



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, January 20, 2026, 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.

AGENDA

1. Welcome and introductions
2. Action items
 - a. Vote: December 16, 2025 Meeting Summary
 - b. Vote: 2026 1st quarter amendment to the 2026-2030 Transportation Improvement Program
 - c. Vote: 2026 Unified Planning Work Program - Amendment #1
 - d. Vote: Draft Coordinated Public Transit and Human Services Plan - 2025 Update
 - e. Vote: Summer 2025 Changes to the Functional Classification System
3. Reports
 - a. Report: Destination Safe Comprehensive Safety Action Plan (CSAP)
 - b. Report: MARC-APWA 5600 Regional Stormwater engineering standards
 - c. Report: Transportation committee work plans and new committee membership update
 - d. Report: Vibrant success stories event recap
 - e. Report: Annual policy review
4. Other business
5. Adjourn

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, January 19, 2026, for instructions.

Special Accommodations: Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our [webpage](#).

TTPC AGENDA REPORT

January 2026
Item No. 2a

ISSUE

VOTE: DECEMBER 16, 2025 MEETING SUMMARY

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) *Vote: November 18, 2025 Meeting Summary*

No changes were suggested for the meeting summary.

Recommended action: Approve the November 18, 2025 Meeting Summary.

3) *Vote: 2026 1st Quarter Amendment to the 2026-2030 Transportation Improvement Program*

Principal Planner Marc Hansen reviewed the 1st Quarter Amendment to the 2026-2030 Transportation Improvement Program (TIP), which modifies the scope, schedule, and/or budget of seven existing projects, and adds four new projects. Two of the new projects (KCATA - 2026 Special Event Transit Service Enhancements and Johnson County Transit - 2026 Fan Circulator Service) reallocate previously approved Congestion Mitigation and Air Quality (CMAQ) funding for new services to address transportation needs during the summer of 2026. MARC's Transportation Emissions Committee, which oversees funding through the CMAQ program, approved the proposed changes.

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

4) *Vote: 2026 Unified Planning Work Program - Amendment #1*

Marc Hansen reported on the first amendment to the new 2026 Unified Planning Work Program (UPWP), which adds a project in the Unified Government of Wyandotte County and Kansas City, KS, funded through the Transit Administration Program (a source outside of MARC's internal budget). The prospectus for the UPWP has also been updated to incorporate recent changes to the MARC transportation committee structure.

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

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

Transportation Planning Director Martin Rivarola reported on proposed bylaws for the newly developed Technical Advisory Committee (TAC), Kansas Programming Committee (KPC), and the Missouri Programming Committee (MPC) that were reviewed at the November TTPC meeting. Bylaws include the role of the committee, structure and membership, meetings, and processes; after initial approval by the TTPC, the respective committees will update their bylaws independently. Mr. Rivarola also informed the committee of recruitment efforts for

the new committees, noting the TTPC co-chairs are expected to review and approve rosters in the next few weeks.

Recommended action: Approve the proposed bylaws for TAC, KPC, and MPC.

6) *Vote: Title VI 2025-2027 Program Update and Assurance*

MARC is required to maintain and update a policy outlining procedures related to Title VI of the Civil Rights Act of 1964 (Title VI). The current plan has been updated to reflect changes to the policy resulting from recent executive orders, but since no formal guidance for those orders has been provided, additional revisions may be required once guidance becomes available. Demographic information and changes to the MARC committee structure have been updated. Once approved by the TTPC, the policy will be reviewed for approval by the MARC Board and signed off by the Executive Director; once adopted, the policy will be submitted to the Federal Transit Administration (FTA) for review.

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

Committee Action

Mayor John Smedley made a motion to approve agenda items 2-6. Councilmember Dean Vakas seconded the motion, and the motion passed.

7) *Report: World Cup Transportation Planning Update*

On behalf of KC2026, Meghan Jansen updated the committee on the status of planning and procurement of transportation services for the World Cup international soccer tournament to be held in June and July of 2026. She shared details on plans to fulfill an airport to downtown bus service and match day transit service from the stadium to the fan festival, both of which are requirements for host cities. Ms. Jansen described the process of evaluating existing transit and developing the locations and timing of the park and ride system, and the digital planner that will be available on the website. Partner toolkits that include guidelines on logo usage and messaging are available to communities, and interested parties can sign up for transportation updates at <https://kansascityfwc26.com/moving-around-kc/>.

The committee discussed additional details on the bus service (including user costs and specific locations), multimodal options for transportation, and temporary changes to short-term rental restrictions. The committee also questioned strategies on handling Royals baseball fans visiting the stadium for baseball games in between soccer games; Ms. Jansen noted that KC2026 is working in close coordination with the Royals, Chiefs, and Jackson County Sports Complex Authority. Committee members discussed efforts by different transit agencies to provide supplemental transit services, such as transit between Johnson County and the airport and increased Amtrak routes; once services are fully determined and details are publicized, KC2026 will incorporate that information into their plan.

8) *Report: Housing and Transportation Coordination Plan*

Transportation Planner Cy Splichal updated the committee on the Regional Housing and Transportation Coordination Plan, which will follow housing-specific goals outlined in the long-range transportation plan Connected KC 2050. Components of the study will include an existing conditions analysis (to evaluate the existing transportation and housing systems and how they interact with each other), a policy analysis, an economic analysis, and a suitability analysis (to combine the policy, geospatial, and economic perspectives into recommendations for housing development). The plan will engage MARC's Regional Housing Partnership,

advocacy groups, mobility agencies, and developers, and technical resources will be provided to city and county staff and other stakeholders to encourage affordability within housing and transportation developments. MARC will also develop a plan to incorporate housing goals and strategies into other existing transportation plans.

9) *Report: 2025 Air Quality Report*

Senior Environmental Planner Doug Norsby shared an air quality update in review of the 2025 ozone season. Mr. Norsby shared historical trends and noted that 2025 was the third year in a row where the region has exceeded the national ambient air quality standard. Last year the EPA changed the standard for particulate matter of 2.5 microns or less (PM 2.5) from 12 micrograms per cubic meter to 9 micrograms per cubic meter, and the region is currently meeting that standard.

The committee questioned details about specific monitors, and Mr. Norsby shared how generation of ozone emissions, natural wind patterns, and sunlight can contribute to higher concentrations in certain parts of the region. The committee also discussed weather patterns and impacts from wildfires, messaging and education around decreasing emissions, and regulations.

10) *Other Business*

Committee members were reminded to submit applications for membership on the new MARC transportation committees (TAC, KPC, and MPC).

11) *Adjournment*

Co-Chair Mikkelson adjourned the meeting.

Total Transportation Policy Committee
Member and Alternate Attendance December 16, 2025

Jurisdiction/Agency Represented	Member Name	Attendance	Alternate Name	Attendance
Independence, MO	John Perkins		Lisa Reynolds	
Independence, MO	Bridget McCandless		Matt McLaughlin	x
Kansas City, MO	Eric Bunch		Andy Savastino	x
Kansas City, MO	Jill Lawlor	x	Angie Laurie	
Kansas City, MO	Michael Shaw	x	Andrew Ngui	x
Kansas City, MO	Jason Waldron	x	Mark Montgomery	x
Kansas City, MO (Northland)	Jeffrey Martin	x	Uday Manepalli	x
Kansas City, MO (Northland)	Lindsay French	x	Kyle Elliott	x
Lee's Summit, MO	Donnie Funk	x	Michael Park	x
Olathe, KS	Dean Vakas	x	Nate Baldwin	
Olathe, KS	Mary Jaeger	x	Beth Wright	x
Overland Park, KS	Lorraine Basalo	x	Kyle Dieckmann	
Overland Park, KS	Jack Messer	x	Leslie Karr	
Cass County, MO	Trent Salisbury	x	Travis Jones	
Cass County, MO Municipalities	Norman Larkey	x	Steve Stephan	
Clay County, MO	Jerry Nolte		Megan Thompson	
Clay County, MO	Tom Degenhardt	x	Corey Alford	
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	x
Jackson County, MO	Tina Spallo		Earl Newill	
Jackson County, MO Municipalities	Mike McDonough		Michael Larson	x
Jackson County, MO Municipalities	Dana Webb		Jerry Kaylor	x
Johnson County, KS	[Vacant]		Julie Karins	
Johnson County, KS	Janeé Hanzlick	x	Adam Norris	
Johnson County, KS	Lee Kellenberger		[Vacant]	
Johnson County, KS	[Vacant]		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	Shane Krull	x	Eric Sandberg	
Miami County, KS Municipalities	Randi Shannon		Michele Silsbee	
Platte County, MO	Wes Minder		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		[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	Joshua Boehm		Tristin Amezcua-Hogan	x
Northland Regional Ch. Of Comm.	Sabin Yanez	x	Jenny Johnston	
WTS	Tawn Nugent		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 December 16, 2025**

Others Present

Amanda Barch, MoDOT
Whitney Blake
Albert Byrd, MoDOT
John Findlay, Liberty, MO
Randy Gorton, BHC
Art Gough
Lynelle Haugabrook, MARC
Bob Heim, Platte County, MO
Matt Henderson, Alfred Benesch & Company
Mark Hoppe, Affinis Corporation
Tommy Hunter, Bartlett & West
Meghan Jansen, Burns & McDonnell
Rob Krewson, Alfred Benesch & Company
Michelle Mahoney, TREKK Design Group
Sumi Malik
Jon Moore, Wilson & Co
Davonna Moore-Edeh, CDM Smith
Allison Smith, KDOT
Eric Stitt, Trinity Logistics
Sam Tapko, GBA
Chad Thompson, Lamp Rynearson
Mayra Toothman, Smithville, MO
Derek Wise, Cass County, MO
Juan Yin, MoDOT
Selina Zapata Bur, Kansas City, MO

MARC Staff Present

Ron Achelpohl
Megan Broll
Beth Dawson
Raymart Dinglas
Marc Hansen
Doug Norsby
Martin Rivarola
Eric Rorstrom
Joshua Rubio
Cy Splichal
Patrick Trouba
Ryan Umberger

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. Fourteen comments were received during the comment period. The comments and proposed responses are included for review.

