Plan has upcoming engagement opportunities, including a workshop on October 22nd and a conversational bike ride on November 6th.

13) *Adjournment*

Co-Chair Mikkelsen adjourned the meeting.

**Total Transportation Policy Committee
Member and Alternate Attendance October 21, 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	x	[Vacant]	
Lee's Summit, MO	Donnie Funk	x	Michael Park	x
Olathe, KS	Dean Vakas	x	Nate Baldwin	x
Olathe, KS	Mary Jaeger		Beth Wright	
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	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	Theresa Garza		Brian Gaddie	
Jackson County, MO	Megan Smith		Stephen Arbo	
Jackson County, MO	Leonard Jones	x	Doug Wesselschmidt	
Jackson County, MO	Tina Spallo		Earl Newill	
Jackson County, MO Municipalities	Mike McDonough		Michael Larson	x
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	x	[Vacant]	
Johnson County, KS	Joshua Powers	x	Geoffrey Vohs	
Johnson County, KS Municipalities	Joe Johnson	x	Leslie Herring	x
Johnson County, KS Municipalities	Eric Mikkelsen	x	Lane Massey	
Leavenworth County, KS	Bill Noll		Joe McAfee	x
Leavenworth County, KS Municipalities	[Vacant]		Michael Spickelmier	x
Miami County, KS	[Vacant]		Eric Sandberg	
Miami County, KS Municipalities	Randi Shannon		Michele Silsbee	
Platte County, MO	Wes Minder	x	Scott Fricker	
Platte County, MO Municipalities	John Smedley	x	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	x	[Vacant]	
UG WyCo and KCK	LaVert Murray		[Vacant]	
UG WyCo and KCK Municipalities	Mark Mathies		Amber Vogan	
HETF Wyandotte County	Matthew Kleinmann	x	Gordon Criswell	
Kansas City Regional Transit Alliance	Josh Boehm	x	Tristin Amezcua-Hogan	x
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	x	Cory Davis	
MoDOT	Jeff Hardy	x	Greg Bolon	
FHWA - Kansas Division (Non-voting)	[Vacant]		Javier Ahumada	
FHWA - Missouri Division (Non-voting)	Kevin Ward		Cecelie Cochran	x
FTA (Non-voting)	Carrie Butler		Jeremiah Shuler	

**Total Transportation Policy Committee
Other Attendance October 21, 2025**

Others Present

Amanda Barch, MoDOT
Anthony Cunningham
Shelie Daniel, Kearney, MO
Cara Elbert, Shockey Consulting
Randy Gorton, BHC
Art Gough
Bob Heim, Platte County, MO
Matt Henderson, Alfred Benesch & Company
Christian Holferty, Office of U.S.
Representative Sam Graves
Mark Hoppe, Affinis Corporation
Travis Jones, Cass County, MO
Carrera Kauszler, CFS Engineers
Todd LaTorella, Kansas City, MO
Sarah Long, MoDOT
Michelle Mahoney, TREKK Design Group
Sean Marshall, Lee's Summit, MO
Melissa Schmitz, MoDOT
Allison Smith, KDOT
Eric Stitt, Trinity Logistics
Sam Tapko, GBA
Derek Wise, Cass County, MO
Juan Yin, MoDOT
Greg Youell
Selina Zapata Bur, Kansas City, MO

MARC Staff Present

Ron Achelpohl
Darren Adams
Megan Broll
Raymart Dinglas
Bobby Evans II
Marc Hansen
Alicia Hunter
Martin Rivarola
Cy Splichal
Patrick Trouba
Ryan Umberger
Raymond Webb
Lukas Yanni

TTPC AGENDA REPORT

November 2025
Item No. 3

ISSUE:

VOTE: 2026 Unified Planning Work Program

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 2026 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

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

BUDGET CONSIDERATIONS

The 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

TTPC released the draft 2026 UPWP for public review and comment at their meeting in October 2025.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

Approve 2026 Unified Planning Work Program.

STAFF CONTACT

Marc Hansen

2026 Unified Planning Work Program Public Comments and Responses

Comment #1 – Transit

“Kansas City, (Missouri and Kansas sides) in cooperation with surrounding suburbs and counties, needs streetcar, light, and commuter rail in large projects to connect the entire metro area from all directions. The highways and streets are saturated and dangerous. Parking is non existent in many areas or so expensive it isn’t feasible to pay daily. This includes for work and entertainment venue areas. The rail naysayers are not valid anymore either their negative objections to streetcar, light, or commuter rail. Streetcars were killed in 1957 by GM and back room politician deals, and the lobby and lawsuits about rail projects are still delayed by those same lobbies. Remember the commuter rail that would have gone east through Blue Springs on to Odessa that mayors and cities all on board, that suddenly disappeared, more backroom deals to stop what should have been, as well as line from Olathe into downtown. I-49 is saturated until it’s dangerous now, accidents daily now including south in suburbs. It’s time!!!!!!”

