



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, March 17, 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: February 17, 2026 meeting summary
 - b. Vote: 2026 2nd Quarter Amendment to the 2026-2030 Transportation Improvement Program
3. Reports
 - a. Report: KCATA update
 - b. Report: Greater Kansas City Regional Bikeway Plan Update
 - c. Report: Comprehensive Safety Action Plan (CSAP) Update
 - d. Report: 2025 Congestion Management Report
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, March 16, 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

March 2026
Item No. 2a

VOTE: FEBRUARY 17, 2026 MEETING SUMMARY

1) *Welcome/Introductions*

Kansas Co-Chair Mayor Eric Mikkelson 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: January 20, 2025 Meeting Summary*

No changes were suggested for the meeting summary.

Committee action:

Commissioner Janeé Hanzlick made a motion to approve the January 20, 2026 meeting summary. Mayor John Smedley seconded the motion, and the motion passed.

3) *Vote: Approve the 2026 Coordinated Public Transit and Human Services Transportation Plan*

Transportation Planner Lukas Yanni briefed the committee on the Coordinated Public Transit & Human Services Transportation Plan (Coordinated Plan), which identifies the transportation needs of individuals with disabilities, older adults, and low-income populations. Major changes to the plan since the previous iteration include the addition of two new goals, updated survey results, and better integration of the Coordinated Plan with other transportation plans.

Committee action:

Lisa Womack moved to approve the 2026 Coordinated Public Transit and Human Services Transportation Plan. Councilmember Eric Bunch seconded the motion, and the motion passed.

4) *Vote: Authorize Suballocated Phase 1 Call For Projects (CFP)*

Transportation Programs Manager Marc Hansen reviewed the programming process, schedule, and anticipated funding levels for federal transportation funding in the region. The Call For Projects (CFP) includes two phases; Phase I (also known as the pre-application), which includes a policy assessment, and Phase II, also known as the technical application. Both steps are mandatory. Funding targets are based on historical estimates and are subject to change; the Kansas Programming Committee (KPC) and Missouri Programming Committee (MPC) are actively working on the 2026-2028 programs, which may impact resources available for programming 2029-2030. Due to significant regional impact, several MARC programs are traditionally selected for preauthorization for funding outside of the programming process; the Planning Sustainable Places (PSP) Program was additionally recommended for preauthorization this year due to its consistent high scores in the programming process.

The committee questioned if there would be reduced federal transportation funding; in the absence of the reauthorization bill, funding estimates were based on 2026 allocations. The KPC and MPC will adjust programs accordingly as funding information becomes available. The

committee also clarified preauthorization for Operation Green Light (OGL), noting that funding is for operations and not capital projects, and many jurisdictions participate in the OGL program.

Committee action:

Commissioner Dean Vakas moved to Authorize the Suballocated Call For Projects and preauthorize funding for selected projects. Jill Lawlor seconded the motion, and the motion passed.

5) *Vote: 2026 Safety Performance Management (Safety PM1) targets*

Transportation Planner Alicia Hunter described the targets for five performance measures MARC has set for traffic safety. Ms. Hunter described the new methodology established during development of the Comprehensive Safety Action Plan (CSAP), noting the region has lots of opportunities for improvement.

The committee questioned causation of increases in crash rates, and Ms. Hunter noted the CSAP analysis is helping to identify safety issues and behaviors, as well as analyze areas that are more at risk in relative categories. Although there are no federal regulations requiring accordance with targets for metropolitan planning organizations (MPOs), state departments of transportation could potentially lose some flexibility in funding if they aren't able to meet their safety targets.

The committee expressed interest in crash data relating to electric bikes and scooters, and discussed developing a model policy to improve safety for those users in the region.

Committee action:

Commissioner Hanzlick moved to approve the release of the 2026 Safety Performance Management targets. Councilmember Bunch seconded the motion, and the motion passed.

6) *Report: Johnson County Transit Strategic Plan*

Lisa Womack of Johnson County Transit shared the county's long range framework for transit and mobility with the committee. The plan focuses service on areas of strongest demand, with opportunities to build beyond a core network. The plan does not include a budget increase; two low performing express routes will be eliminated at the end of the month and fares will be reinstated throughout the region to help reinvest in core services and maintain a neutral budget. The focus of the plan is supporting a smaller footprint that is more frequent, reliable, and has better infrastructure than a larger, weaker system.

