MARC
MID-AMERICA REGIONAL COUNCIL

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, April 21, 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: March 17, 2026 meeting summary
    b. Vote: 2026 2nd Quarter Amendment to the 2026-2030 Transportation Improvement Program
    c. Vote: Comprehensive Safety Action Plan (CSAP)
    d. Vote: 2026 Unified Planning Work Program - Amendment #2
    e. Vote: 2026 Special amendment #1 to the 2026-2030 Transportation Improvement Program
3. Reports
    a. Report: Reconnecting the East Side Planning Study Update
    b. Report: Smart Moves Transit Plan Update
    c. Report: E-Mobility White Paper
    d. Report: 2026 Suballocated Call for Projects
    e. Report: 2026 Travel patterns after action assessment
    f. Report: Regional Housing and Transportation coordination plan
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, April 20, 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.

VOTE: MARCH 17, 2026 MEETING SUMMARY

1) ***Welcome/Introductions***
Missouri Co-Chair Mayor Leonard Jones confirmed a quorum and called the meeting to order. Online guests were asked to introduce themselves in the chat, and self-introductions for in-person attendees followed. Attendance of this meeting is included at the end of this summary.

2) ***Vote: February 17, 2026 Meeting Summary***
No changes were suggested for the meeting summary.

3) ***Vote: 2026 2nd Quarter Amendment to the 2026-2030 Transportation Improvement Program***
Transportation Programs Manager Marc Hansen briefly reviewed the quarterly update for the Transportation Improvement Program (TIP), which includes 11 new projects and modifications to 6 existing projects. The amendment will be released for public review and comment.

Committee action:
Mayor Pro-Tem Dean Vakas moved to approve agenda items 2-3. Mayor John Smedley seconded the motion, and the motion passed.

4) ***Report: KCATA Update***
AJ Farris of the KCATA reported to the committee on reinstatement of fare collection for KCATA bus services, which will begin on June 1, 2026. Fare collection will be split into two phases, with phase one focused on establishing cashless payment options and user accounts, and phase two establishing pass programs to help address equity concerns for individuals who may have difficulty paying fares due to income level or banking status. Mr. Farris outlined the communication strategy, which includes public outreach, stakeholder meetings (with employers, social service providers, universities, and health care providers), and public/private partnerships. The committee discussed service area for bus routes, details on points of sale, the expense to implement the fare system and anticipated revenue, and grace periods during the transition to fares/between phases of implementation.

As the direct recipient in the region, KCATA is expecting to receive $8.6m in federal funding for the World Cup, which it will then divide between the KCATA, KC Streetcar, Unified Government Transit, and Johnson County Transit. KCATA anticipates this funding will be able to address 70% of current unfunded needs among these transit providers. KC2026 will receive separate funding for Fan Fest, match day, and airport express routes, and will partner with KCATA to provide more robust regional paratransit services.

5) ***Report: Greater Kansas City Regional Bikeway Plan Update***
Transportation Planner Patrick Trouba reviewed the last phase of the Regional Bikeway Plan Update, which was last updated in 2015. The plan can help local bike planning through a series of analyses that make up the bicycle network assessment, which shows trip potential for areas of high demand, centrality, directness, and access. The updated Regional Bikeway Network focuses on cycling as transportation, incorporating high trip potential, directness and

continuity, and connectivity to destinations. Alignment with the network will generate higher scores in suballocated Transportation Alternatives Program (TAP, also known as the Surface Transportation Block Grant Set Aside) funding applications, though all suballocated federal transportation funds are eligible for implementation of bikeways. The committee discussed different kinds of bikeway facilities, how they accommodate ebikes, and how they affect automobile traffic congestion. Separate efforts for e-mobility safety will be covered in a separate project currently in progress.

6) ***Report: Comprehensive Safety Action Plan (CSAP) Update***

Transportation Planner Alicia Hunter reviewed the Comprehensive Safety Action Plan (CSAP) Update, funded by the 2023 FHWA Safe Streets & Roads for All (SS4A) grant. The new plan has a more broad, multidisciplinary approach than the previous version, and developed a new methodology for determining targets. The update also developed a multimodal regional high injury and high risk network, which was used to develop the crash data dashboard. A new safety countermeasures toolbox and education campaign toolkit are available to provide resources, templates, and strategies to support transportation safety.

The updated CSAP also grants eligibility for all jurisdictions in the MARC region to apply for SS4A grant funding; the next notice of funding opportunity (NOFO) is expected to be released by the end of the month. Anyone interested in learning more about the CSAP and MARC's other resources and tools for advancing transportation safety and mobility are encouraged to attend the safety and mobility stakeholder showcase on April 16th at 1:30pm at the Whole Person.

7) ***Report: 2025 Congestion Management Report***

Principal Planner Bobby Evans shared the major findings from the Congestion Management Report, which provides information on the performance of the region's roadway network. Mr. Evans reviewed the routes analyzed and their performance over time, peak time periods for congestion, and how Kansas City relates to peer metropolitan areas. Projects applying for Surface Transportation Block Grant (STBG) funding can improve their scores by utilizing strategies available in the Congestion Management Toolbox. Committee members shared interest on potential impacts of the newly opened express lanes on US 69, noting a longer time sample would be needed to capture changes in traffic patterns.

8) ***Other Business***

MARC will be moving office buildings this summer to 801 Pennsylvania. Meetings in June, July, and August will be affected by the move, and additional information will be released ahead of each meeting. The MARC Regional Assembly will be slightly later this year, scheduled for August 14th at the Downtown Marriott.