Response to Comment #1

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 began the [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, scheduled for completion in early 2026, 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 #2 – K-10

“There is a city initiative in Kansas City to “Reconnect the East Side” with improvements/changes to US 71 highway along a certain corridor, but I see this as a bigger project.

The damage done to the (primarily black) communities by the construction of this highway can't ever be completely undone, but we owe it to this community to try. The only real way to bring back the connection while recognizing the need for people-moving is to replace 71 highway with a rail line. An effective train system would be supported by the commuters in the suburbs, while connecting residents of the area to (few and far between) community resources like green spaces, grocery stores, and hospitals, for example. I know that this would be a much bigger project than what is currently being pitched, but other solutions are either ignoring the large amount of suburban commuters or not really serving the community members what they need. The rail would have parking adjacent to stations in Grandview and maybe Belton to attract riders and extend to the downtown loop, running express during peak times. I'm so proud to be a resident of Kansas City and excited that there is motivation to improve our city, but I fear the simplicity of the current proposals make them band-aids to a problem that requires a larger solution.

I realize it is probably too far along to consider this solution, and that it sounds overwhelming or impossible. To me, it's the inevitable one. We know that public transport is the answer to urban sprawl and economic growth around public transport is proven. Thank you for reading and (hopefully) considering!”

Response to Comment #2 – US-71 Reconnecting Neighborhoods

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

The US-71 Reconnecting Neighborhoods Project mentioned in your comments will continue in 2026 and opportunities for continued public participation through neighborhood listening sessions and pop-up events remain as well. The project website (<https://reconnecteastside.com/>) is a valuable resource for learning about the project and ways in which to get involved or make your voice heard.

In addition to targeted efforts such as the US-71 Reconnecting Neighborhoods project, regional transportation plans are also looking at expanded transportation options with two recent efforts highlighting 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 began the [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, scheduled for completion in early 2026, 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 – General

“Don’t know enough details yet”

Response to Comments #3 - #9

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

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

November 2025

Item No. 4

ISSUE:

VOTE: Proposal for a New Missouri Programming Committee

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 a significantly greater number of committees to accomplish its work than most of our peers benchmarked 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, optimize 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 held with members of all potentially impacted committees in July and August. MARC staff shared these recommendations and engaged with participants about thoughts and reactions. A draft recommendation was previously shared with TTPC in September of 2025. TTPC adopted the recommendations for a new Technical Advisory Committee and a new Kansas Programming Committee in October and also established an ad hoc committee to discuss options for the Missouri Programming Committee. The Ad Hoc Committee met on October 28 and November 5 and developed the proposed recommendation.

RELATED JURISDICTIONS:

This item impacts all Missouri counties in the MARC region.

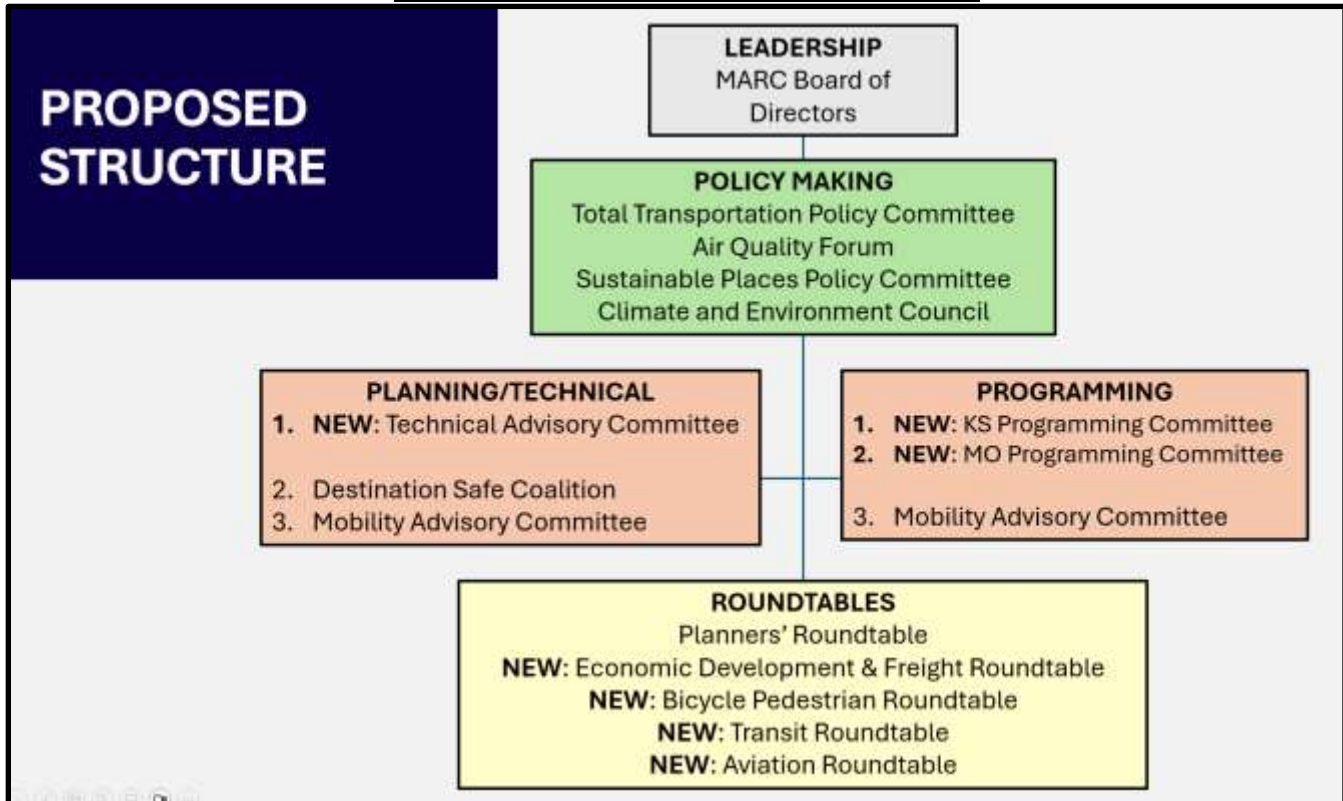
RECOMMENDATION:

Approve the Missouri Programming Committee reorganization proposal as presented.

STAFF CONTACT:

Ron Achelpohl
Martin Rivarola
Marc Hansen

Recommended NEW Committee Structure



Missouri Programming Committee (MPC)	
Organization / Membership Category	# of Votes
Kansas City	6
Independence	2
Lee's Summit	2
Blue Springs	2
KCATA	1
KC Streetcar	1
MoDOT	1
Technical Advisory Committee (TAC)	1
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	49

* Membership recruitment for these seats will focus on specialized expertise such as active transportation, parks & recreation, environment & public health, freight, economic development, etc.

Dispute resolution process recommendations:

- In the event that any six (6) or more voting members of the MPC submit a written appeal to MARC disputing a programming scenario recommended by the MPC, the TTPC co-chairs will establish an ad hoc work group to evaluate and recommend a resolution to the dispute.
- Programming recommendations returned for revision to the MPC as a result of the duly appointed TTPC ad hoc work group's recommendations will require a majority vote by both Group A (KCMO, Independence, Lee's Summit, Blue Springs, KCATA, KC Streetcar, MoDOT and TAC) and Group B (all other jurisdictions) before being submitted to TTPC.

TTPC AGENDA REPORT

November 2025
Item No. 5

ISSUE:

DISCUSS: Proposed Updates to MARC Transportation Committee Bylaws for Technical Advisory Committee, KS Programming Committee

BACKGROUND:

The TTPC recently approved an update to the MARC transportation committee structure, including the phasing out of certain planning modal & programming committees and the creation of new committees in their place. The following planning/modal and programming committees have been discontinued:

- Highway Committee
- Bicycle Pedestrian Advisory Committee
- Goods Movement Committee

In addition, recommendations to changes in the programming committee structure have been partially approved by TTPC (KS side only). It is anticipated that recommendations to the MO programming committee structure will be approved by TTPC by Nov/Dec of 2025. Assuming these changes are finalized, the following additional committees will be discontinued:

- Kansas STP Priorities Committee
- Missouri STP Priorities Committee
- Active Transportation Programming Committee
- Transportation Emissions Committee

The **new committees** and issue specific roundtables to be established will be as follows:

- Technical Advisory Committee
- Kansas Programming Committee
- Missouri Programming Committee
- Aviation Roundtable
- Transit, Bike & Ped Roundtable
- Goods Movement, Economic Development Roundtable
- Planners' Roundtable

MARC staff has prepared updates to the following documents to formalize roles and responsibilities for the following various committees under TTPC:

- Technical Advisory Committee bylaws
- Kansas Programming Committee bylaws
- Missouri Programming Committee Bylaws (pending)

For the upcoming meeting of the TTPC, staff will describe the attached documents. It is anticipated that TTPC will be asked to formally adopt these committee bylaws in the December meeting. MARC staff will also describe upcoming process to be followed in order to recruit new membership for the newly established committees.

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. The TTPC-approved partial recommendations in October of 2025. Since then, two TTPC advisory ad-hoc group meetings have taken place. It is anticipated that TTPC will take final action on all recommendations prior to the end of the year.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Discussion only at this time.