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 2026 1st Quarter Amendment to the FFY 2026-2030 TIP.

STAFF CONTACTS

- Marc Hansen, Principal Planner

2026-2030 Transportation Improvement Program
2026 1st Quarter Amendment
Public Comments and Responses

Comment #1 – KCATA 2026 Internation Soccer Tournament Transit

“I am firmly opposed to #995233 being included in the TIP. KCATA should not be dipping into grants that were awarded to buy low/no-emissions buses, as well as to pay for operating the highly-successful Prospect MAX, just to provide a few weeks of service for tourists during the World Cup.

This is an absolutely short-sighted decision that is going to harm everyday bus riders (like me) and bus drivers through forcing them to ride and operate older vehicles that are past their useful life. This is an absolute misuse of taxpayer money, and I strongly urge the TTPC to vote against including this amendment in the TIP.

By voting for this, you will have made the decision to prioritize tourists over the long-term benefit of everyday bus riders and our bus drivers that keep our system running. They need the equipment in which to do so safely and efficiently.”

Response to Comment #1

Thank you for your recent comment regarding the proposed 2026 1st Quarter Amendment to the 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 on the proposed amendment. Additionally, your comment was forwarded to the project sponsor, the Kansas City Area Transportation Authority. Their response is attached for your convenience.

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 – Johnson County 2026 Internation Soccer Tournament Transit

“Johnson County Kansas is planning on providing bus transportation for free during the 2026 World Cup. I don't know why it is free. The people visiting our county during the World Cup are people who have the money to pay for transportation. I believe it is not fair and unusual for us tax payers to provide the transportation for free. The county should not get any federal funding if they are not charging something for the transportaion.

Thank You for allowing us to voice our comments.

There is no reason for Johnson County, KS to pay for transportation for the visitors and locals who attend the world soccer games. If they have the money to pay for the high price tickets and restaurants then they have the money to pay for other transportation. This is a complete waste of funds. It only feeds the egos of the county politicians.”

Response to Comment #2

Thank you for your recent comment regarding the proposed 2026 1st Quarter Amendment to the 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 on the proposed amendment. Additionally, your comment was forwarded to the project sponsor, Johnson County Transit. Their response is enclosed for your convenience.

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

Johnson County Transit Response to Comment #2

Thank you for your comment regarding World Cup related transit service. Johnson County Transit appreciates this feedback and would like to clarify that not all World Cup transit services will be fare-free; fare collection is still being evaluated for certain services. Limited fare-free service is proposed only where supported by federal Congestion Mitigation and Air Quality (CMAQ) funds, which are specifically intended to reduce traffic congestion and vehicle emissions by encouraging transit use during high-demand events. Federal CMAQ program guidelines allow fare-free or reduced-fare service when it supports these objectives, and the proposed project complies with all applicable funding requirements. The use of CMAQ funds in this manner is intended to benefit the broader community by mitigating congestion and air quality impacts associated with World Cup activities.

Justus Welker
Interim Director, Transit Division
Johnson County Public Works & Infrastructure Department

Comment #3 – Johnson County 2026 International Soccer Tournament Transit

“I do not support using any local taxpayer money to support transportation. Eliminate public transit in Johnson County and certainly don’t spend money for FIFA. “

Response to Comment #3

Thank you for your recent comment regarding the proposed 2026 1st Quarter Amendment to the 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 on the

proposed amendment. Additionally, your comment was forwarded to the project sponsor, Johnson County Transit. Their response is enclosed for your convenience.

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

Johnson County Transit Response to Comment #3

Thank you for your comment. Johnson County Transit acknowledges your perspective regarding the use of local funds for transit and World Cup related activities. Public transit in Johnson County is provided pursuant to adopted county policies and long-range plans to support mobility, access to employment and services, congestion management, and air quality goals, and is funded through a combination of local, state, and federal sources. World Cup related transit projects, where proposed, are designed to address temporary, event-driven transportation demand and are largely supported by external funding intended for congestion mitigation and air quality improvement. All proposed expenditures are reviewed through the public process and must comply with applicable funding requirements and approvals.

Justus Welker
Interim Director, Transit Division
Johnson County Public Works & Infrastructure Department

Comment #4 – Johnson County 2026 International Soccer Tournament Transit

“The \$2.1 federal monies targeted for the ‘Fan Circulator Route’ are an inappropriate use of funds for Johnson County residents. Alternatively to the proposed max 9 month usage of \$4.1 million (\$2.1 million federal + \$2 million local) on a wasteful spend, the funding should instead be targeted for use on necessary hard assets. Many JoCo homeowners are struggling with high property taxes and high spending by county government and are conversely looking for fiscal responsibility from county leadership. Please reject this excessive, short term spend which has very debatable value and instead request Johnson County government to identify priority hard-asset investments which bring long term value to taxpayers. Thank you.”

Response to Comment #4

Thank you for your recent comment regarding the proposed 2026 1st Quarter Amendment to the 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 on the proposed amendment. Additionally, your comment was forwarded to the project sponsor, Johnson County Transit. Their response is enclosed for your convenience.

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

Johnson County Transit Response to Comment #4

Thank you for your comment. Johnson County Transit acknowledges the concern regarding the proposed use of federal and local funds for the Fan Circulator Route. The federal funds referenced are Congestion Mitigation and Air Quality (CMAQ) funds, which are restricted to projects that reduce traffic congestion and improve air quality and cannot be repurposed for general capital or “hard asset” investments outside of those program objectives. The proposed circulator service is a temporary, event-driven project intended to address extraordinary travel demand during the 2026 World Cup and to mitigate congestion impacts on the local roadway network, while local contributions are structured to meet required matching obligations. All funding allocations are reviewed through the public Transportation Improvement Program process to ensure fiscal accountability and compliance with federal eligibility requirements.

Justus Welker
Interim Director, Transit Division
Johnson County Public Works & Infrastructure Department

Comment #5 –2026 Internation Soccer Tournament Transit

“Spending \$4.1 Million on short term bus service for World Cup seems like an unbelievable waste of money. Please do better than this.”

Comment #6–2026 Internation Soccer Tournament Transit

“Ay dios mio, bon dia my friend! I writing you this because I am so excite to coming from Curacao to the Kansas City for the big football, the World Cup 2026, but I tell you truly, I am looking at the maps and the buses and my head is spinning like a caribeean hurricane, no? I find one nice Airbnb in the place they call Westport, which they say is very lively with the drinks and the dancing, but now I must find how to get to the stadium and the airport without spending all my florins on the taxi! First, let me tell you about this bus they calling "ConnectKC26." I read the news and they say they bringing 215 big motorcoach buses, very fancy, very cold with the air conditioning (thank goodness because I hear Kansas City in July is hot like the salt pans in Jan Thiel!). If I want to go to the Arrowhead Stadium—which they now calling the Kansas City Stadium for the FIFA—I cannot just drive there because the parking is for the rich people only, very limited! They say I must use the "Stadium Direct." But wait, the Stadium Direct, it does not pick up in Westport. No, no. I have to take the local bus or the streetcar first.

From my house in Westport, I think I take the Line 47 bus. It goes on the street called Broadway or Main. I must go to the "FIFA Fan Festival" which is at the WWI Memorial. From there, I can catch the

official World Cup shuttle to the stadium. But I tell you, I am worry! They say the buses come every 15 or 20 minutes, but with so many people, maybe I am standing in the sun for a long time? I hope the bus driver is friendly like back home and maybe plays some Tumba music, but probably it is only the radio.

And the airport! My goodness, the MCI airport is so far away, like driving from Westpunt to Willemstad three times! They have this "Airport Direct" bus now. It goes from the airport straight to Downtown every 15 minutes. So when I land from my long flight (I probably fly through Miami, very tiring!), I take this Airport Direct. But then I am Downtown, and I still need to get to Westport! I have to jump on the Streetcar—which is free, imagine that!—and take it down to the stop at 39th or the last stop and then maybe a short taxi or another bus to Westport.

I see the prices too, they say it is not free! The local bus in Kansas City used to be free, but for the World Cup, they want a "pass." I don't know the price yet, they keep it a secret like a grandma's keshi yena recipe! They say they will tell us in 2026. I hope it is not too many dollars because I want to buy many jerseys and maybe some of that famous barbecue meat I hear so much about.

