



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, December 16, 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: November 18, 2025 Meeting Summary*
3. VOTE: 2026 1st Quarter Amendment to the 2026-2030 Transportation Improvement Program*
4. VOTE: 2026 Unified Planning Work Program – Amendment #1*
5. VOTE: Proposed Updates to MARC Transportation Committee Bylaws for Technical Advisory Committee, KS Programming Committee, and MO Programming Committee*
6. VOTE: Title VI 2025-2027 Program Update and Assurance*
7. REPORT: World Cup Transportation Planning Update
8. REPORT: Housing and Transportation Coordination Plan
9. REPORT: 2025 Air Quality Report
10. Other Business
11. Adjourn

**Action Items*

The meeting will be open to the public in person or via teleconference. Members of the public who wish to participate in the teleconference please email transportation@marc.org by Noon on Monday, December 15, 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 November 18, 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: October 21, 2025 Meeting Summary*

No changes were suggested for the meeting summary.

Committee Action:

JD Rios made a motion to approve the October 21, 2025 meeting summary. AJ Farris seconded the motion, and the motion passed.

3) *VOTE: 2026 Unified Planning Work Program*

Principal Planner 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. The 2026 UPWP was released for public review and comment, and three comments were received. Comments were related to transit and a specific project listed in the UPWP; comments and proposed responses were included in the meeting packet.

Committee Action:

Mayor John Smedley made a motion to approve the 2026 UPWP. Commissioner Jerry Nolte seconded the motion, and the motion passed.

4) *VOTE: Proposal for a New Missouri Programming Committee*

Director of Transportation & Environment Ron Achelpohl summarized the work of the ad hoc subcommittee that met to address concerns raised after proposing a new Missouri Programming Committee (MPC) at the previous TTPC meeting. The subcommittee modified the voting structure to simplify regular voting and developed a dispute resolution process, and Mr. Achelpohl reviewed the details (that were also included in the meeting packet). Committee members thanked Mr. Achelpohl and MARC staff for supporting the subcommittee in updating the proposal.

Committee Action:

Commissioner Jerry Nolte made a motion to approve the updated proposal for a new Missouri Programming Committee. Mayor John Smedley seconded the motion, and the motion passed.

5) *DISCUSS: Proposed Updates to MARC Transportation Committee Bylaws for Technical Advisory Committee, KS Programming Committee, MO Programming Committee*

Transportation Planning Director Martin Rivarola shared proposed bylaws for the previously approved Technical Advisory Committee (TAC) and Kansas Programming Committee (KPC), and the Missouri Programming Committee (MPC) that was approved in the previous agenda item. Bylaws include the role of the committee, structure and membership, meetings, and processes (including the dispute process mentioned in the previous agenda item). The TTPC is

expected to take action on these bylaws at the December meeting; after initial approval, the respective committees will update their bylaws independently.

Mr. Rivarola also informed committee members that requests for nominations and appointments of members will be emailed to jurisdictions and agencies in the coming weeks. TTPC members (one from each county, regardless of TTPC membership role) are invited to nominate themselves for the TAC. Calls for applications representing community organizations will be shared on social media and the MARC website [here](#). Nominations will be shared with TTPC co-chairs, and membership rosters for committees will be shared with the TTPC early next year.

6) *REPORT: MARC Regional Travel Model Program Update*

Martin Rivarola provided an overview of the regional travel demand model, that supports transportation planning work such as the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), air quality analysis, corridor planning, and more. MARC is about halfway through an 18-month project with consultant Cambridge Systematics to develop an activity-based model in accordance with guidance from the Federal Highway Administration (FHWA), providing a realistic representation of travel in the region. Principal and Technical Lead Sean McAtee of Cambridge Systematics shared details on the data, usability, and possible applications of the updated model. Mr. McAtee shared the schedule of the project, noting that once the model development phase is complete, calibration and validation testing will follow along with training for using the model. Similar to previous versions, the new model will be shared with members and consultants working on projects for members, and the current trip-based model will be maintained while transitioning to the new model.

7) *REPORT: Greater Kansas City Regional Bikeway Plan Update*

Transportation Planner Patrick Trouba updated the committee on progress on the Regional Bikeway Plan, which is about halfway through its update process. The plan was last updated in 2014 and envisioned over 2,000 miles of on-street bikeways across the region, but only about 12% of that network has been implemented. The update seeks to support local implementation, reduce policy and infrastructure gaps and barriers, and enhance local bike planning efforts with recommendations, strategies, and tools. Mr. Trouba shared some results from analyses conducted as part of the update, as well as public outreach efforts and plans for next steps.

The committee discussed implications of alignment status with the regional bikeway plan on scoring for project funding, and had a lengthy discussion on safety and cyclist/driver education. Commissioner Janeé Hanzlick shared that Johnson County Health Department is holding a preliminary planning discussion on safe active transportation and responses for Johnson County jurisdictions and organizations, and anticipates follow up meetings to include Johnson County municipalities.

8) *REPORT: Public Participation Plan Update*

Transportation Planner Cy Splichal discussed the update to the public participation plan, which specifies goals and strategies to gain and incorporate community input into planning processes. Mr. Splichal described the federal requirements MARC must follow for public engagement, as well as the scope of the update to the plan. As part of a work effort funded by Health Forward Foundation, MARC is working to develop agency-wide guidance on community engagement, including a toolkit for techniques and training, principles to center

engagement around community needs, and best practices. Mr. Splichal outlined the next steps for the plan update, which is due in December of 2026.