STAFF CONTACT:

Ron Achelpohl
Martin Rivarola
Marc Hansen

Mid-America Regional Council Technical Advisory Committee Bylaws

Bylaws of the Technical Advisory Committee provide rules and guidelines for conducting business by committee members and other interested parties participating in the planning, programming, advocacy and actions for discussion of highway issues, highway project priorities, as well as highway management.

I. Name

The name of the committee shall be the Technical Advisory Committee, hereinafter referred to as TAC. The HC shall be administered by the Mid-America Regional Council (MARC).

II. Purpose

The TAC shall function as a sub-committee of the Total Transportation Policy Committee (TTPC), and act as the advisory body to the TTPC on technical matters pertaining to multi-modal surface transportation, including highway and roadway, public transit, bicycle and pedestrian matters, goods movement and freight.

The TAC is responsible for providing recommendations to the TTPC on technical planning issues and input on all elements of the metropolitan transportation process required under federal and state policy and regulation, as well as other matters as may be assigned by TTPC.

III. Committee structure, membership and meetings

Chairs

The committee will have two co-chairs appointed by TTPC, one from each member state (KS-MO). The chairs are to serve two-year terms and there are no term limits. The chairs oversee meetings, and work with MARC staff to build agendas, work plans and work groups.

Members

Members are confirmed by the co-chairs based on recommendation by member organizations and MARC staff. The members should represent multiple organizations, areas of the region, disciplines, and modes.

Each member is to serve a term of two years. There is not a limit on how many terms a member can serve. After each term, members will be asked to continue on as committee members. If there is an open seat the co-chairs may assign the new organization a spot on the membership roster. Appointments and term renewals should generally occur at the first meeting of each calendar year, but can also take place as needed.

If a member, without an alternate present, misses three consecutive meetings in one calendar year that member is placed on probation and no longer allowed to participate in motions or voting. In order to regain voting rights, the member or their alternate needs to attend two consecutive meetings.

Table 1. Committee Membership

Membership Type	Other Notes	Voting Seats
KS TTPC members	At least 1 from each county	4
MO TTPC members	At least 1 from each county	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 **	Non-governmental community organizations (EDCs, bike/ped, environment, freight, business orgs, chambers, etc.)	9
	Total	33
Federal Highway Administration/Federal Transit Administration, etc. - Non-voting members, ex-officio members.		
* Membership to include representation from large and small cities and counties, balanced between Kansas and Missouri. Recruitment will focus on variety of expertise (traffic management & operations, parks & recreation, environment & public health, active transportation)		
** Membership recruitment will focus on variety of expertise (traffic management & operations, parks & recreation, environment & public health, active transportation)		
Private consultants shall not be appointed to the TAC as a representative of their employer, but may serve as the representative of another organization (e.g. Institute of Transportation Engineers, etc.).		

Quorum

In order to have a vote the TAC must meet quorum, which is defined as 11 current members. Designated alternates may participate on behalf of members. All decisions are decided by simple majority. The meetings will be an open discussion format, in which attendees will be encouraged to participate.

Meetings

The TAC may hold regular meetings at such time and place as may be determined from time to time by a vote of the committee. Meetings will be held in the MARC offices. All meetings are listed on the MARC calendar and open to the public and interested parties are encouraged to attend any and all meetings.

IV. Administrative Staff

The TAC shall rely on staff provided by MARC staff *and* shall assist the co-chairs, committee members and any subcommittees/work groups/task forces in fulfilling their duties and responsibilities.

V. Work Groups

The TAC co-chairs may establish and appoint work groups when necessary to investigate and report on specific topics and issues that are of interest to the committee. Work groups shall set their own meeting schedules to complete a given assignment in a timely manner. Upon completion of their assignment, work groups will automatically dissolve.

VI. Amendments

These bylaws are to be reviewed and updated periodically. First review by December 31, 2027, and then at a minimum with any subsequent updates of the MTP or more frequently as directed by the TTPC.

These Bylaws may be amended at a regular or special meeting by a two-step process. The first step is a vote of two-thirds of the quorum or two-thirds of the Committee's voting members present when more than the quorum is present. The second step is approval by a vote of the TTPC. A written copy of a proposed amendment to the Bylaws must be distributed to members with voting rights at least fourteen (14) days prior to any meeting at which the proposed amendment is to be discussed or voted upon.

DRAFT

Mid-America Regional Council Kansas Programming Committee Bylaws

I. Role of Committee

The Kansas Programming Committee is authorized by the MARC Total Transportation Policy Committee (TTPC) to provide project funding recommendations to TTPC regarding the federal funds suballocated for transportation projects within Kansas counties in the Kansas City Metropolitan Planning Organization by Federal and/or State policy and to assist in program management, monitoring, and reporting on the progress of projects funded through these programs.