But listen, the most important part is the "Region Direct." They have 15 places where the bus goes. If I want to see the city, I can go from the Fan Festival to places like Overland Park or Independence. It is good they are making more buses because usually, I hear the public transit in Kansas City is very difficult if you don't have a car with four wheels. Now, they have "motorcoaches" which are big and have 53 seats. I hope I can get a seat and not have to stand up like a sardine in a tin!

I am very happy to visit the Missouri, but I keep checking the website "kansascityfwc26.com" every day because I don't want to get lost in the middle of the American Midwest. If I end up in a place called "North Kansas City" when I want to be in "Westport," I will be very sad and maybe I miss the kickoff! Would you like me to look up the specific schedule for the Line 47 bus or the streetcar extensions to see exactly how many minutes it takes to get from Westport to the Fan Festival?"

Response to Comments #4 - #6

Thank you for your recent comment regarding the proposed 2026 1st Quarter Amendment to the 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 on the proposed amendment. We also shared your comments with Johnson County Transit and the Kansas City Area Transportation Authority.

The 6 matches to be held in Kansas City as part of the 2026 international soccer tournament bring an opportunity to provide unprecedented global exposure to our region where hundreds of thousands of visitors will spend time in Kansas City. A majority of these visitors will rely on public transit systems to move around the region. The positive economic impact of this activity is anticipated to be significant. To allow these economic opportunities to benefit a broader regional audience, regional partners across all levels and disciplines are working to ensure fans and residents can move across the region with comfort and ease. The variety of provided services are intended to complement the region's options in mobility services to enhance Kansas City's multi-modal transportation system.

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,

Comment #7 –Transit

“MARC always does a wonderful job of planning for transportation needs in the KC region. Having said that, given the recent announcement of the Chiefs relocating to the legends in Wyandotte County, my hope is that public transit, including the street car be considered to extend to the new stadium. Failure to do so will deny significant parts of the population in the inner core of Kansas City to enjoy the new stadium and the accompanying ancillary businesses. Thank you.”

Comment #8 –Transit

“We should create an Amtrak route from Union Station, to the airport, St Joe and Omaha with other possible stops along the way. There is existing track from KC to Omaha and only a little track would be needed to connect it to the airport via I 435 and US 150 right of ways. Airports/cities that currently have direct Amtrak service include Newark, Burbank, Baltimore, and Milwaukee.”

Comment #9 –Transit

“They need to connect to the east side more (independence,lees summit, etc)”

Comment #10 –Transit

“We need bus stops on 19th Street for the 18 Indiana”

Comment #11 –Transit

“I'm going to keep saying this, but the future of transit in our metro area needs to include more rail. I do applaud what the KC Streetcar Authority has done and continues to do, but honestly the entire metro area needs rail - especially if we want to get people to use more public transit. I don't think buses are a long-term solution - that's been proven over the past few decades. So, let's actually focus on rail. Thank you.”

Response to Comments #8-#11

Thank you for your recent comment regarding the proposed 2026 1st Quarter Amendment to the 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 on the proposed amendment.

Expanded transportation options are a key goal of the region’s transportation plans, and three 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.

In 2026, MARC and partners will complete a [Smart Moves Transit and Mobility Plan Update](#). This plan details the transit system vision for the Kansas City area and will include an assessment of existing services, prioritization of existing and new routes services and programs, identification of potential

capital and operating costs for system enhancement and review of governance and funding models for system enhancement. This work is being conducted with the assistance of local stakeholders and the public.

Additionally, MARC is coordinating the [Bi-State Sustainable Reinvestment Corridor](#) project that seeks to connect four cities in two states and two counties. This comprehensive approach to corridor planning includes zero-emission transit, public infrastructure upgrades, energy-efficient housing, equitable Transit-Oriented Development (TOD), area-wide broadband, pedestrian and bicycle infrastructure, and workforce training associated with green stormwater infrastructure.

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 #12 –General

“I love Kansas City”

Comment #13 –General

“You need drive”

Response to Comments #12- #13

Thank you for your recent comment regarding the proposed 2026 1st Quarter Amendment to the 2026-2030 Transportation Improvement Program (TIP). 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

Comment #14 –General

“This is stupid spending at it's finest. No return for tax payers just spend, spend spend our tax dollars. ABSOLUTELY NO & HELL NO!

BTW - when was the last time you MARC thugs threw out a resident who went to your meeting? I will tell you. You did it to my husband when he asked where our house was in ur drawings. You tapped him on the shoulder and said come with me and then LOCKED HIM OUT OF THE ROOM SO HE COULD NOT COME BACK INTO THE MEETING. YOU ALL FROM MARC ARE T.H.U.G.S.....LET ME REPEAT...MARC IS A THUG DIRTY BIZ!"

Response to Comments #14

Thank you for sharing your concerns regarding the proposed 2026 1st Quarter Amendment to the 2026-2030 Transportation Improvement Program (TIP). We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

MARC understands and respects the concerns that many in the community have about how tax dollars are spent and we are committed to being transparent about our processes and decisions. We also strive to ensure that all community members feel welcome and heard at our meetings. MARC regularly evaluates and updates our processes for engaging with the public and will undertake an update of our Public Participation Plan in 2026. This document provides a framework that guides public involvement in MARC's transportation planning projects and specifies goals, strategies and techniques that encourage successful public involvement.

We encourage your participation in the update of the Public Participation Plan and invite 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



Marc Hansen
Principal Planner, Mid-America Regional Council
600 Broadway Blvd., Suite 200
Kansas City, Missouri 64105

Dear Mr. Hansen, *Marc,*

Thanks for your correspondence related to KCATA's reallocation of previously awarded CMAQ funds. Project #995233 will support KCATA in delivering some additional services during the World Cup events in Kansas City in June and July of this year.

The public comment MARC received related to the above (below) is obviously from a thoughtful public transit rider and supporter;

"I am firmly opposed to #995233 being included in the TIP. KCATA should not be dipping into grants that were awarded to buy low/no-emissions buses, as well as to pay for operating the highly-successful Prospect MAX, just to provide a few weeks of service for tourists during the World Cup.

This is an absolutely short-sighted decision that is going to harm everyday bus riders (like me) and bus drivers through forcing them to ride and operate older vehicles that are past their useful life. This is an absolute misuse of taxpayer money, and I strongly urge the TTPC to vote against including this amendment in the TIP.

By voting for this, you will have made the decision to prioritize tourists over the long-term benefit of everyday bus riders and our bus drivers that keep our system running. They need the equipment in which to do so safely and efficiently."

I appreciate the writer's concerns, but I hold fast to the KCATA's request for reallocation. Please allow the following to act as a response to the public comment stated above:

Justification for Repurposing Grant Funds for the Upcoming International Event

The request to reallocate existing grant funds to support the upcoming international event taking place in Kansas City is both reasonable and strategically beneficial for the City. While concerns have been raised, several compelling factors demonstrate that this shift is not only appropriate but also the most responsible use of the funds under current circumstances.

1. Significant Economic and Civic Benefit to the City

- Hosting an international event of this scale brings substantial economic activity, visibility, and long-term reputational value to the City.
- The event will attract visitors, stimulate local business, and showcase the City's capacity to support global gatherings.

- Supporting this event aligns with broader community and economic development goals that the governing body has historically endorsed.

2. Lead Times Make the Original Use of Funds Impractical

- The current procurement lead time for buses is approximately **12 to 18 months**, which makes it impossible to execute the originally planned capital purchases within the grant's timeline.
- The international event occurs over a **six-week period**, well before any newly purchased vehicles could be delivered or deployed.
- Attempting to force the funds into their original purpose at this stage would result in delays, inefficiencies, and potentially the loss of the funds altogether.

3. The Reallocation Prevents Funds From Going Unused

- Without repurposing, the funds would sit idle and ultimately fail to meet their intended purpose of supporting mobility, access, and community benefit.
- Redirecting the funds ensures they are used in a timely, impactful way that still aligns with the spirit of the original grant.

4. Replacement Funding Is Readily Available for the Original Projects

- We can request **additional capital funding** to support the bus acquisition and other long-term needs.
- These projects will still be implemented—just with new funding streams that align better with procurement timelines.
- This approach ensures no loss of progress on planned capital improvements.

5. The International Event Creates Temporary but Critical Transportation Demands

- The event will place extraordinary pressure on local transportation systems.
- Using the funds to support temporary mobility solutions directly benefits residents and visitors, as well as the City's operational readiness.
- This is a legitimate and urgent transportation need that fits within the allowable scope of many grant programs.

6. The Reallocation Supports Public Safety and Operational Efficiency

- Large-scale events require enhanced transportation coordination to ensure safe movement of people.
- Funding can support shuttles, traffic management, accessibility services, and other mobility enhancements that protect public safety and reduce congestion.

7. The Use of Funds Remains Consistent With the Grant's Intent

- Even though the funds are being redirected, they are still being used to support transportation, mobility, and community benefit.

- The shift does not represent a departure from the grant's purpose—only an adjustment in timing and application.

8. The Event Provides a Unique, Time-Bound Opportunity

- This is a one-time international event that cannot be postponed or revisited.
- Missing the opportunity to support it would be a lost chance to leverage the grant for maximum community impact.
- In contrast, capital projects can be funded and executed on a more flexible timeline.

9. The Reallocation Demonstrates Fiscal Responsibility

- Rather than allowing funds to lapse or be spent inefficiently, the City is proactively ensuring they are used where they can deliver immediate, measurable benefit.
- This approach reflects prudent stewardship of public resources.