9) *Other Business*

The Vibrant Success Stories Program will host its annual event on Friday, December 5th. The next TTPC meeting will meet back-to-back with the MARC Board, as the December board meeting will be moved up a week in anticipation of the holidays.

10) *Adjournment*

Co-Chair Jones adjourned the meeting.

**Total Transportation Policy Committee
Member and Alternate Attendance November 18, 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	Andy Savastino	
Kansas City, MO	Jill Lawlor	x	Angie Laurie	x
Kansas City, MO	Michael Shaw	x	Andrew Ngui	
Kansas City, MO	Jason Waldron	x	Mark Montgomery	
Kansas City, MO (Northland)	Jeffrey Martin	x	Uday Manepalli	
Kansas City, MO (Northland)	Lindsay French	x	Kyle Elliott	x
Lee's Summit, MO	Donnie Funk		Michael Park	x
Olathe, KS	Dean Vakas		Nate Baldwin	x
Olathe, KS	Mary Jaeger		Beth Wright	
Overland Park, KS	Lorraine Basalo		Kyle Dieckmann	x
Overland Park, KS	Jack Messer	x	Leslie Karr	
Cass County, MO	Trent Salisbury		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	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	
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		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	Shane Krull	x	Eric Sandberg	
Miami County, KS Municipalities	Randi Shannon		Michele Silsbee	
Platte County, MO	Wes Minder	x	Scott Fricker	
Platte County, MO Municipalities	John Smedley	x	Kathy Rose	
Ray County, MO	Max Hockemeier	x	Bobby Don Davis	
Ray County, MO Municipalities	Tonya Willim	x	[Vacant]	
UG WyCo and KCK	Tom Burroughs	x	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	x	Amber Vogan	
HETF Wyandotte County	Matthew Kleinmann		Gordon Criswell	
Kansas City Regional Transit Alliance	Josh Boehm	x	Tristin Amezcua-Hogan	
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	x	Cecelie Cochran	x
FTA (Non-voting)	Carrie Butler		Jeremiah Shuler	

**Total Transportation Policy Committee
Other Attendance November 18, 2025**

Others Present

Amanda Barch, MoDOT
Kyaira Boughton
Jill Bruss, Peculiar, MO
Anthony Cunningham
Gerri Doyle, FTA
Randy Gorton, BHC
Mark Green, Independence, MO
Matt Henderson, Alfred Benesch & Company
Christian Holferty, Office of U.S.
Representative Sam Graves
Mark Hoppe, Affinis Corporation
Tommy Hunter, Bartlett & West
Rob Krewson, Alfred Benesch & Company
Todd LaTorella, Kansas City, MO
Michelle Mahoney, TREKK Design Group
Patrick Martin, Grain Valley, MO
Davonna Moore-Edeh, CDM Smith
Beth Peterson, MoDOT
Mitchell Quigley, SE3
Greg Rokos, Belton, MO
Don Schoenborn, MoDOT
Allison Smith, KDOT
Griffin Smith, Garver
Eric Stitt, Trinity Logistics
Sam Tapko, GBA
Chad Thompson, Lamp Rynearson
Mayra Toothman, Smithville, MO
Cate Tucker, MoDOT
Chris Whiting, Jackson County, MO
Juan Yin, MoDOT
Selina Zapata Bur, Kansas City, MO

MARC Staff Present

Ron Achelpohl
Darren Adams
Megan Broll
Karen Clawson
Beth Dawson
Raymart Dinglas
Bobby Evans
Marc Hansen
Tom Jacobs
Martin Rivarola
Joshua Rubio
Cy Splichal
Patrick Trouba
Ryan Umberger
Raymond Webb
Eileen Yang
Lukas Yanni

TTPC AGENDA REPORT

December 2025
Item No. 3

ISSUE:

VOTE: 2026 1st Quarter Amendment to the 2026-2030 Transportation Improvement Program

BACKGROUND:

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next three to five-year period. MARC amends the TIP on both a quarterly cycle and as needed to accommodate changes to projects in the TIP.

The proposed 2026 1st Quarter Amendment to the 2026-2030 Transportation Improvement Programs includes 11 projects:

- 4 new projects to be added, including but not limited to:
 - #524014 - Clay County - Old 210 Highway Bridge over Rush Creek Replacement
 - #790186 - Cass County - 331st Street over Sugar Creek Bridge Replacement
 - #995233 - KCATA - 2026 Special Event Transit Service Enhancements
 - #996109 - Johnson County Transit - 2026 Fan Circulator Service
- 7 modified projects
 - Scope
 - Schedule
 - Budget

Details of these projects are available for review on the Internet at: www.marc.org/TIP.

POLICY CONSIDERATIONS:

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

BUDGET CONSIDERATIONS:

None.

COMMITTEE ACTION:

The Transportation Emissions Committee approved the reallocation of CMAQ funds for #995233 and #996109 at their November 10, 2025 meeting.

The Missouri STP Priorities Committee approved the scope modification to #611217 - Gregory Boulevard Complete Streets at their December 9, 2025, meeting.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

Approve the release of the 2026 1st Quarter Amendment to the FFY 2026-2030 TIP for public review and comment.

STAFF CONTACT:

Marc Hansen

TTPC AGENDA REPORT

December 2025
Item No. 4

ISSUE:

VOTE: 2026 Unified Planning Work Program - Amendment #1

BACKGROUND:

The Unified Planning Work Program (UPWP) 1) describes the transportation planning activities MARC and other agencies will undertake during the year; 2) documents the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and 3) provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products.