Johnson County Transit is working conjointly with KCATA to determine fares; the committee had a broad discussion on transit funding including fares, private/public partnerships, dedicated service/bus pass programs, and potentially coordinating subsidized fares with schools and social services. The committee also considered viewing transit as a service similar to roads, that isn't expected to pay for itself. A member of the public shared the importance of focusing on end users, recognizing the importance of availability of service for multiples types of users, hospitable facilities, and minimizing transfers.

7) *Report: Federal policy agenda*

MARC Director of Transportation & Environment Ron Achelpohl highlighted how the MARC Board of Directors' policy adopted in January affects transportation. MARC works with several national organizations to help advocate for federal investments in transportation, particularly

to maintain funding levels. Mr. Achelpohl also noted how discretionary funds can be complicated and risky, and that formula funds are preferred to strengthen state and local planning processes. Christian Holferty shared information from U.S. Representative Sam Graves' office, informing the committee that their focus is on highway/bridge infrastructure, and their priorities may not align with MARC's regarding multimodal investments and funding all modes of transportation.

8) *Other Business*

A member of the public informed the committee that only one transit route exists between Kansas City and Kansas City International Airport, operating once an hour.

9) *Adjournment*

Co-Chair Mikkelson adjourned the meeting.

Total Transportation Policy Committee
Member and Alternate Attendance February 17, 2026

Jurisdiction/Agency Represented	Member Name	Attendance	Alternate Name	Attendance
Independence, MO	John Perkins		Lisa Reynolds	
Independence, MO	Bridget McCandless		Matt McLaughlin	x
Kansas City, MO	Eric Bunch	x	Andy Savistino	x
Kansas City, MO	Jill Lawlor	x	Angie Laurie	x
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	
Lee's Summit, MO	Donnie Funk		Michael Park	x
Olathe, KS	Dean Vakas	x	Nate Baldwin	
Olathe, KS	Mary Jaeger		Beth Wright	x
Overland Park, KS	Jack Messer		Leslie Karr	
Overland Park, KS	Lorraine Basalo	x	Kyle Dieckmann	
Cass County, MO	Trent Salisbury	x	Travis Jones	x
Cass County, MO Municipalities	Norman Larkey	x	Steve Stephan	
Clay County, MO	Jerry Nolte	x	Megan Thompson	
Clay County, MO	Tom Degenhardt	x	Corey Alford	
Clay County, MO Municipalities	Charles Soules	x	Randy Pogue	
Jackson County, MO	Chris Whiting		Brian Gaddie	
Jackson County, MO	Megan Smith		Stephen Arbo	
Jackson County, MO	Leonard Jones		Doug Wesselschmidt	x
Jackson County, MO	Tina Spallo		Earl Newill	
Jackson County, MO Municipalities	Mike McDonough		Michael Larson	
Jackson County, MO Municipalities	Dana Webb		Jerry Kaylor	
Johnson County, KS	Janeé Hanzlick	x	Adam Norris	
Johnson County, KS	Ryan Sims	x	Scott Karagiorgas	
Johnson County, KS	Justus Welker	x	Lisa Womack	x
Johnson County, KS	Geoffrey Vohs	x	Lee Kellenberger	
Johnson County, KS Municipalities	Joe Johnson	x	Leslie Herring	x
Johnson County, KS Municipalities	Eric Mikkelson	x	Lane Massey	
Leavenworth County, KS	Bill Noll	x	Joe McAfee	x
Leavenworth County, KS Municipalities	[Vacant]		Michael Spickelmier	
Miami County, KS	Shane Krull	x	Eric Sandberg	
Miami County, KS Municipalities	Randi Shannon		Michele Silsbee	
Platte County, MO	Wes Minder	x	Scott Fricker	
Platte County, MO Municipalities	John Smedley	x	Kathy Rose	
Ray County, MO	Max Hockemeier	x	Bobby Don Davis	
Ray County, MO Municipalities	Tonya Willim		[Vacant]	
UG WyCo and KCK	[Vacant]		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		Gordon Criswell	
Kansas City Regional Transit Alliance	Josh Boehm	x	Tristin Amezcua-Hogan	
Northland Regional Ch. Of Comm.	Sabin Yanez		Jenny Johnston	
WTS	Tawn Nugent		Heidi Eilers	x
KCATA	Dick Jarrold		Tyler Means	
KCATA	AJ Farris	x	Leah Suttington	
KC Streetcar Authority	Tom Gerend		Lauren Krutty	
KDOT	Mike Moriarty		Cory Davis	
MoDOT	Jeff Hardy		Greg Bolon	
FHWA - Kansas Division (Non-voting)	[Vacant]		Javier Ahumada	
FHWA - Missouri Division (Non-voting)	Kevin Ward		Cecelie Cochran	x
FTA (Non-voting)	Carrie Butler		Jeremiah Shuler	