Thank you,



Chuck Ferguson

Chief Operations Officer/Acting CEO
Kansas City Area Transportation Authority
1200 E. 18th Street
Kansas City, MO 64108
cferguson@kcata.org
Phone (816)346-0353

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.

POLICY CONSIDERATIONS

MARC's Public Involvement Plan requires that amendments to the UPWP be released for public review and comment prior to adoption. No comments were received during the comment period.

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 Amendment #1 to the 2026 Unified Planning Work Program.

STAFF CONTACTS

- Marc Hansen, Principal Planner

2026 Unified Planning Work Program Amendment #1 - Add New Activities

5.15 UGTD Facility Planning & Site Selection Study Lead Agency: Unified Government Transportation Department

Program Objectives

- Conduct feasibility analysis and identify suitable site options within Wyandotte County for a new transportation operations and administrative facility.
- Develop conceptual design layouts for a modern, purpose-built facility that accommodates current operations and future fleet expansion.
- Complete preliminary environmental review and documentation needed to support federal funding eligibility.
- Establish cost estimates and implementation strategies to prepare UGTD for future Section 5339 (or other capital) funding applications.
- Ensure the long-term sustainability, safety, and operational efficiency of UGTD's service delivery by planning for a consolidated, dedicated campus.

Background/Previous Work

The Unified Government Transportation Department (UGTD) currently operates from a 16,500-square-foot facility constructed in 2001 and shared with three other Unified Government departments. The facility no longer meets operational demands due to fleet growth, space limitations, and the need for a purpose-built administrative and fleet maintenance environment.

UGTD's fleet has expanded to include fixed-route, paratransit, microtransit (IRIS), non-emergency medical transportation, and bikeshare operations. The current facility lacks adequate storage capacity, climate-controlled vehicle housing, modern dispatching and operations space, and staff amenities necessary to support an expanding workforce and larger buses.

To address these challenges, UGTD seeks to undertake a comprehensive planning effort that will identify viable relocation sites; evaluate facility programming needs; develop conceptual facility layouts; and complete environmental analysis to position the project for future engineering and construction phases. This work represents the first major step toward developing a long-term transportation campus in Wyandotte County.

Program Activities and Products (Estimated Completion Dates)

1. **ACTIVITY: *Site Feasibility and Location Analysis:*** Identification and evaluation of potential sites within Wyandotte County (Q3 2026)
2. **ACTIVITY: *Conceptual Facility Programming and Space Needs Analysis:*** Document fleet, workforce, administrative, and operational requirements and develop a program of spaces (Q3 2026)
3. **ACTIVITY: *Conceptual Design Development:*** Develop and evaluate conceptual layouts and site plans for an administrative building and attached fleet garage, including expansion capacity (Q4 2026)

4. *ACTIVITY: Environmental Review:* Conduct preliminary environmental review on the preferred site and identify any potential impacts and NEPA documentation for future capital phases (Q4 2026 - Q1 2027)
5. *ACTIVITY: Cost Estimating and Funding Strategy:* Develop planning-level cost estimates for facility construction and site acquisition and identify potential funding sources (Q1 2027)
6. *PRODUCT: Final Planning Report:* Synthesize feasibility, environmental, conceptual design and cost findings and develop recommendations and implementation timeline (Q1 2027)

<u>Funding</u>		
Federal	\$400,000	FTA-5307
Local	<u>\$100,000</u>	
Activity Total	\$500,000	

APPENDIX C - SCHEDULE 1
DETAIL OF PLANNING PROGRAM BY STATE (FHWA PL AND FTA SEC 5305(d))

Work Element		STATE and LOCAL				Federal				Total
		MARC	KDOT	MoDOT	Other	CPG Funds		Other		
						KDOT	MoDOT	Amount	Agency	
1.1	Transportation Administration	\$100,473				\$288,674	\$427,623			\$816,770
1.2	Public Participation	\$32,915				\$94,572	\$140,089			\$267,576
2.1	Land Use, Demographic & Comprehensive Planning	\$70,962				\$203,886	\$302,015			\$576,863
2.2	Metropolitan Transportation Plan	\$38,122				\$109,533	\$162,252			\$309,907
3.1	Transportation Modeling/Forecasting	\$166,707				\$478,976	\$709,511			\$1,355,194
3.2	Transportation Research & Database Management	\$79,970				\$229,768	\$340,356			\$650,094
3.3	Air Quality Planning	\$14,261				\$40,972	\$60,694			\$115,927
3.4	Safe and Accessible Transportation Options	\$64,277				\$184,680	\$273,569			\$522,526
3.5	Complete Streets Activities ¹					\$100,696	\$136,121			\$236,817
3.6	Performance Based Planning	\$44,251				\$127,140	\$188,334			\$359,725
3.7	Transportation Safety Planning	\$18,306				\$52,594	\$77,907			\$148,807
4.1	Transportation Improvement Program	\$28,122				\$80,800	\$119,688			\$228,610
5.1	RideKC Short-Range and Ongoing Transportation Planning				\$80,000		\$0	\$400,000	FTA 5307	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning				\$130,000		\$0	\$650,000	FTA 5307, 5309	\$780,000
5.3	RideKC Green Corridor Planning Investments ²							\$514,045	FTA Route Planning Restoration	\$514,045
5.4	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts ²				\$55,555			\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.5	Uniting Kansas City Through Transit ²							\$4,500,000	USDOT RAISE	\$4,500,000
5.6	Bi-State Sustainable Reinvestment Corridor ²				\$500,000			\$2,000,000	USDOT-RAISE	\$2,500,000
5.7	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood ²				\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
5.8	US-71 Reconnecting Neighborhoods ²				\$2,500,000			\$5,000,000	USDOT-RAISE	\$7,500,000
5.9	MoDOT Traffic Studies			\$480,000						\$480,000
5.10	Destination Safe Comprehensive Safety Action Plan ²	\$40,750	\$29,250		\$30,000			\$400,000	FHWA-SS4A	\$500,000
5.11	Housing and Transportation Coordination Plan	\$36,904				\$106,031	\$157,065			\$300,000
5.12	2026 Travel Patterns After Action Assessment	\$30,753				\$88,359	\$130,888			\$250,000
5.13	Natural Hazard Transportation Risk Assessment - Phase 2	\$9,225			\$75,000	\$26,508	\$39,267	\$300,000	KDOT PROTECT	\$450,000
5.14	Metrogreen Network Assessment	\$6,150				\$17,672	\$26,178			\$50,000
5.15	UGTD Facility Planning and Site Selection Study				\$100,000			\$400,000	FTA 5307	\$500,000
E.1	Operation Green Light				\$850,000			\$850,000	FHWA STBG	\$1,700,000
E.2	Air Quality Public Education				\$69,375			\$277,500	FHWA CMAQ	\$346,875
E.3	WAY TO GO							\$150,000	FHWA CMAQ	\$150,000
E.4	Active Transportation Programs				\$9,000			\$36,000	FHWA CMAQ	\$45,000
E.5	Planning Sustainable Places Program				\$405,000			\$1,620,000	FHWA STBG	\$2,025,000
E.6	Lexington Road Engineering - Pedestrian				\$3,000			\$12,000	FHWA TEAP	\$15,000
		\$782,150	\$29,250	\$480,000	\$5,071,585	\$2,230,863	\$3,291,554	\$18,668,165		\$30,553,567

(1) Federal funds in this task are 100% federal and are not factored into match requirement calculations.

(2) Study was initiated in a prior year and extends into 2026.