The proposed 2026 UPWP Amendment #1 will make the following modifications:

- Add a new project (5.15) funded through the FTA 5307 program
 - UGTD Facility Planning & Site Selection StudyLead Agency: Unified Government Transportation Department
- Revise Appendix C as necessary to account for the inclusion of this project.
- Update the prospectus included in the 2026 UPWP to account for recently approved changes to the MARC committee structure.

The revisions are attached for review.

POLICY CONSIDERATIONS:

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

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This amendment adds federally funded transportation planning work in the Unified Government of Wyandotte County/Kansas City, Kansas.

The updated prospectus impacts all counties in the MARC region.

RECOMMENDATION:

Approve the release of Amendment #1 to the 2026 Unified Planning Work Program for public review and comment.

STAFF CONTACT:

Marc Hansen

PROSPECTUS

INTRODUCTION

As the designated Metropolitan Planning Organization (MPO) for the Kansas City region, the Mid-America Regional Council (MARC) is responsible under Section 134 of Title 23, United States Code, for carrying out a continuing and comprehensive transportation planning process in cooperation with the States of Kansas and Missouri and the region's public transportation operators. The Infrastructure Investment and Jobs Act (IIJA) is the most recent law establishing federal transportation policy and funding authorizations. Federal regulations implementing transportation policy (23 CFR §450.308) require that:

"(b) Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a unified planning work program (UPWP)...

(c) ...each MPO, in cooperation with the State(s) and public transportation operator(s) shall develop a UPWP that includes a discussion of the planning priorities facing the MPA [metropolitan planning area]. The UPWP shall identify work proposed for the next one- or two-year period by major activity and task (including activities that address the planning factors in §450.306(a)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds."

As its name suggests, the UPWP promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. The UPWP performs three distinct functions: (1) it describes the transportation planning activities MARC and other agencies propose to undertake during 2025 to address regional issues and priorities; (2) it serves to document the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and (3) it provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. As an example, under the Kansas City region's current air quality status, MARC updates the Metropolitan Transportation Plan on a five-year cycle. The first two years of the cycle focus on follow-up activities identified in the previous plan, updating databases on travel behavior and enhancing technical tools to set the stage for the next update. The third year of the cycle focuses on the development of a policy framework and policy direction for the plan and preparation of demographic and revenue forecasts for the plan period. The fourth and fifth years focus on development of the plan components, including modal elements, project listings, financial capacity analyses. This concludes with final public review and agency adoption of the updated plan. Some elements of public outreach and engagement and performance monitoring will be part of each year's activities.

The FY 2026 UPWP has been developed by MARC, with input from local governments, area transit agencies, the Missouri Department of Transportation (MoDOT), the Kansas Department of Transportation (KDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA). The document is organized into specific work elements, for which objectives, work activities, products, completion dates, and funding sources are identified as appropriate. The 2026 UPWP has been developed in accordance with the Memorandum of Understanding adopted in 2013 and updated in 2018 that identifies the roles and responsibilities of MARC as the MPO, the Kansas and

Missouri Departments of Transportation, the Kansas City Area Transportation Authority, the City of Independence, Johnson County Transit, Unified Government Transit and the Kansas City Streetcar Authority in the metropolitan planning process for the Kansas City region.

TRANSPORTATION PLANNING PROCESS

The Mid-America Regional Council (MARC) began operations as a metropolitan council of governments on January 1, 1972, as a result of a merger between the Mid-America Council of Governments and the Metropolitan Planning Commission. In 1974, the governors of Kansas and Missouri officially designated MARC as the Metropolitan Planning Organization for the Kansas City metropolitan area. MARC is also designated as the regional agency responsible for air quality planning under Section 174 of the Federal Clean Air Act.

The function of MARC is to provide a forum for the presentation and resolution of metropolitan problems and issues by the duly elected officials of general-purpose local governments. The types of problems and issues that are addressed by MARC typically are those that transcend established local government boundaries. Transportation systems, air quality, water and sewer systems, work force, cultural, public safety, homeland security, human service, health care, and housing needs are illustrative examples of regional questions and issues with which MARC is involved.