II. Composition of and Basis for Membership on the Committee

The composition of the Committee reflects the need for both jurisdictional and community representation, and technical expertise in project evaluation, programming, and program management. Members and alternates from state and local governments will represent all aspects of their jurisdictions' interests for all eligible modes and project types. Members and alternates representing community organizations and MARC committees will provide technical expertise in assessing the regional benefits and impacts of proposed projects.

The following jurisdictions within the MARC metropolitan planning boundary may each appoint one voting member and one alternate to the Kansas Programming Committee (see Table 1 below):

- Johnson, Leavenworth, Miami, and Wyandotte counties
- Municipalities with 5,000 or more population
- The Kansas City Area Transportation Authority
- The Kansas Department of Transportation

Municipalities under 5,000 population within each county noted above may appoint one voting member and one alternate per each county to the Kansas Programming Committee (see Table 1 below). Members will be appointed by agreement of these municipalities within each county through a designated coordinating committee, mayor's association, or other appropriate city/municipal association.

The MARC Technical Advisory Committee may appoint one voting member and one alternate to the Kansas Programming Committee (see Table 1 below).

Up to four (4) voting membership positions will be made available to community organizations as deemed appropriate by the co-Chairs of TTPC to add active transportation, economic development, environmental, parks and recreation, public health, or other perspectives relevant to the work of the Kansas Programming Committee (see Table 1 below). MARC staff shall solicit organizational nominations and recommend nominees to the co-Chairs of TTPC, who shall appoint nominees to the Kansas Programming Committee for two-year terms.

Only the latest official population numbers released from the Census Bureau's Population Estimates Program (PEP) or Decennial Census will be used to determine population-based voting membership.

Non-voting membership on the committee will be provided for representatives of the Federal Highway Administration and the Federal Transit Administration (see Table 2 below).

Any eleven (11) voting members and/or alternates will constitute a quorum at all meetings of the Committee.

Table 1. Voting Members

Counties:	2025 Population Estimate	Voting Members
Johnson County, Kansas	632,276	1
Unified Government Wyandotte	169,418	1
Leavenworth County, Kansas	84,670	1
Miami County, Kansas	35,797	1
Cities with Direct Representation:		
Overland Park, Johnson County	202,893	1
Kansas City, Wyandotte County	156,752	1
Olathe, Johnson County	149,035	1
Shawnee, Johnson County	69,724	1
Lenexa, Johnson County	59,427	1
Leavenworth, Leavenworth County	37,370	1
Leawood, Johnson County	34,013	1
Gardner, Johnson County	25,836	1
Prairie Village, Johnson County	22,919	1
Lansing, Leavenworth County	11,316	1
Merriam, Johnson County	11,560	1
Spring Hill, Johnson-Miami counties	10,070	1
Mission, Johnson County	10,013	1
Basehor, Leavenworth County	7,996	1
Bonner Springs, Johnson-Leavenworth-Wyandotte counties	7,832	1
Roeland Park, Johnson County	6,689	1
De Soto, Johnson County	6,579	1
Tonganoxie, Leavenworth County	6,195	1
Paola, Miami County	5,835	1
Louisburg, Miami County	5,266	1
Cities Under 5,000 Population:		
Johnson County Municipalities	NA	1
Wyandotte County Municipalities	NA	1
Leavenworth County Municipalities	NA	1
Miami County Municipalities	NA	1
Fixed Route Transit Operator:		
Kansas City Area Transportation	NA	1
Department of Transportation:		
Kansas Department of Transportation	NA	1
Others:		
MARC Technical Advisory Committee	NA	1
Community Organizations	NA	4
Total Voting Members		35

Table 2. Non-Voting Members

Name:	2025 Population Estimate	Non-Voting Members
Federal Highway Administration	NA	1
Federal Transit Administration	NA	1
Total Non-Voting Members		2

III. Chair and Vice-Chair

The Chair of the Committee shall be a voting member of the committee nominated and elected by the committee and approved by the TTPC Co-Chairs and shall serve for two years between elections. The Vice-Chair shall also be a voting member of the committee nominated and elected by the committee and approved by the TTPC Co-Chairs and shall serve for two years between elections. The role of the chair will be to facilitate discussions and actions by the Committee, and to ensure equal opportunity for participation by members present. The Chair will also report to the TTPC on Committee recommendations.

IV. Attendance

Attendance at Kansas Programming Committee meetings by the member is considered a duty of membership. Attendance will be monitored and reported to the TTPC once per year. If representation by either the member or designated alternate is absent for three meetings in a 12-month period, MARC staff will contact the jurisdiction or organization to encourage more regular attendance and to inquire if the appointment needs to be updated.