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

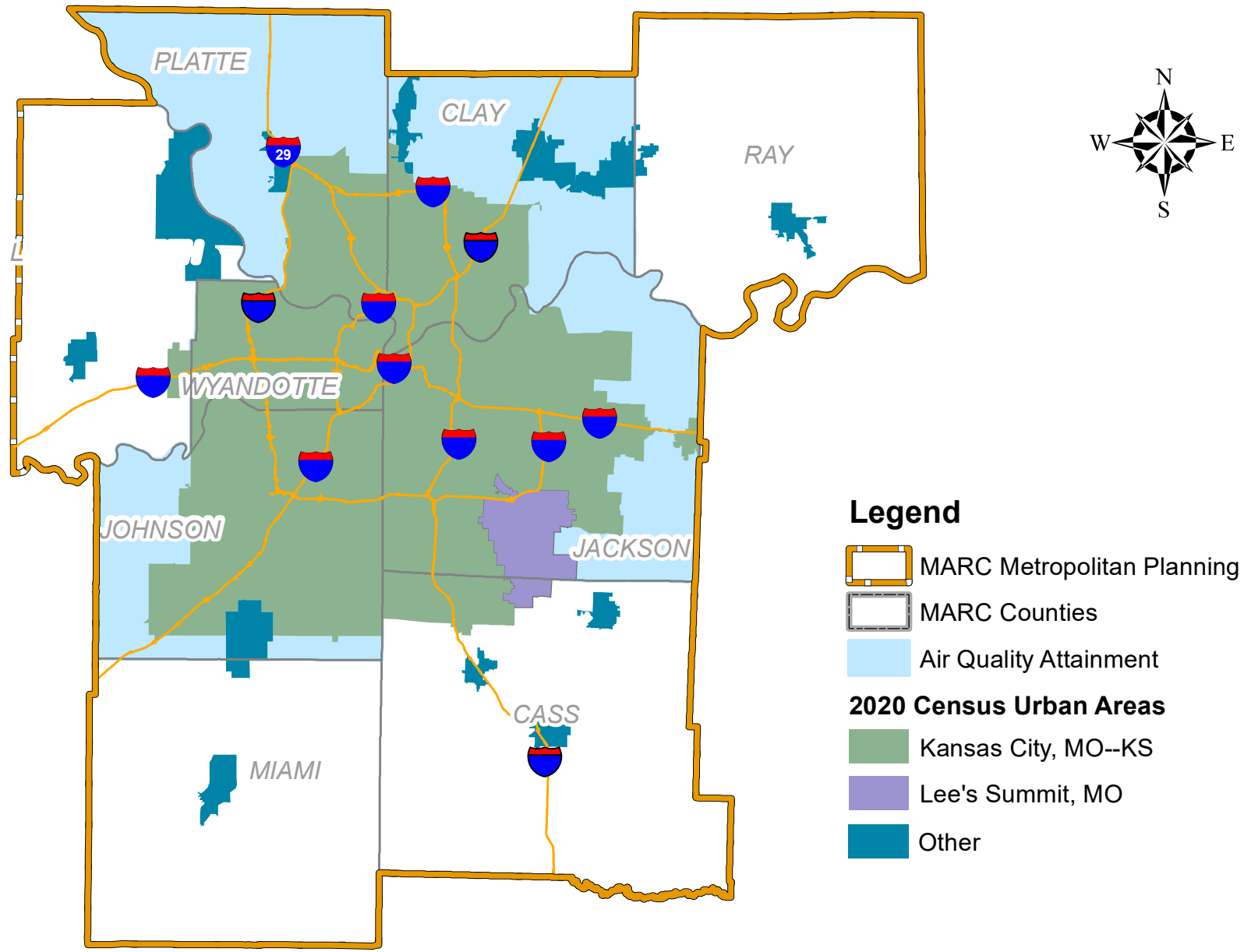
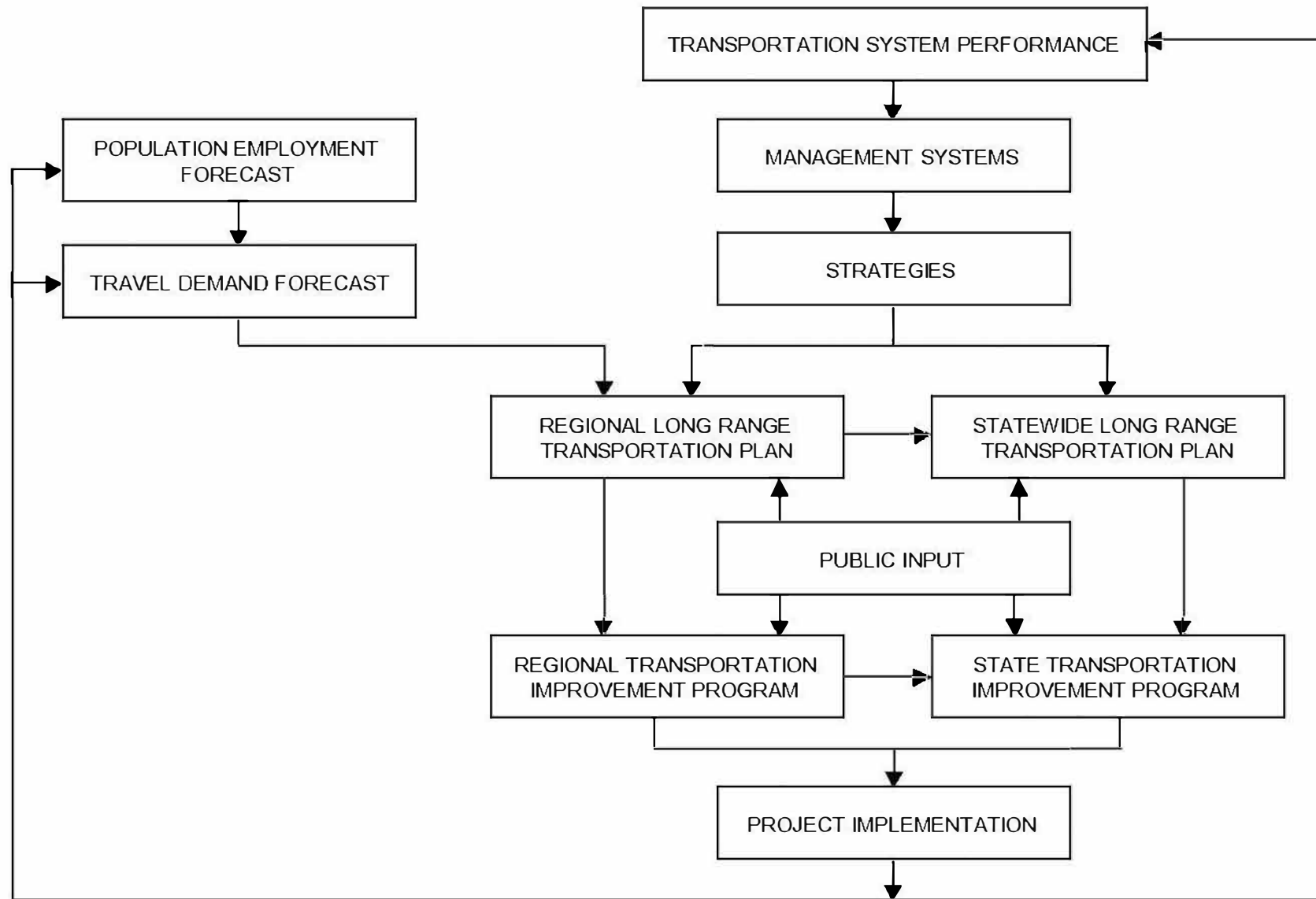


Figure 2 – Transportation Planning Process



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

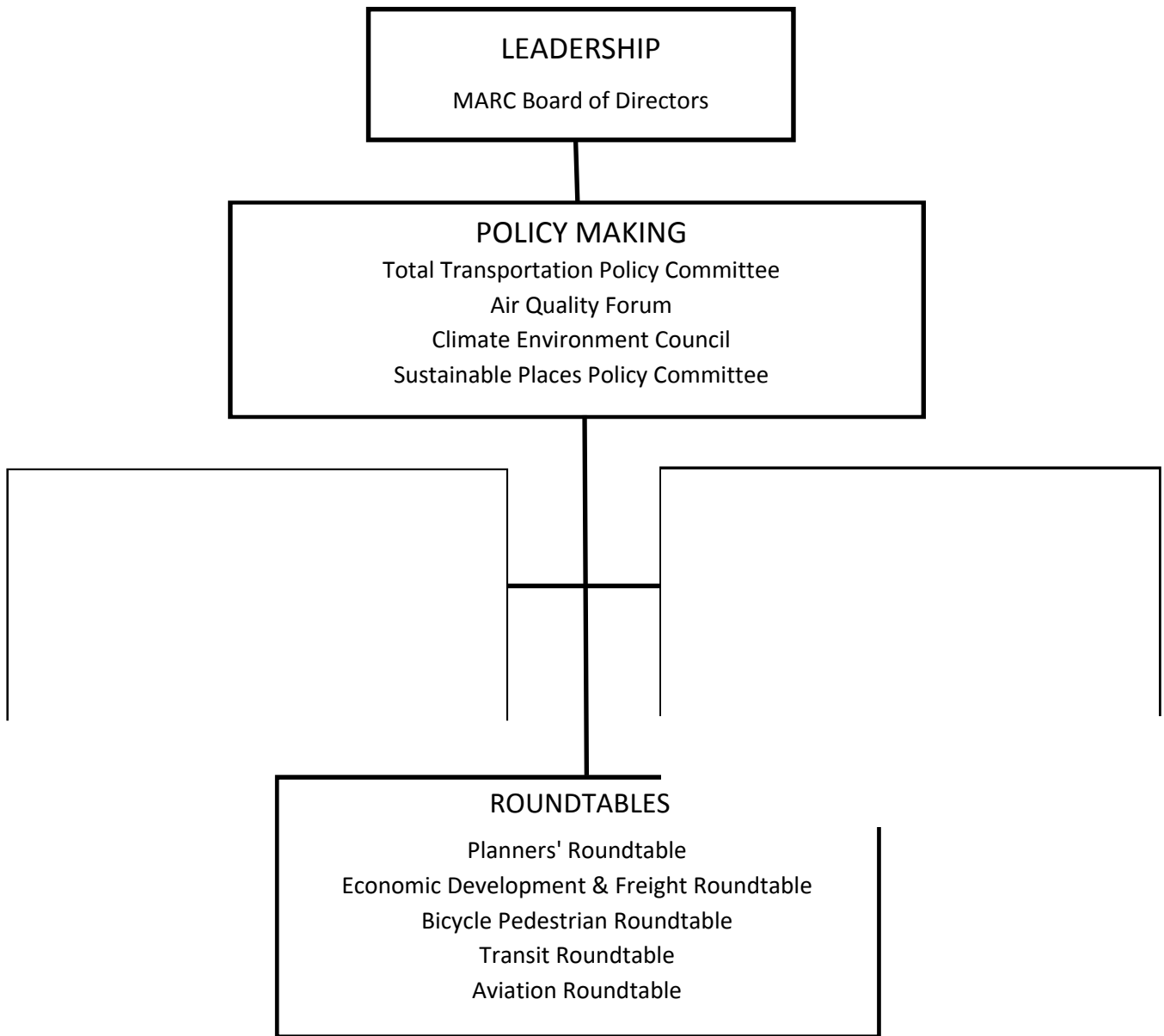
from various community groups. The committees prioritize Federal Highway Administration (FHWA) funds suballocated to the Kansas City region for inclusion in the MTP and TIP. These funds include the Carbon Reduction Program (CRP), Congestion Mitigation/Air Quality Program (CMAQ), Surface Transportation 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