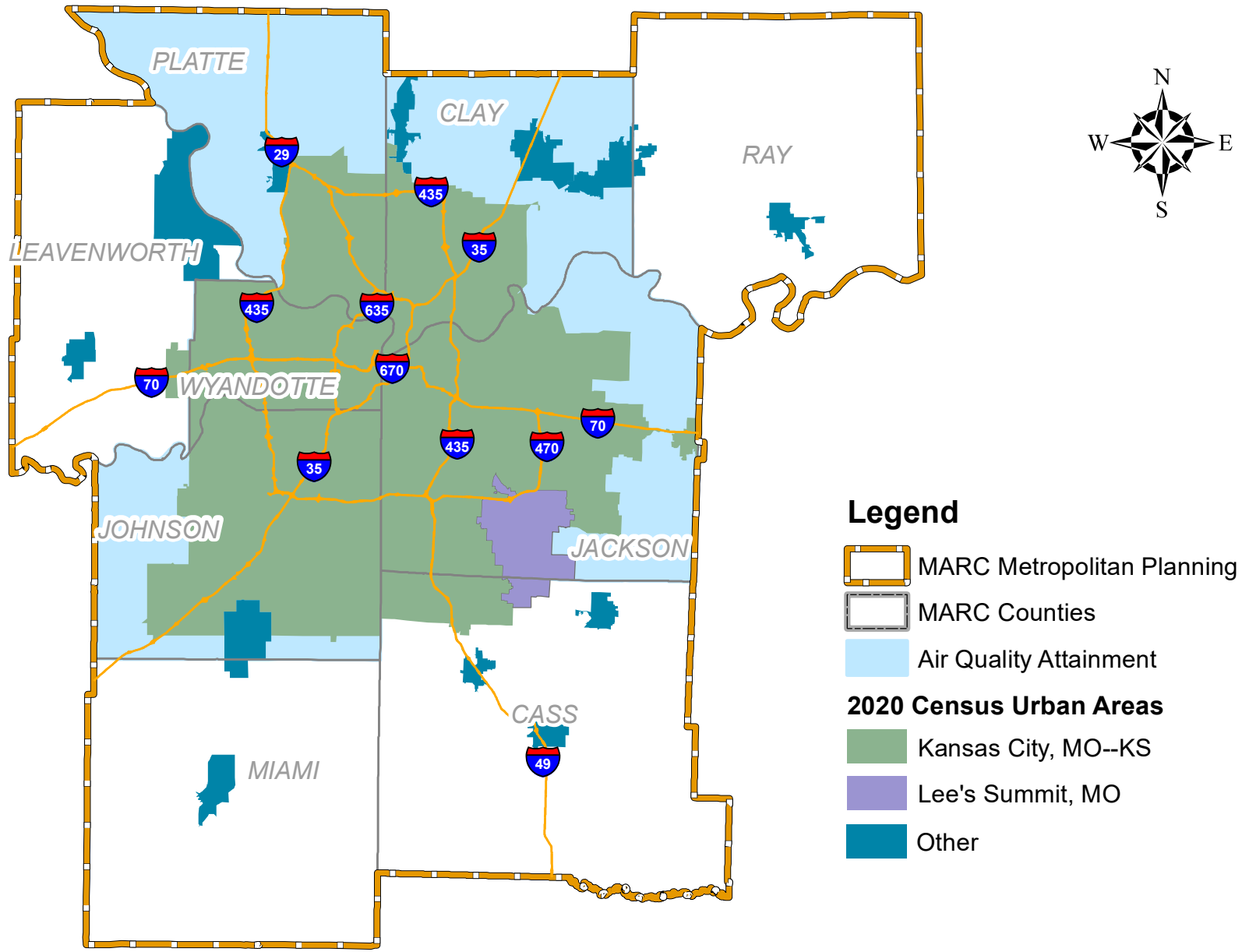
The MARC metropolitan planning organization (MPO) encompasses a population of over 2.0 million people and consists of the entirety of nine counties: Johnson, Leavenworth, Miami and Wyandotte Counties in Kansas, and Cass, Clay, Jackson, Platte and Ray Counties in Missouri and a small portion of Lafayette County in Missouri. The area covered by the MPO is shown in figure 1.

The MARC Board of Directors consists of thirty-three elected officials. The nine counties and the six largest cities within the region (Kansas City, Independence and Lee's Summit, Missouri and Kansas City, Overland Park, and Olathe, Kansas) have direct board representation. The smaller cities are represented on the Board by their counties or by local elected officials selected at the county level.

The Kansas City region's transportation planning process is shown conceptually in Figure 2. The process is an ongoing, evolving process involving many iterations and refinements over time. The first major step in the process is the development and adoption of the Metropolitan Transportation Plan (MTP). Contributing to the MTP are the outputs of the congestion management process, as well as other management systems and performance monitoring activities. Projections of regional land use, population and employment provide another key input to the MTP, since they determine to a considerable extent the future transportation needs of the region. The process also involves an extensive public engagement effort to identify community issues, concerns, and priorities. MARC's MTP is project specific (for regionally significant projects) and financially constrained.

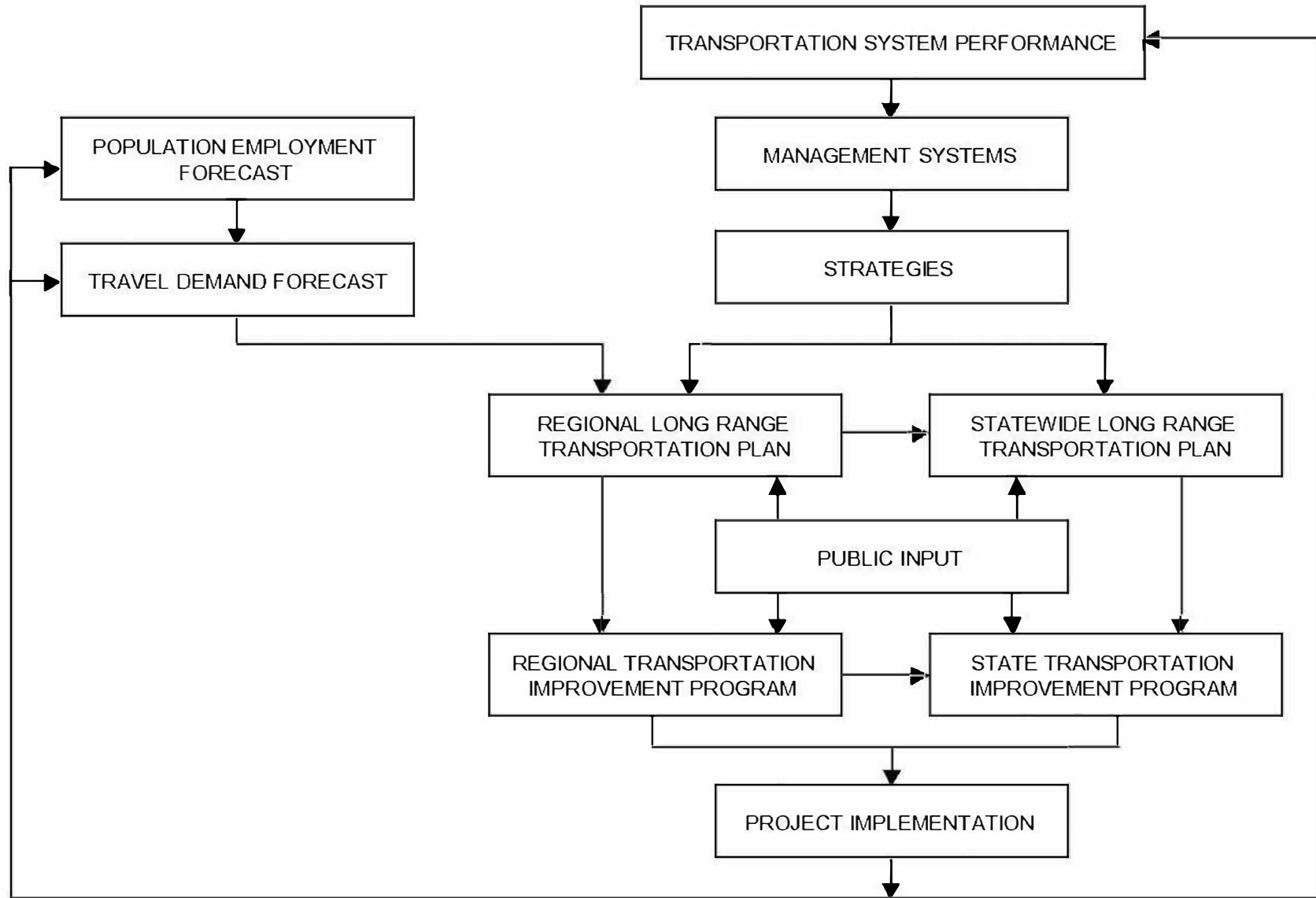
The MTP provides the basis for development of the Transportation Improvement Program (TIP), which is a financially constrained list of projects to be funded and implemented over the next five years. The TIP must be consistent with the MTP. After approval by MARC, the TIP is approved by the Governors, or their designees, of both Kansas and Missouri and incorporated into the statewide transportation improvement program (STIP) for each state.