**Total Transportation Policy Committee
Other Attendance February 17, 2026**

Others Present

Byron Arnold
Amanda Barch, MoDOT
Nicolas Bosonetto, Kansas City, MO
Kyaira Boughton
Joey Carley, Raytown, MO
Randy Gorton, BHC
Arthur Gough
Bob Heim, Platte County, MO
Matt Henderson, Alfred Benesch &
Company
Christian Holferty, Office of U.S.
Representative Sam Graves
Mark Hoppe, Affinis Corporation
Tommy Hunter, Bartlett & West
Krystal Jolly, MoDOT
Michelle Mahoney, TREKK Design Group
Kimberly Marotta, KDOT
Patrick Martin, Grain Valley, MO
Ron McLinden
Jonathon Moore, Wilson & Co
Davonna Moore-Edeh, CDM Smith
Aaron Otto, Johnson County, KS
Allison Smith, KDOT
Griffin Smith, Garver
Ramon Smith, Wyandotte County, KS
Loren Snyder, Kearney, MO
Eric Stitt, Trinity Logistics
Rachel Thomas
Chad Thompson, Lamp Rynearson
Mayra Toothman, Smithville, MO
Cate Tucker, MoDOT
Derek Vap, Kimley-Horn
Derek Wise, Cass County, MO
Juan Yin, MoDOT
Selina Zapata Bur, Kansas City, MO

MARC Staff Present

Ron Achelpohl
Megan Broll
Karen Clawson
Beth Dawson
Marc Hansen
Lynelle Haugabrook
Alicia Hunter
Tom Jacobs
Martin Rivarola
Joshua Rubio
Cy Splichal
Patrick Trouba
Raymond Webb
Eileen Yang
Lukas Gianni

VOTE: 2026 2ND 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 2nd Quarter Amendment to the 2026-2030 Transportation Improvement Program includes 17 projects:

- 11 new projects to be added, including but not limited to:
 - #282019 - KDOT - Replace overhead sign truss structures and lighting at the K-5/I-435 interchange
 - #380252 - KDOT - Construction of a new interchange at K-10 & Lone Elm Rd.
 - #490265 - MoDOT - IS 635: Add interchange lighting at Rte. 9 in Riverside.
 - #868002 - Paola - Intersections of S. Hospital Dr. & E. Peoria St. and Hedge Ln. & W 299th St.
- 6 existing projects with modifications to the scope, schedule, or budget, including but not limited to:
 - #180080 - KDOT - Addition of the construction phase to the Centennial Bridge replacement in Leavenworth County

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

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

Approve the release of the 2026 2nd Quarter Amendment to the 2026-2030 Transportation Improvement Program for public review and comment.

STAFF CONTACTS

- Marc Hansen, Transportation Programs Manager

REPORT: KCATA UPDATE

BACKGROUND

KCATA staff will report on two time-related funding issues.

First, Congress has appropriated \$100.3 million for public transit systems within host cities preparing for the 2026 FIFA World Cup. The funding will ensure communities can expand transit options to meet increased demand in services during the tournament. The Kansas City Area Transportation Authority (KCATA) is the designated recipient for our region's share of these funds and will report on how they will be used and how they relate to other federal funding that MARC has recently repurposed to support transit operations. More information about this item is available from USDOT [here](#).

Second, KCATA has also announced plans to reinstate collection of fares from riders on their system beginning in June and staff will share information about that process at the meeting.

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

TTPC and the MARC Board of Directors approved repurposing previously programmed CMAQ funding for KCATA and Johnson County Transit World Cup operations in January of 2026.

RELATED JURISDICTIONS

This item impacts counties and cities with current KCATA services.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

- Ron Achelpohl, Director of Transportation & Environment

REPORT: GREATER KANSAS CITY REGIONAL BIKEWAY PLAN UPDATE

BACKGROUND

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

The primary goal of this Regional Bikeway Plan Update is to better facilitate implementation of safe and low-stress bicycle facilities in the MARC region, prioritizing interjurisdictional connections. After a request for proposals was issued in January 2025, Toole Design Group and its team (including Vireo, Kimley-Horn, and BikeWalkKC) was selected for the project.