ISSUE

VOTE: DRAFT COORDINATED PUBLIC TRANSIT AND HUMAN SERVICES PLAN - 2025 UPDATE

BACKGROUND

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

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

In accordance with the FTA Circular, MARC conducted an update of the Coordinated Plan which included a reassessment of needs, data update, review of goals and strategies, etc. Public outreach consisted of a public survey that received 265 responses and the facilitation of three public workshops in partnership with organizations around the region. Refinement of the plan and development of goals and strategies was facilitated through the Mobility Advisory Committee (MAC) and its member agencies and organizations.

The MAC reviewed the Draft Coordinated Plan on December 10, 2025, found online [here](#). In accordance with MARC's Public Participation Plan, the plan is now recommended for approval upon conclusion of a two-week public review and comment period. The public will be able to access the plan and learn more about the plan's background [via this link](#).

POLICY CONSIDERATIONS

Adoption of an updated Coordinated Plan is identified as a key "next step" in the region's Metropolitan Transportation Plan, Connected KC 2050. The plan update is required to be in place prior to beginning of the FTA Section 5310 programming cycle, beginning in June of 2026.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

Release the Draft Coordinated Public Transit and Human Services Transportation Plan - 2025 Update for a two-week Public Review and Comment period.

STAFF CONTACTS

- Lukas Yanni, Transportation Planner

ISSUE

VOTE: SUMMER 2025 CHANGES TO THE FUNCTIONAL CLASSIFICATION SYSTEM

BACKGROUND

Functional classification is the process by which streets and highways are organized according to how they move vehicles across our transportation network. This designation is based on factors such as roadway volume and speed limit, among other criteria established by the Federal Highway Administration. Functional classification is used in transportation planning, roadway design, and is one factor in determining if a roadway project is eligible to receive federal funds.

As the Metropolitan Planning Organization for the Kansas City Region, MARC is responsible for developing and maintaining the Functional Classification system of roadways within its planning boundaries through coordination with local cities, counties, and departments of transportation. MARC developed and launched a new platform for submitting request changes. With the new platform launch, MARC conducted one (summer) Call for Changes to the Functional Classification System.

For the Summer 2025 call, MARC reviewed and drafted recommendations for 34 new requests for functional classification changes from eight (8) jurisdictions/agencies. Draft recommendations were reviewed by the applicable DOT's and additional coordination with requesting jurisdiction occurred as needed. The requests were organized into the following three (3) recommendation categories.

- Approve: 26 requests (76%)
- Approve with Modification: 5 requests (15%)
- Withdraw: 3 requests (9%)
 - These requests, as proposed, are not considered or are ineligible for change during this call.

Additionally, the City of Olathe submitted 522 change requests. Due to the large request and low time-sensitivity, Olathe has agreed to coordinate with MARC and KDOT to prioritize their change requests for future calls.

To ensure proposed changes meet FHWA guidelines, coordination and communication with DOTs and requesting jurisdictions are necessary. The list of requested changes and draft recommendations is included for review, as a result of all coordination efforts.

POLICY CONSIDERATIONS

In some cases, functional classification determines the eligibility of roadways to receive federal funds, most notably the STP funds that MARC's programming committees award every two years.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

These changes were reviewed and approved by a quorum of the Highway Committee on January 7, 2026.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

Approve Summer 2025 Functional Classification System changes, as recommended.

STAFF CONTACTS

- Alicia Hunter, Transportation Planner III

DRAFT Recommendations - Summer 2025 Requested Changes to the Functional Classification System

City/Agency	State	Roadway Name	From	To	Current Classification	Proposed Classification	Recommendation
Edgerton	KS	W 207th St.	COOP Rd.	Sunflower Rd.	Local Street	Major Collector	Approve
Edgerton	KS	W 191st St.	Essex St.	Four Corners Rd.	Local Street	Major Collector	Approve
Edgerton	KS	Four Corners Rd.	W 191st St.	W 199th St.	Local Street	Major Collector	Approve
Edgerton	KS	W Braun St.	W 8th St.	City Limits (west)	Local Street	Major Collector	Approve
Edgerton	KS	W 8th St.	W Braun St.	City Limits (south)	Local Street	Major Collector	Approve
KDOT	KS	Monticello	Old Monticello Rd.	71st Ter.	Local Street	Major Collector	Approve
KDOT	KS	75th St.	Old Monticello Rd.	Monticello Rd.	Local Street	Major Collector	Approve
KDOT	KS	Old Monticello Rd.	Monticello Rd.	74th St.	Major Collector	Local Street	Approve
KDOT	KS	74th St.	Old Monticello Rd.	Broadway St.	Major Collector	Local Street	Approve
KDOT	KS	Broadway St.	74th St.	71st Ter.	Major Collector	Local Street	Approve
KDOT	KS	71st Ter	Broadway St	Monticello Rd.	Major Collector	Local Street	Approve
Lake Quivira	KS	Holliday Dr.	Inland Dr.	Renner Rd./85th St.	Minor Arterial	Minor Collector	Approve with Modification
Leawood	KS	135th St.	Nall Ave	State Line Rd.	Minor Arterial	Principal Arterial	Withdraw
Mission	KS	Martway St.	Nall Ave.	Roeland Dr.	Local Street	Minor Collector	Approve with Modification
Spring Hill	KS	207th St.	Webster St.	Renner Rd.	Local Street	Major Collector	Approve with Modification
Harrisonville	MO	N/S Lexington St.	E. 239th St.	MO Hwy 2 (south St.)	Local Street	Minor Collector	Approve with Modification
Harrisonville	MO	E/W Wall St.	S Commercial St.	S King Ave.	Major Collector	Major Collector	Withdraw
Harrisonville	MO	Bird St.	MO Hwy 7	E. Pearl St.	NA - Planned Roadway	Minor Collector	Withdraw
Harrisonville	MO	Pearl St.	Butler Dr.	Dead-end	Local Street	Minor Collector	Approve with Modification
MoDOT	MO	MO 150	MO 291	N Ranson Rd.	Minor Arterial	Principal Arterial	Approve
MoDOT	MO	MO 150	S Smart St.	MO 7	Major Collector	Principal Arterial	Approve
MoDOT	MO	MO 150	N Ranson Rd.	S Smart Rd.	Major Collector	Principal Arterial	Approve
MoDOT	MO	MO 7	US 50	MO 150	Minor Arterial	Principal Arterial	Approve
MoDOT	MO	MO 7	MO 150	E Stringtown Rd.	Minor Arterial	Principal Arterial	Approve
MoDOT	MO	MO 7	MO 150	MO 150	Minor Arterial	Principal Arterial	Approve
MoDOT	MO	MO 7	E Stringtown Rd.	E 155 St.	Minor Arterial	Principal Arterial	Approve
MoDOT	MO	MO 7	E 155 St.	E 163 St.	Minor Arterial	Principal Arterial	Approve
MoDOT	MO	MO 7	E 163 St.	Cedar St.	Minor Arterial	Principal Arterial	Approve
MoDOT	MO	MO 7	Cedar St.	Richland Pkwy	Minor Arterial	Principal Arterial	Approve
MoDOT	MO	MO 7	Richland Pkwy	MO P	Minor Arterial	Principal Arterial	Approve
MoDOT	MO	MO 7	MO P	S Independence St.	Minor Arterial	Principal Arterial	Approve
MoDOT	MO	MO 7	S Independence St.	S Commercial St.	Minor Arterial	Principal Arterial	Approve
MoDOT	MO	MO 7	S Commercial St.	I-49 (southbound ramps)	Minor Arterial	Principal Arterial	Approve
MoDOT	MO	MO 33	NE 170th St.	NE 162nd St.	Minor Arterial	Major Collector	Approve

ISSUE

REPORT: DESTINATION SAFE COMPREHENSIVE SAFETY ACTION PLAN (CSAP)

BACKGROUND

MARC was awarded a fiscal year (FY) 2023 FHWA Safe Streets & Roads for All (SS4A) Grant, on behalf of the Destination Safe Coalition, to develop a Comprehensive Safety Action Plan (CSAP) and conduct Supplemental Planning Activities. MARC's Destination Safe Coalition unites 13 counties in Greater Kansas City to improve transportation system safety for region. MARC collaborates with the Destination Safe Coalition and safety planning professional to maintain and improve a safety culture among transportation and public safety experts and the public.