MARC Regional Boundaries



0 4.75 9.5 19 Miles

Figure 2 – Transportation Planning Process



The region's current air quality status does not require the MTP and TIP to conform to a state implementation plan (SIP) for air quality. However, as standards become more stringent, the potential exists for Kansas City to be designated as nonattainment and significant work is required to be prepared for such a designation. In order to perform required conformity analysis on the MTP and TIP, the newest emissions model (currently MOVES2015) requires ongoing maintenance and data collection to keep all inputs current and relevant. All criteria pollutant ambient air quality standards are required to be reviewed every five years, and although a revised ozone standard was issued in 2015, no determination on MARC's air quality status has been made.

Once projects are included in the current year of the TIP, they may proceed to implementation, which in turn results in changes in system condition, and performance that may be reflected in the management systems and performance monitoring activities. These changes, as well as new land use, population and employment forecasts, require periodic updates to the MTP. Because of the region's current status as an air quality attainment area, MARC updates the MTP on a 5-year cycle. If the region is redesignated to non-attainment for ozone, the MTP will be updated every four years.

The transportation planning process must consider projects and strategies that address the following factors identified in the IJA:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism

Products

The major products of the transportation planning process, in addition to the UPWP, are the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). Numerous special reports, corridor/subarea studies, and analyses on a wide variety of transportation issues are also produced on a regular basis.

Metropolitan Transportation Plan (MTP). The MTP is the centerpiece of the metropolitan transportation planning process, and MARC has developed a number of Metropolitan Transportation Plans since its inception. In June of 2025, MARC approved a major update to *ConnectedKC 2050*, the region's current MTP. *ConnectedKC 2050* is built around the vision of a sustainable metropolitan area and promotes the identification of and investment in nodes and corridors of activity. *ConnectedKC 2050* articulates a broad

set of region-wide transportation goals, policies and strategies that address transportation's role in areas such as place-making, public health, and energy use. The plan is financially constrained, reflecting only funding that is currently available or can reasonably be expected to be available during the plan's time frame, and it identifies major transportation investments through the year 2050. In addition, MARC advanced strategies reflected in the Clean Air Action Plan and incorporated these into MTP policies, goals, and strategies. The MTP must be completely updated at least every five years but may be revised more frequently if necessary. The next major update of the MTP will be completed in 2030.

Transportation Improvement Program (TIP). The TIP is a prioritized list of transportation projects proposed for implementation during the next five years. Projects included in the TIP must be consistent with the MTP, and are submitted for consideration by local government agencies, state transportation agencies, local transit operators or by MARC. The TIP must cover at least four years, although MARC produces a five-year TIP and processes amendments on a quarterly cycle. The TIP is financially constrained in each year of the program, meaning that the funding identified for transportation projects in a given year cannot exceed the amount reasonably expected to be available to the region under existing federal, state, and local programs. Prior to adoption of the TIP, MARC provides an opportunity for public review and comment. No regionally significant project, regardless of funding source, or any project utilizing federal transportation funds may proceed to implementation unless it is included in the TIP. The TIP must be completely updated every four years, based on the last date of approval by the Federal Highway Administration and the Federal Transit Administration. MARC currently updates the TIP under a two-year cycle, and the 2026-2030 TIP was completed in 2025.