Since the project began, the project team has:

- Analyzed the region's street network to produce a suite of maps showing bicycle level of stress, origins & destinations, street centrality, and more;
- Engaged the public on their experiences cycling in the region and local public agency stakeholders on barriers to implementing cycling infrastructure;
- Drafted a technical memorandum for bicycle and pedestrian data collection;
- Drafted the written component of the plan and;
- Drafted a simplified Regional Bikeway Network.

POLICY CONSIDERATIONS

This project supports the ConnectedKC 2050 strategies of Complete & Green Streets, More Mode Choices, Safe Systems, and Trails & Bikeways. MARC staff proposes to incentivize routes on both the Regional Bikeway Network and MetroGreen system through an alternative scoring table for suballocated STBG-Set Aside (TAP) projects.

BUDGET CONSIDERATIONS

None, information only.

COMMITTEE ACTION

Review plan materials ahead of the April meeting. Anticipated recommendation of approval of the plan at the April meeting. Draft plan materials will be uploaded for review by March 17 [at this link](#). The draft Regional Bikeway Network can be viewed [at this link](#).

RELATED JURISDICTIONS

This project impacts the 9-county MARC planning region.

RECOMMENDATION

None, information only.

STAFF CONTACT

- Patrick Trouba, Transportation Planner II

REPORT: COMPREHENSIVE SAFETY ACTION PLAN (CSAP) UPDATE

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 the 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. The CSAP will include action steps and strategies aimed at improving transportation safety and reducing fatal and serious injury crashes. These strategies will incorporate engineering, enforcement, education, and policy solutions. See the following attachments for a draft outline of the plan and for draft plan actions and strategies.

In addition, MARC has developed a new crash data dashboard. The CSAP and crash data dashboard are resources and tools that will help strengthen our region's approach and understanding for transportation safety issues within the Destination Safe region.

A specific resource available for partner agencies and professionals in the crash data dashboard is the High-Injury and High-Risk Networks (HIN and HRN, respectively). HINs identify stretches of roadways where the highest concentrations of crashes, resulting in fatal or serious injuries. HRNs are a proactive approach to identify stretches of roadways that are particularly vulnerable to fatal and severe injury crashes based on the presence of contributing risk factors. [Click here](#) to view the crash data dashboard.

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.

COMMITTEE ACTION

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

Draft CSAP Outline

Executive Summary

1 Plan Introduction

- Purpose
- Vision
- Safe Streets for All
- Destination Safe Committee Structure
- Comprehensive Safety Action Plan Vision
- Zero and the Safe System Approach
- Principles of the Safe System Approach

2 Safety Analysis

- Crash Analysis
- Plans, Policies & Programs
- Plan, Policy & Program Recommendations

3 Engagement & Collaboration

- Stakeholder Engagement
- Community Engagement

4 Strategy and Project Selection

- Deploying the Safe System
- Approach Safe Roads and Safe Speeds
- Safe Road Users and Post Crash Care Education, Training, and Resources Plans, Studies, and Analysis Policies
- Funding and Prioritization
- Recommended Priorities
- Implementation

REPORT: 2025 CONGESTION MANAGEMENT REPORT

BACKGROUND

The 2025-2026 Congestion Management Report is part of the Mid-America Regional Council's (MARC) effort to fulfill its responsibilities related to its [Congestion Management Process \(CMP\) Policy](#) and the eight-step Congestion Management Process. The CMP is intended to provide information about the performance of the region's roadway network and provide select strategies to act on that information. The Congestion management Report first the first part of the CMP's objectives - it displays congestion information to inform regional leaders and other stakeholders about the performance of the roadway network

The report also supports economic vitality, one of the major policy framework goals of [Connected KC 2050](#), the region's Metropolitan Transportation Plan. Pinpointing where commuters and freight might have the most difficult reaching their destinations allows for more targeted and effective congestion management efforts.

The report includes analysis of data from 2024 and can be viewed [here](#).

Major findings of the report include:

- Kansas City commuters in 2024 experienced less delay compared to commuters in most of the other peer metros.
- Congestion and unreliable conditions are worse in the afternoon peak period (4-6 p.m.) than in the morning peak period (7-9 a.m.).
- Overall, the percent of uncongested and reliable miles on the Congestion Management Network (CMN) decreased in both the a.m. and p.m. peak periods compared to pre-COVID pandemic 2019 metrics which means that congestion and reliability on the CMN are worsening over time.
- However, some historical commuting corridors saw decreases or only slight increases in congestion in the a.m. and p.m. peak periods. This suggests that some growth in congestion and unreliability is occurring outside of these historical commuting corridors.

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

- Bobby Evans, Principal Planner