MARC and the consulting team (Toole Design Group and Shockey Consulting Services) are developing the CSAP as a guiding document that embraces the Safe System Approach. In addition, MARC is developing a new crash data dashboard. The CSAP and crash data dashboard will provide resources and tools that will help strengthen our region's approach and understanding of transportation safety issues within the Destination Safe Region. Specific resources and tools will include action steps/strategies, data-proven countermeasures, and High-Injury and High-Risk Networks.

The Destination Safe CSAP project kicked off in December 2024 with plan adoption tentatively planned for Q2 in 2026. All eligible entities located within the Destination Safe region are now eligible to apply for FY 2026 SS4A Supplemental Planning/Demonstration Grants and/or Implementation Grants, as specified by FHWA. Any agencies or organizations considering submitting applications for the FY26 SS4A grant, using the Destination Safe as their guiding document, are strongly encouraged to communicate and coordinate with MARC.

POLICY CONSIDERATIONS

This plan will update the Destination Safe 2022-2027 Transportation Safety Plan into a Comprehensive Safety Action Plan (CSAP) as specified by the U.S.DOT Notice of Funding Opportunity. The CSAP and crash data dashboard will identify behaviors and areas of transportation safety concern.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

This item impacts the 13 counties of the Destination Safe region: Platte, Leavenworth, Wyandotte, Johnson (KS), Miami, Clay, Jackson, Cass, Ray, Lafayette, Johnson (MO), Saline, and Pettis.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

- Alicia Hunter, Transportation Planner III / CSAP Project Manager
- Bobby Evans, Principal Planner

ISSUE

REPORT: MARC-APWA 5600 REGIONAL STORMWATER ENGINEERING STANDARDS

BACKGROUND

On December 10th 2025 the KC Chapter of the APWA membership approved the update to APWA Section 5600 stormwater standards. Future adoption of these standards by local governments will generate support more resilient site design for new and redevelopment initiatives as well as transportation facilities.

Over 1.5 million dollars of local government and state funding has supported this effort since it was visioned by the Sustainable Stormwater Task Force in 2019. APWA authorized MARC to begin work in 2022, with the project beginning in July 2023 following an RFP process and contract with engineering firm Burns & McDonnell and partner firms Black & Veatch, Vireo, and Center for Watershed Protection. 32 local governments participated in the effort offering their feedback along with a robust group of stakeholders representing developers, development engineers, environmental organizations, and planners.

The project goals included updating and integrating the regional stormwater standards and planning guidelines based on the current APWA Section 5600 and the MARC/APWA BMP Manual, and developing a planning and engineering approach to manage stormwater that is aligned with current data, methodologies, and national best practices. The updated manual includes clear design, calculation, and permitting guidance for different types of greenfield development and redevelopment, including public roadway improvements.

POLICY CONSIDERATIONS

Broadly supports the Connected KC 2050 goal for Healthy Environment. Directly supports implementation of the MetroGreen network through streambank preservation, and the Complete & Green Streets Policy adopted by the committee to improve the quality and function of right-of-way green space.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

MARC Board approval for receipt of local government funds to complete the project September 2022, approval for contract with Burns & McDonnell April 2023, approval for receipt of state of Missouri MDNR funds September 2023 & 2024, approval for receipt of state of Kansas KDHE funds November 2023

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

- Tom Jacobs, Environmental Programs Director
- Natalie Unruh, Water Quality Planner II

ISSUE

REPORT: TRANSPORTATION COMMITTEE WORK PLANS AND NEW COMMITTEE MEMBERSHIP UPDATE

BACKGROUND

MARC Transportation & Environment committees are currently undertaking a number of major work activities which relate directly to our Unified Planning Work Program (UPWP) for 2026.

At this month's TTPC meeting, MARC staff will present highlights of each planning committee's work plan for the current year. Committee' workplans to be presented/discussed include:

- Kansas and Missouri Programming Committees (**NEW!**)
- Technical Advisory Committee (**NEW!**)
- Destination Safe Coalition
- Sustainable Places Policy Committee
- Mobility Advisory Committee (MAC)
- Climate and Environment Council
- Air Quality Forum
- Roundtables (Aviation, Bike/Ped/Transit, Economic Development/Freight Forum, Planners' Roundtable)

Additionally, the Kansas and Missouri Programming Committees are newly established and final committee rosters have been developed and approved by TTPC Co-Chairs. These will also be made public during the TTPC meeting this month.

POLICY CONSIDERATIONS

Policy, planning and technical committees serve a role in the advancement of initiatives identified in the UPWP.

COMMITTEE ACTION

Policy, programming, planning, & technical committees regularly update, revisit and approve their annual work plans for upcoming year.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information Only.

STAFF CONTACTS

- Martin Rivarola, Transportation Planning Director

2026 COMMITTEE WORKPLANS

Kansas and Missouri Programming Committees (NEW!)

- Manage existing 2026-28 programs for CMAQ,CRP, STBG and STBG-Set Aside
- Determine Funding Allocations for FY29-30 FHWA Suballocated programs

Technical Advisory Committee (NEW!)

- Performance management/target setting: System Performance Report and update required USDOT/voluntary performance measures & targets
- Consider Functional Classification Changes, as necessary
- Review of any proposed updates to Connected KC 2050, UPWP.
- Support 2026 FHWA suballocated funds programming activities, including MTP alignment preapplication process and technical project evaluations
- Review and recommendation of state and federal legislative platforms
- Review and provide guidance on following planning efforts:
 - Housing Transportation Coordination Study (Also: SPPC)
 - Public Participation Plan (Also: SPPC, CEC, roundtables)
 - SmartMoves Plan Update (Also: Roundables)
 - Regional Bikeway Plan Update (Also: Roundables)
 - Regional Bikeways Map printing
 - 2026 Travel Patterns After Action Assessment
 - Metrogreen Network Assessment (Also: Roundables)
 - Climate Action (Also: CEC, AQF Roundables)
 - Resiliency Study Phase 2 (Also: CEC, AQF)

Destination Safe Coalition

- Finalize Comprehensive Safety Action Plan (SS4A funded work)
- Crash Data Dashboard
- FY25 SS4A planning & demonstration award for post-crash care
- Complete Destination Safe Strategic Plan
- Expand Destination Safe partner organizations and increase active participation

Sustainable Places Policy Committee

- Provide oversight for MARC planning efforts, including:
 - Regional Housing and Transportation Coordination Plan
 - Public Participation Plan
 - Various Transportation Plans (CSAP, Smart Moves, etc.)
 - Environmental Planning Efforts
- Guide Centers and Corridors Work: Define “Successful” Centers and Corridors & review scope of work and local/regional priorities
- Planning Sustainable Places (PSP) Programming process
- Discuss strategic policy direction for the committee
- Coordinate with RHP Coordinating Council on Housing Policy

Mobility Advisory Committee (MAC)

- Complete Coordinated Public Transit and Human Services Plan
- FTA Section 5310 funds Programming

Climate and Environment Council

- Climate Action Plan: Development of playbooks. Climate video project. Continued Local Government Outreach
- Transportation Resiliency Study - Phase 2

Air Quality Forum

- Public Awareness Campaign - Refresh
- World Cup: WAY TO GO Campaign. Air quality messaging
- Regulation tracking (Ozone and PM2.5)
- Low-Cost Sensor Network. Expansion. Innovative deployments (PSP projects, Connecting Westside, etc.)
- Outreach and Education

Roundtables

Planners' Roundtable

- Land use, centers and corridors, housing, etc.

Bike/Ped, Transit

- Share outcomes and discuss regional/local applicability for:
 - SmartMoves Plan Update
 - Regional Bikeway Plan Update
 - Metrogreen Network Assessment
 - Climate Action Plan

Aviation

- Update of Regional Aviation System Plan
- World cup air service & travel implications
- Regional use cases of AAM/UAS

Freight Economy Forum

- Building Better Partnerships with Railroads
- Coordination with MARC CEDS and Workforce Efforts
- Truck parking analysis

ISSUE

REPORT: VIBRANT SUCCESS STORIES EVENT RECAP

BACKGROUND

On Friday, December 5, 2025, the first Vibrant Success Stories event celebrating the implementation of Planning Sustainable Places plans was held at the Kauffman Foundation. For over a decade, the Planning Sustainable Places Program has worked to advance integrated local transportation, environmental and land use planning across the region. The goal of integrated planning is to further vibrant, connected and green places in our region. Three communities were recognized:

- City of Olathe, Kan.: Top honors for the Kansas Avenue Streetscape Project for exemplifying the concepts of vibrant, connected and green.
- City of Kansas City, Mo.: Two projects were recognized for exemplifying the concepts of green and connected - the Gillham Road Cycle Track and the Southwest Boulevard Corridor.
- City of Overland Park, Kan.: Two projects were recognized for exemplifying the concepts of vibrant and green - the Downtown Event Hub/Clocktower Landing and the OP Central/College and Metcalf corridor.