Advisory Committees

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 MARC committee structure was modified in 2025 to address concerns related to efficiency and complexity. These modifications resulted in the consolidation of several committees and the creation of topical roundtables. The major committees involved in the transportation planning process are described below (see Figure 3):

Total Transportation Policy Committee (TTPC). TTPC provides policy-level input to the Board of Directors on significant transportation issues, programs, and projects, and serves as the primary focal point for MARC's overall transportation planning program. Membership on the TTPC includes elected officials and staff representatives from local counties and municipalities, as well as representatives from the Kansas City Area Transportation Authority, the Kansas Department of Transportation (KDOT), the Missouri Department of Transportation (MoDOT), and non-voting representatives from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Air Quality Forum (AQF). AQF provides policy input on MARC's air quality programs, including transportation-related issues such as conformity procedures, mobile source inventories, and transportation control measures. The AQF plays a lead role in the development of the region's air quality strategy, including the Kansas City portion of the state implementation plan (SIP) for air quality. Membership includes representatives from local governments, the Missouri Department of Natural Resources, the Kansas Department of Health and Environment, the Missouri Department of Transportation, the Kansas Department of Transportation, and other related stakeholders.

Timeline for updating required MPO plans and documents

	2026				2027				2028				2029				2030				2031			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Metropolitan Transportation Plan Update required June 2030																								
Transportation Improvement Program Approved biannually in October																								
Unified Planning Work Program Approved annually in November																								
Coordinated Public Transit - Human Services Transportation Plan Update required December 2030																								
Title VI of the Civil Rights Act of 1964 Manual Update required December 2028																								
Limited English Proficiency Plan Update required December 2028																								
Disadvantaged Business Enterprise Program Update required September 2027																								
Public Participation Plan Update required December 2026																								

Climate and Environment Council (CEC). The CEC is a collaborative, action-oriented committee that will guide the implementation of the Kansas City Regional Climate Action Plan. This committee is jointly supported by MARC and Climate Action KC.

Sustainable Places Policy Committee (SPPC). The SPPC provides leadership and policy advice to the MARC Board of Directors in regional sustainable development. Under the guidance of the SPPC, MARC collaborates with local communities to update and implement land-use strategies that support transportation, equity, environment, and conservation principles.

Planning Committees. The planning committees report to the TTPC and focus on carrying out the continuing, cooperative, and comprehensive performance-based multimodal transportation planning process required under federal regulation. The planning committees include the Technical Advisory Committee, Destination: Safe Coalition, and the Mobility Advisory Committee. Membership on these committees is a mixture of elected officials, local government and transit agency staff members, state and federal officials, and representatives from various community groups.

Programming Committees. Three committees provide guidance in the programming of federal transportation funds.

- Two Programming Committees, one each for Kansas and Missouri, are composed of local government and transit agency staff members, federal and state DOT staff, and representatives

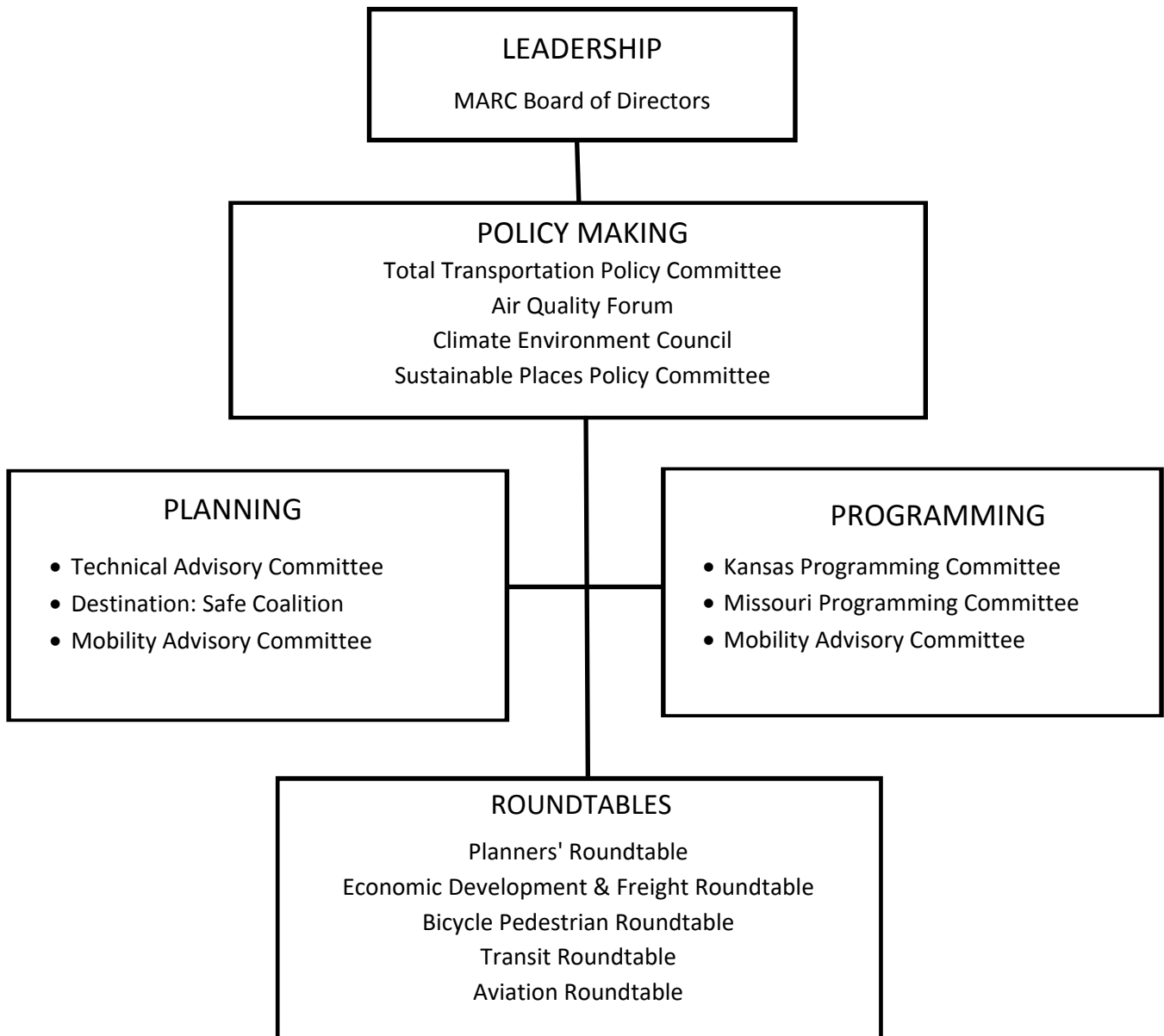
from various community groups. The committees prioritize Federal Highway Administration (FHWA) funds suballocated to the Kansas City region for inclusion in the MTP and TIP. These funds include the Carbon Reduction Program (CRP), Congestion Mitigation/Air Quality Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives Program (TA). Separate committees are maintained for each state since the federal funds are apportioned at the state level and must be spent within that state.