V. Subcommittees

Working subcommittees are created as needed by the Kansas Programming Committee. Subcommittees are assigned specific tasks and dissolved when the work is completed. Other staff in the region may be asked to serve on subcommittees to provide specific expertise or viewpoints.

VI. Recommendations

Recommendations to be forwarded to the TTPC will be by vote. A recommendation may be proposed by any voting member of the Committee, but motions may not be seconded by a representative from the same agency. Voting is not weighted, and each representative is allowed one vote. Other recommendations pertaining solely to Committee activities, and which will not be forwarded to the TTPC for action, may be achieved either by vote or by consensus. Alternates do not participate in recommendations if the representative is present.

VII. Policy Goals and Objectives for Funds

The Kansas City region's adopted Metropolitan Transportation Plan (MTP) identifies policy goals and strategies for regional transportation investments. Within the eligible uses of the available funds, priority will be given to projects that advance the region's vision, policy goals and objectives for the transportation system.

The Committee will develop and implement project evaluation criteria to aid in prioritizing projects that address these policy objectives. Project evaluation criteria will be considered as a tool to assist the Committee in its work to develop priorities but will not force or prohibit the Committee from recommending funding for any eligible project.

VIII. Eligible Project Sponsors

Eligible project sponsors will be determined by the applicable Federal and/or State regulation, policy, or guidance for each funding opportunity and program.

IX. Eligible Uses of Funds

Eligible uses of funds will be determined by the applicable Federal and/or State regulation, policy, or guidance for each funding opportunity and program.

X. Amendments

These bylaws are to be reviewed and updated periodically. First review by December 31, 2027, and then at a minimum with any subsequent updates of the MTP or more frequently as directed by the TTPC.

These Bylaws may be amended at a regular or special meeting by a two-step process. The first step is a vote of two-thirds of the quorum or two-thirds of the Committee's voting members present when more than the quorum is present. The second step is approval by a vote of the TTPC. A written copy of a proposed amendment to the Bylaws must be distributed to members with voting rights at least fourteen (14) days prior to any meeting at which the proposed amendment is to be discussed or voted upon.

DRAFT

Mid-America Regional Council Missouri Programming Committee Bylaws

I. Role of Committee

The Missouri Programming Committee is authorized by the MARC Total Transportation Policy Committee (TTPC) to provide project funding recommendations to TTPC regarding the federal funds suballocated for transportation projects within Missouri counties in the Kansas City Metropolitan Planning Organization by Federal and/or State policy and to assist in program management, monitoring, and reporting on the progress of projects funded through these programs.

II. Composition of and Basis for Membership on the Committee

The composition of the Committee reflects the need for both jurisdictional and community representation, and technical expertise in project evaluation, programming, and program management. Members and alternates from state and local governments will represent all aspects of their jurisdictions' interests for all eligible modes and project types. Members and alternates representing community organizations and MARC committees will provide technical expertise in assessing the regional benefits and impacts of proposed projects.

The following jurisdictions within the MARC metropolitan planning boundary may each appoint one voting member and one alternate to the Missouri Programming Committee (see Table 1 below):

- Cass, Clay, Jackson, Platte, and Ray counties
- Municipalities with 5,000 or more population
- The Kansas City Area Transportation Authority
- The Kansas City Streetcar Authority
- The Missouri Department of Transportation

Municipalities over 50,000 population may each appoint additional voting members and alternates to the committee. (see Table 1 below)

Municipalities under 5,000 population within each county noted above may appoint one voting member and one alternate per each county to the Missouri Programming Committee (see Table 1 below). Members will be appointed by agreement of these municipalities within each county through a designated coordinating committee, mayor's association, or other appropriate city/municipal association.

The MARC Technical Advisory Committee may appoint one voting member and one alternate to the Missouri Programming Committee (see Table 1 below).

Up to four (4) voting membership positions will be made available to community organizations as deemed appropriate by the co-Chairs of TTPC to add active transportation, economic development, environmental, parks and recreation, public health, or other perspectives relevant to the work of the Missouri Programming Committee (see Table 1 below). MARC staff shall solicit organizational nominations and recommend nominees to the co-Chairs of TTPC, who shall appoint nominees to the Missouri Programming Committee for two-year terms.

Only the latest official population numbers released from the Census Bureau's Population Estimates Program (PEP) or Decennial Census will be used to determine population-based voting membership.

Non-voting membership on the committee will be provided for representatives of the Federal Highway Administration and the Federal Transit Administration (see Table 2 below).

Any eleven (11) voting members and/or alternates will constitute a quorum at all meetings of the Committee.