This May, the eighth Planning Sustainable Places call for applications will open. The following will be programmed with recommendations finalized in September of this year:

State	Funding Level
Kansas	\$720,000
Missouri	\$500,000

POLICY CONSIDERATIONS

The Planning Sustainable Places Program has funded 118 studies that have advanced site specific and project specific activities that further the centers and corridors framework as promoted through the long-range transportation plan, CKC2050. Each study has meaningfully engaged its community in a collaborative dialogue to elevate and advance its future.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

The Planning Sustainable Places Program funding is available to all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

- Beth Dawson, Principal Planner

ISSUE

REPORT: ANNUAL POLICY REVIEW

BACKGROUND

MARC strives to operate in an open and transparent way that demonstrates that the organization is an effective steward of public resources. The MARC Board, TTPC, and a number of other committees are responsible for developing and approving project funding allocations to specific projects

The committee processes ensure that federal, state and local funds available to the metropolitan area are invested in ways that benefit the region and local communities. The MARC Board of Directors has approved the attached Conflict of Interest and Whistleblower policies, to provide guidance to the participants in MARC committees regarding conflicts of interest and actions to take in those circumstances, and on processes to report any wrongdoing in the administration of MARC's work.

Members of the MARC Board of Directors and the committees that support the Board are expected to review the policies annually.

The policies are intended to supplement, but not replace, any state or federal laws that govern conflicts of interest in public, non-profit, and charitable organizations and that govern the reporting of wrongdoing.

POLICY CONSIDERATIONS

Briefly describe how the issue relates to policy goals of Connected KC 2050 or other MARC plans or policies.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS


This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

- Ron Achelpohl, Director of Transportation & Environment

	<p style="text-align: right;">MARC AGENCY POLICY: CONFLICT OF INTEREST Policy No: 1</p>
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CONFLICT OF INTEREST POLICY

Governing all Boards, Commissions, Committees and Subcommittees

PURPOSE

The Mid-America Regional Council (MARC) is dedicated to building a stronger metropolitan region by promoting regional cooperation and developing innovative solutions to regional challenges. MARC strives to operate in an open and transparent way that inspires confidence that the organization is an effective steward of public resources. The purpose of this conflict of interest policy is to ensure that participants on the MARC board and committees have clear guidance when a participant in any MARC decision-making process could have a conflict of interest and what the appropriate action would be in those circumstances.

It is in the best interest of the MARC Board of Directors, Mid-America Head Start and all other boards, commissions, committees and subcommittees to be aware of and properly manage all conflicts of interest and any appearances of conflicts of interest. This conflict of interest policy is designed to help directors, officers, employees and volunteers identify conflicts of interest and disclose them to the appropriate authority. It is also designed to provide a procedure to appropriately manage conflicts in accordance with legal requirements and the goals of accountability and transparency in all MARC operations.

The MARC Board, and boards that work through MARC such as the Mid-America Solid Waste Management District, make decisions in a number of program areas that impact the availability of federal, state and local government funds and private contributions. This conflict of interest policy is intended to support those decision-making processes.

This policy is intended to supplement but not replace any state or federal laws that govern conflicts of interest in public, nonprofit, and charitable organizations.

1. Interested Person

Any member of a MARC board, commission, committee or subcommittee charged with decision-making or making recommendations for funding, who has a direct or indirect financial interest, as defined below, is an interested person.

2. Financial Interest Defined

A person has a financial interest if the person has, directly or indirectly, through business, investment, or family:

- An ownership or investment interest in any entity with which MARC has a transaction or other financial arrangement,
- A compensation arrangement with MARC or with any entity or individual with which MARC has a transaction or arrangement, or
- A potential ownership or investment interest in, or compensation arrangement with, any entity or individual with which MARC is negotiating a transaction or arrangement.

For purposes of this policy, “family members” includes spouses, parents, children, and siblings (including those related by marriage), as well as significant others and any other person who resides with the committee/board member.

3. Procedure

In connection with any actual or possible conflict of interest, an interested person must disclose the existence of the conflict of interest to members of the committee considering the proposed action or recommendation.

A person who has a conflict of interest in a certain matter shall not participate in the discussion of that matter except to disclose material facts and to respond to questions. Such person shall not attempt to exert his or her personal influence with respect to the matter, either at or outside the meeting.

The interested person shall abstain from any votes on funding recommendations, contracts or transactions in which there is an interest as defined above, and shall abstain from any votes for all meeting minutes or other records of the meeting.

4. Gifts, Gratuities and Entertainment

MARC committee members and directors shall avoid accepting, directly or indirectly, any rebate, gift, money or anything of monetary value from an organization or vendor that could benefit from a MARC committee action regarding funding recommendations, vendor selection or other transactions. From time to time, vendors may pay for meals apart from a bid process.

5. Committee Representation


MARC makes decisions on federal and state funding that benefits local communities within the Kansas City region. The MARC Board and many of its committees are composed of local officials representing the communities that may benefit from MARC Board decisions. It is not a conflict of interest for a board member or a committee member, who are also elected officials or local government staff members, to advocate for or vote on issues that will affect their jurisdiction. If an elected official serves on another public board by virtue of their elected office, it is not a conflict of interest for that elected official to participate in discussions and vote on matters affecting that other public body.

In the past, smaller communities have at times been represented by consulting engineers on committees which rely on both technical and community considerations to make funding recommendations. Private consultants or other private parties shall abstain from any discussion or vote on all matters before the committee that might pose a conflict of interest due to a relationship between the project applicant and the private consultant. The private consultant or party should limit any participation in discussion to answering questions asked by other committee members. Individual committees may adopt specific procedural requirements for participation by members and others present at meetings.

BOARD APPROVAL AND REVISION DATES

Approved: August 25, 2009

**Revised: September 24, 2013
October 15, 2013
May 23, 2017**

	<p>MARC AGENCY POLICY: WHISTLEBLOWER</p> <p>Policy No: 2</p>
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WHISTLEBLOWER POLICY

PURPOSE

MARC is committed to lawful and ethical behavior in all of its activities and requires all staff to act in accordance with all applicable laws, regulations and policies and to observe high standards of business and personal ethics in the conduct of their duties and responsibilities.

This policy is intended to:

- Encourage individuals to bring ethical or legal violations to the attention of an internal or external authority so that action can be taken to resolve the problem.
- Establish guidance and procedures for staff (paid and volunteer) or others to report illegal, unethical or inappropriate behaviors or practices, in good faith, without fear of retribution.
- To provide a constructive process for individuals to report issues of concern.
- Emphasize the importance of adherence to MARC's standards of conduct.

1. Overview

A whistleblower is a person (often an employee) who raises a concern about serious wrongdoing occurring in an organization. Examples of misconduct that might lead to whistleblowing include the violation of laws, rules or regulations; fraud, mismanagement or corruption; or direct threats to the public interest, such as health or safety violations.

In general, whistleblowing refers to reporting misconduct outside the normal chain of command. Most workplace issues are, and to the extent possible, should be resolved by working with direct supervisors and department directors as described in the Issues Resolution policy. However, if an individual, acting in good faith, has reasonable grounds for believing that serious wrongdoing is taking place that has not been addressed or cannot be addressed through normal channels, he or she has the option of "whistleblowing" without fear of retribution.

Examples of the types of situations a whistleblower might report may include, but are not limited, to the following:

- A violation of law.
- Questionable accounting or monitoring practices.
- Discrimination based on protected classes.
- Fraud, waste or mismanagement.

Examples of problems that can be addressed through normal issues resolution procedures may include, but are not limited, to the following:

- Disagreements or misunderstandings between employees.
- Issues related to employment or working conditions.
- Personality conflicts.

- Working relationships between employees or employees and supervisors.

2. Reporting Procedures

Individuals may report misconduct, without fear of retribution, through the following procedures:

- For internal employee relations issues, seek assistance from supervisors, department directors or Human Resources staff as described in the Issues Resolution policy. For issues related to harassment, immediately report to a supervisor, department director, executive director or Human Resources as described in the Harassment-Free workplace policy.
- For all other issues related to suspected fraud, theft, harassment or other illegal activity, contact a supervisor, department director, executive director or call the “WeTip” hotline at 1-800-782-7463 or go online to www.wetip.com.

3. After the Report

Response procedures for whistleblower reports will vary according to how the report was made.

- Reports to the “WeTip” hotline are forwarded to designated members of MARC’s management team (i.e., the Executive Director, Finance and Administration Department Director, Human Resources Manager, and MARC Board Chair) for review and resolution.

All reports will be acknowledged promptly and handled with due care and diligence. Those who receive the reports have the full authority to investigate all concerns raised, and may use other resources such as legal counsel, accountants, private investigators or others as reasonably necessary to conduct a full and complete investigation. Reports and concerns will be kept confidential to the extent possible.

If a report is found to be of merit or is substantiated, MARC management will take appropriate steps and will adhere to the federal rules for that grant, if applicable. No employee who, in good faith, makes a whistleblowing report will be threatened, discriminated against or otherwise subject to any retaliation or adverse employment consequences. Any staff member who attempts to retaliate against someone who reported a concern in good faith may be subject to discipline.

Allegations that prove to have been made maliciously, recklessly, with gross negligence, or with the foreknowledge that the allegations are false, will be viewed as a serious offense and may result in disciplinary action against the reporting employee.

Any situation involving an issue relating to harassment should be reported **immediately** to the employee’s supervisor, department director, executive director or Human Resources. Specific information relating to MARC’s policy regarding a harassment-free workplace can be found on the MARC intranet under Policies. Complaints of this nature are taken very seriously and will be fully investigated.

BOARD APPROVAL AND REVISION DATES

Approved: January 25, 2011

Revised: January 26, 2021