- The Mobility Advisory Committee is co-administered by MARC and the Kansas City Area Transportation Authority. The committee addresses issues regarding enhanced mobility in the Kansas City region and evaluates and prioritizes FTA Section 5310 program projects.

Roundtables. A series of topical roundtables provides opportunities for networking and coordination, identification of emerging issues, and may serve as the basis for the creation of ad hoc working groups to provide support for activities related to the metropolitan planning process. These roundtables will initially include the Planners' Roundtable, Economic Development and Freight Roundtable, Bicycle Pedestrian Roundtable, Transit Roundtable, and Aviation Roundtable.

Technical Forecast Committee. The Technical Forecast Committee is a standing committee composed of local government representatives in the fields of planning, public works, and community development, as well as community/private sector representatives. The committee provides technical support in developing regional demographic forecasts, strategies, and policy evaluation.

MARC Transportation/Air Quality Committee Structure



Public Involvement

MARC's Public Participation Plan was approved in 2023 and is scheduled to be updated in 2026. The Public Participation Plan describes MARC's objectives in conducting public engagement activities, explains how public participation processes will be conducted in conjunction with major products, and identifies a set of techniques and strategies that MARC will draw from in developing specific public engagement activities/processes, including visualization techniques.

Agency Roles and Responsibilities

As the Metropolitan Planning Organization (MPO) and the designated air quality planning agency for the region, MARC has the lead responsibility to ensure that the transportation planning process is being carried out in accordance with federal and state regulations. Several other partner agencies play key roles in the transportation planning process, as discussed below.

State DOTs. MARC works cooperatively with the Missouri Department of Transportation (MoDOT) and the Kansas Department of Transportation (KDOT) in carrying out all of its transportation planning activities. State representatives serve on the Total Transportation Policy Committee, as well as the various modal and programming committees. Both state DOTs have planning offices with personnel designated as liaisons for metropolitan planning and programming.

State DOTs are responsible for a number of activities that affect the metropolitan planning process. They are charged with the development of Statewide Long-Range Transportation Plans, which are to reflect the Metropolitan Transportation Plan developed by MARC. Each state DOT also develops a statewide transportation improvement program (STIP), which must embody the TIP developed by MARC for the Kansas City metropolitan area. Accordingly, both state DOTs participate actively in the process by which projects are prioritized and included in the region's TIP.

The state DOTs also serve as additional linkages between MARC and federal transportation agencies (i.e., the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Aviation Administration (FAA). While MARC has direct contact with these agencies, some communications with federal agencies, particularly those involving formal federal actions, are channeled through the state DOTs. The state DOTs also provide grant oversight of MARC's federal planning funds.

State Air Quality Agencies. The Missouri Department of Natural Resources (MDNR) and the Kansas Department of Health and Environment (KDHE) have overall responsibility for compliance with the Clean Air Act, including development and adoption of state implementation plans (SIPs). Both agencies have formally designated MARC as the lead planning agency for air quality in the Kansas City metropolitan area. As a result, MARC plays a lead role in developing mobile and stationary source emissions inventories, identifying, and analyzing potential air quality strategies, and drafting SIP revisions for the region. These products are then submitted to MDNR and KDHE for review and approval. Both state air quality agencies serve on MARC's Air Quality Forum.

Public Transit Agencies. The bistate Kansas City Area Transportation Authority (KCATA) is the largest provider of public transportation in the Kansas City metropolitan area. In addition, three local governments provide substantial public transportation services: Johnson County, Kan., operates Johnson

County Transit; the city of Independence, Mo., operates IndeBus; and the Unified Government of Kansas City, Kan., and Wyandotte County operates Unified Government Transit/UGT.

The KCATA operates several of the Unified Government Transit routes directly. Further, KCATA provides contract management and planning services for both the Unified Government and the City of Independence transit.

A fifth transit operator, the Kansas City Streetcar Authority, began streetcar service in downtown Kansas City, Mo. in 2016. These five transit agencies submit projects to MARC for inclusion in the TIP and carry out many of the transit-related planning activities contained in the Unified Planning Work Program.

MAJOR TRANSPORTATION PLANNING INITIATIVES

The work elements identified in the UPWP are intended to assist the region in informing, refining, enhancing, or implementing elements of the MTP. Appendix A reflects how work elements relate to the MTP's goals and objectives. The following is a brief discussion of the major transportation planning initiatives that are reflected in the 2026 UPWP.