DRAFT

Table 1. Voting Members

Counties:	2025 Population Estimate	Voting Members
Cass County, Missouri	113,873	1
Clay County, Missouri	263,370	1
Jackson County, Missouri	727,362	1
Platte County, Missouri	113,207	1
Ray County, Missouri	23,199	1
Cities with Direct Representation:		
Kansas City, Cass, Clay, Platte, Jackson	516,032	6
Independence, Clay-Jackson	121,629	2
Lee's Summit, Cass-Jackson	106,419	2
Blue Springs, Jackson	61,246	2
Liberty, Clay	31,245	1
Raytown, Jackson	29,244	1
Gladstone, Clay	27,579	1
Grandview, Jackson	25,534	1
Raymore, Cass	25,962	1
Belton, Cass	25,861	1
Grain Valley, Jackson	16,859	1
Kearney, Clay	11,215	1
Smithville, Clay-Platte	10,971	1
Excelsior Springs, Clay-Ray	10,727	1
Harrisonville, Cass	9,980	1
Oak Grove, Jackson (pt.)	9,129	1
Parkville, Platte	8,980	1
Pleasant Hill, Cass-Jackson	8,864	1
Greenwood, Jackson	6,235	1
Peculiar, Cass	6,226	1
Richmond, Ray	5,939	1
North Kansas City, Clay	5,630	1
Platte City, Platte	4,867	1
Cities Under 5,000 Population:		
Cass County Municipalities	NA	1
Clay County Municipalities	NA	1
Jackson County Municipalities	NA	1
Platte County Municipalities	NA	1
Ray County Municipalities	NA	1
Fixed Route Transit Operators:		
Kansas City Area Transportation	NA	1
Kansas City Streetcar Authority	NA	1
Department of Transportation:		
Missouri Department of Transportation	NA	1
Others:		
MARC Technical Advisory Committee	NA	1
Community Organizations	NA	4
Total Voting Members		49

Table 2 Non-Voting Members

Name:	2025 Population Estimate	Non-Voting Members
Federal Highway Administration	NA	1
Federal Transit Administration	NA	1
Total Non-Voting Members		2

III. Chair and Vice-Chair

The Chair of the Committee shall be a voting member of the committee nominated and elected by the committee and approved by the TTPC Co-Chairs and shall serve for two years between elections. The Vice-Chair shall also be a voting member of the committee nominated and elected by the committee and approved by the TTPC Co-Chairs and shall serve for two years between elections. The role of the chair will be to facilitate discussions and actions by the Committee, and to ensure equal opportunity for participation by members present. The Chair will also report to the TTPC on Committee recommendations.

IV. Attendance

Attendance at Missouri Programming Committee meetings by the member is considered a duty of membership. Attendance will be monitored and reported to the TTPC once per year. If representation by either the member or designated alternate is absent for three meetings in a 12-month period, MARC staff will contact the jurisdiction or organization to encourage more regular attendance and to inquire if the appointment needs to be updated.

V. Subcommittees

Working subcommittees are created as needed by the Missouri Programming Committee. Subcommittees are assigned specific tasks and dissolved when the work is completed. Other staff in the region may be asked to serve on subcommittees to provide specific expertise or viewpoints.

VI. Recommendations

Recommendations to be forwarded to the TTPC will be by vote. A recommendation may be proposed by any voting member of the Committee, but motions may not be seconded by a representative from the same agency. Voting is not weighted, and each representative is allowed one vote. Other recommendations pertaining solely to Committee activities, and which will not be forwarded to the TTPC for action, may be achieved either by vote or by consensus. Alternates do not participate in recommendations if the representative is present.

VII. Disputes

In the event that any six (6) or more voting members of the MPC submit a written appeal to MARC disputing a programming scenario recommended by the MPC, the TTPC co-chairs will establish an ad hoc work group to evaluate and recommend a resolution to the dispute.

Programming recommendations returned for revision to the MPC as a result of the duly appointed TTPC ad hoc work group's recommendations will require a majority vote by both Group A (KCMO, Independence, Lee's Summit, Blue Springs, KCATA, KC Streetcar, MoDOT and TAC) and Group B (all other jurisdictions) before being submitted to TTPC.

VIII. Policy Goals and Objectives for Funds

The Kansas City region's adopted Metropolitan Transportation Plan (MTP) identifies policy goals and strategies for regional transportation investments. Within the eligible uses of the

available funds, priority will be given to projects that advance the region's vision, policy goals and objectives for the transportation system.

The Committee will develop and implement project evaluation criteria to aid in prioritizing projects that address these policy objectives. Project evaluation criteria will be considered as a tool to assist the Committee in its work to develop priorities but will not force or prohibit the Committee from recommending funding for any eligible project.

IX. Eligible Project Sponsors

Eligible project sponsors will be determined by the applicable Federal and/or State regulation, policy, or guidance for each funding opportunity and program.