- Respond to planning provisions in the IJJA – Tasks 1.1, 2.2, 3.5, 3.9, 4.1, and 5.10
- Suballocated federal funds programming – Task 4.1
- 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

TTPC AGENDA REPORT

December 2025
Item No. 5

ISSUE:

VOTE: Proposed Updates to MARC Transportation Committee Bylaws for Technical Advisory Committee, KS Programming Committee, and MO 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

Proposed bylaws for these committees were shared with TTPC in November 2025. For the upcoming meeting of the TTPC, TTPC will be asked to formally adopt these committee bylaws. MARC staff will also describe ongoing committee recruitment process for 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 recommendations in October/November of 2025.

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.

**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.

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

December 2025
Item No. 6

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 [Title-VI-2025.pdf](#).

BUDGET CONSIDERATIONS:

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

December 2025
Item No. 7

ISSUE:

REPORT: World Cup Transportation Planning Update

BACKGROUND:

Kansas City is one of the 16 host cities for the World Cup international soccer tournament to be held in June and July of 2026. The event is billed as the largest sporting event in history and will draw significant numbers of visitors to the region which will create new demands for all forms of transportation to serve the six matches scheduled at Arrowhead Stadium, the fan fest site at the Liberty Memorial, landside access to KCI airport and other local events that may be scheduled around the tournament. MARC staff is participating in the transportation work group for the event along with other public and private sector partners.

Jason Sims, KC2026 Director of Transportation, will update the committee on the status of planning and procurement of transportation services for the event. More information is available at <https://kansascityfwc26.com/>.

Additionally, KC2026's [ConnectedKC2026](#) describes bus services to support transportation over the summer event. This site provides a description for key services to be provided to connect the KCI airport, FIFA Fan Festival site, stadium, park and ride lots and multiple activation sites across the region. Other resources and promotional materials which will be described :

- Promotional video: <https://youtu.be/e4JCxRplI50>
- Partner Toolkit: [ConnectKC26-Partner-Toolkit - FIFA World Cup 26™ Kansas City](#)

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Martin Rivarola

TTPC AGENDA REPORT

December 2025
Item No. 8

ISSUE:

REPORT: Housing and Transportation Coordination Plan

BACKGROUND:

Following the addition of “Housing” specific goals to the MTP Connected KC 2050, MARC will be create a Regional Housing and Transportation Coordination Plan. This study will offer a thorough, data-driven evaluation of housing affordability, accessibility, and supply throughout the greater Kansas City region, emphasizing the critical link between housing and transportation. It will analyze current conditions, regional challenges, and future opportunities, ultimately providing robust data, recommendations, and implementation tools to foster sustainable growth of both the housing network and transportation system across the region

Tasks to be conducted during this study include:

- Geospatial analysis of housing and transportation systems
- Economic and policy level analysis
- Suitability analysis to identify locations with prime access to various housing and transportation types
- Engagement with key stakeholders
- Evaluation of MARC products, identifying where to implement housing-focused strategies in existing plans and programs

Work on this plan will begin in January 2026, and will be done in partnership with LISC KC and MARC’s Regional Housing Partnership.

POLICY CONSIDERATIONS:

The 2021 federal Infrastructure Investment and Jobs Act (IIJA) allows the creation of “housing coordination plans” that could be associated with required short- and long-term transportation plans. This is only an eligible activity for MPOs representing Transportation Management Areas (TMAs), which are those with populations over 200,000.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

Cy Splichal

TTPC AGENDA REPORT

December 2025
Item No. 9

ISSUE:

REPORT: 2025 Air Quality Report

BACKGROUND:

The 2025 ozone season ran from March 1 to October 31st. During this period, MARC issued one Ozone Action Alert Day (June 19), however the eight-hour ozone concentrations exceeded the 70 part-per-billion (ppb) National Ambient Air Quality Standard on five days during the season. Of these five days, one exceedance at the Rocky Creek monitoring station in western Clay County reached 89ppb in mid-July which falls within the red (unhealthy) category on the Air Quality Index. Other exceeding monitors included JFK (Kansas City, Ks.), Liberty and Tribble (Clinton County, Mo.).

An individual daily eight-hour exceedance of the eight-hour ozone standard does not necessarily result in a violating monitor. Compliance with the standard is based on the three-year average of the fourth-highest ozone reading, also called the “design value.” Based on monitor values, the Kansas City region’s 3-year design value for 2025 is 70 ppb which does not violate the 2015 National Ambient Air Quality Standard (NAAQS) set by the EPA for ozone pollution. The 2023 and 2024 design values both exceeded the standard by 1ppb. Air quality readings in 2023 were heavily impacted by Canadian wildfire smoke and stagnant air masses that stayed in place allowing ozone to accumulate. Using a three-year rolling average means air quality readings in 2023 will be replaced by readings in 2026. This provides an opportunity to put our region on a much better path to meet the NAAQS next year.

Air Quality program staff also track particulate matter pollution trends in the region. Particulate matter design values are calculated based on annual data. Using year-to-date monitoring data, the PM_{2.5} design value for 2023-2025 is 8.56 micrograms per cubic meter, which is just below the new PM_{2.5} annual standard of nine micrograms per cubic meter. Implementation of the standard is uncertain due to political and legal challenges.

POLICY CONSIDERATIONS:

MARC’s Air Quality program supports and informs the public health and transportation strategies in the ConnectedKC 2050, Kansas City Regional Climate Action Plan, Clean Air Action Plan and the Smart Moves Regional Transit and Mobility Plan.

BUDGET CONSIDERATIONS:

None.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

None. Information only.

STAFF CONTACT:

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