X. Eligible Uses of Funds

Eligible uses of funds will be determined by the applicable Federal and/or State regulation, policy, or guidance for each funding opportunity and program.

XI. Amendments

These bylaws are to be reviewed and updated periodically. First review by December 31, 2027, and then at a minimum with any subsequent updates of the MTP or more frequently as directed by the TTPC.

These Bylaws may be amended at a regular or special meeting by a two-step process. The first step is a vote of two-thirds of the quorum or two-thirds of the Committee's voting members present when more than the quorum is present. The second step is approval by a vote of the TTPC. A written copy of a proposed amendment to the Bylaws must be distributed to members with voting rights at least fourteen (14) days prior to any meeting at which the proposed amendment is to be discussed or voted upon.

TTPC AGENDA REPORT

November 2025
Item No. 6

ISSUE:

REPORT: MARC Regional Travel Model Program Update

BACKGROUND:

For over 30 years, MARC has maintained a regional travel demand model to support regional transportation planning across the metropolitan area. This model remains a critical tool for evaluating alternative transportation solutions, supporting the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and air quality analyses.

In line with the Federal Highway Administration's (FHWA) guidance to update transportation models every ten years, MARC has begun work towards development of an Activity-Based Travel Demand Forecast Model (ABM). The ABM represents the next generation of travel modeling, providing greater precision for evaluating complex transportation policies, such as congestion pricing, telecommuting incentives, toll facilities, and land-use changes. The next generation ABM model is anticipated to serve as the analytical tool for the MTP update due in 2030 (planning horizon of 2060).

A consultant team led by Cambridge Systematics is leading this model development work. The project is anticipated to continue through 2026. At the upcoming TTPC meeting, staff from Cambridge Systematics will present an update including a project overview and major milestones on the ABM development project.

POLICY CONSIDERATIONS:

None.

BUDGET CONSIDERATIONS:

Activity-Based Travel Demand Model development budgeted in 2025 UPWP and follow up action in 2026 UPWP.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Martin Rivarola

Eileen Yang

TTPC AGENDA REPORT

November 2025
Item No. 7

ISSUE:

REPORT: Greater Kansas City Regional Bikeway Plan Update

BACKGROUND:

The Greater Kansas City Regional Bikeway Plan was conducted in 2014 and approved by the MARC Board in early 2015. The plan envisioned a network of over 2,000 miles of on-street bikeways across the then-8-county MPO region. It also expanded the proposed Metro Green network into Miami County.

The primary goal of this Regional Bikeway Plan Update is to better facilitate implementation of safe and low-stress bicycle facilities in the MARC region, prioritizing interjurisdictional connections. To date, the consultant team led by Toole Design Group has completed analyses of the regional street and roadway network from a cycling perspective that include level of traffic stress, connectivity, centrality, directness, and access. The consultant team has also performed stakeholder and public engagement including two public agency stakeholder workshops, three conversational bike rides, and two public pop-ups. Work to be completed includes engagement with an advisory group, an update of the proposed Regional Bikeway Network, and the completion of a regional bicycle/pedestrian data plan.

POLICY CONSIDERATIONS:

The Regional Bikeway Plan Update supports ConnectedKC 2050's goals of increased transportation choices and better public health and safety.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Patrick Trouba

TTPC AGENDA REPORT

November 2025
Item No. 8

ISSUE:

REPORT: Public Participation Plan Update

BACKGROUND:

The Public Participation Plan (PPP) guides the public engagement processes and activities of MARC's transportation planning efforts. The PPP provides a framework that guides public involvement in transportation planning projects, and specifies goals, strategies, and techniques that encourage successful public participation.

The current PPP requires that MARC update this plan every three (3) years. This update is due to the TTPC and MARC Board of Directors by December 2026.

The scope of this plan update will include:

- A review of the current plan and peer MPO engagement plans and processes
- Identification of current engagement processes and techniques, including best practices and future trends
- Internal and external outreach to identify goals and strategies around community engagement as it relates to MPO processes and planning efforts
- Integration of a separate, ongoing effort led by MARC staff to define and improve community engagement across the entire agency

POLICY CONSIDERATIONS:

In accordance with 23 CFR 450.316, MPOs must create a Public Participation Plan that establishes requirements for engagement around core MPO products. Under this requirement, MPOs must allow for:

- adequate public notice of public participation activities;
- review and comment at key decision points in the development of the MTP and TIP;
- and multiple, accessible participation formats, including electronic and in-person.

BUDGET CONSIDERATIONS:

None

RELATED JURISDICTIONS:

This item impacts all communities in MARC Region

RECOMMENDATION:

None. Information Only

STAFF CONTACT:

Cy Splichal