9) ***Adjournment***

Co-Chair Jones adjourned the meeting.

Total Transportation Policy Committee Attendance March 17, 2026

Members and Alternates Present

Mayor Leonard Jones, Grandview, MO; Member/Missouri Co-Chair
Josh Boehm, WSP; Member
Cecelie Cochran, FHWA - Missouri Division; Member
Tom Degenhardt, Clay County, MO; Member
Heidi Eilers, WTS; Alternate
Kyle Elliott, Kansas City, MO; Alternate
AJ Farris, KCATA; Member
Commissioner Janeé Hanzlick, Johnson County, KS; Member
Commissioner Max Hockemeier, Ray County, MO; Member
Travis Jones, Cass County, MO; Alternate
Councilmember Jerry Kaylor, Blue Springs, MO; Member
Matthew Kleinmann, Vibrant Health KC; Member
Mayor Michael Larson, Sugar Creek, MO; Member
Jill Lawlor, Kansas City, MO; Member
Jeffrey Martin, Kansas City, MO; Member
Joe McAfee, Leavenworth County, KS; Alternate
Councilmember Bridget McCandless, Independence, MO; Member
Matt McLaughlin, Independence, MO; Alternate
Jack Messer, Overland Park, KS; Member
Wes Minder, Platte County, MO; Member
Mark Montgomery, Kansas City, MO; Member
Mike Moriarty, KDOT; Member
Andrew Ngui, Kansas City, MO; Alternate
Commissioner Jerry Nolte, Clay County, MO; Member
Michael Park, Lee's Summit, MO; Member
Trent Salsbury, Raymore, MO; Member
Eric Sandberg, Miami County, KS; Member
Ryan Sims, Johnson County, KS; Member
Mayor John Smedley, Platte Woods, MO; Member
Charles Soules, Smithville, MO; Member
Michael Spickelmier, Lansing, KS; Member
Councilmember Dean Vakas, Olathe, KS; Member
Geoffrey Vohs, Johnson County, KS; Member
Jason Waldron, Kansas City, MO; Member
Mayor Dana Webb, Oak Grove, MO; Member
Doug Wesselschmidt, Grandview, MO; Member
Chris Whiting, Jackson County, MO; Member
Lisa Womack, Johnson County, KS; Member
Sabin Yanez, Northland Regional Chamber of Commerce; Member

Others Present

Amanda Barch, MoDOT
Joe Bink, Eitas
Katie Bushong, BHC

Others Present (cont.)

Joey Carley, Raytown, MO
Scott Cogan, WSP
Gerri Doyle, FTA
Randy Gorton, BHC
Arthur Gough
Scott Harris, Toole Design
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
Kevin Kroll, Toole Design
Todd LaTorella, Kansas City, MO
Nick Lightner, Blue Springs, MO
Michelle Mahoney, TREKK Design Group
Kimberly Marotta, KDOT
Patrick Martin, Grain Valley, MO
Sherri McIntyre, Liberty, MO
Jonathon Moore, Wilson & Co
Davonna Moore-Edeh, CDM Smith
Eric Rogers, BikeWalkKC
Bill Roush, Climate + Energy Project
Melissa Schmitz, MoDOT
Donald Schoenborn, MoDOT
Sarah Shafer, Unified Government of Wyandotte County and Kansas City, KS
Allison Smith, KDOT
Eric Stitt, Trinity Logistics
Rachel Thomas, Wilson & Co
Chad Thompson, Lamp Rynearson
Pat Toby, KDOT
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
Raymart Dinglas
Bobby Evans
Marc Hansen
Lynelle Haugabrook
Alicia Hunter
Tom Jacobs
Eric Rorstrom
Joshua Rubio
Cy Splichal
Patrick Trouba
Raymond Webb
Eileen Yang
Lukas Yanni

Total Transportation Policy Committee Roster March 17, 2026

Jurisdiction/Agency Represented	Member Name	Alternate Name
Independence, MO	John Perkins	Lisa Reynolds
Independence, MO	Bridget McCandless	Matt McLaughlin
Kansas City, MO	Eric Bunch	Andy Savistino
Kansas City, MO	Jill Lawlor	Angie Laurie
Kansas City, MO	Michael Shaw	Andrew Ngui
Kansas City, MO	Jason Waldron	Mark Montgomery
Kansas City, MO (Northland)	Jeffrey Martin	Uday Manepalli
Kansas City, MO (Northland)	Lindsay French	Kyle Elliott
Lee's Summit, MO	Donnie Funk	Michael Park
Olathe, KS	Dean Vakas	Nate Baldwin
Olathe, KS	Mary Jaeger	Beth Wright
Overland Park, KS	Jack Messer	Leslie Karr
Overland Park, KS	Lorraine Basalo	Kyle Dieckmann
Cass County, MO	Trent Salsbury	Travis Jones
Cass County, MO Municipalities	Norman Larkey	Steve Stephan
Clay County, MO	Jerry Nolte	Megan Thompson
Clay County, MO	Tom Degenhardt	Corey Alford
Clay County, MO Municipalities	Charles Soules	Randy Pogue
Jackson County, MO	Chris Whiting	Brian Gaddie
Jackson County, MO	Megan Smith	Stephen Arbo
Jackson County, MO	Leonard Jones	Doug Wesselschmidt
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	Adam Norris
Johnson County, KS	Ryan Sims	Scott Karagiorgas
Johnson County, KS	Justus Welker	Lisa Womack
Johnson County, KS	Geoffrey Vohs	Lee Kellenberger
Johnson County, KS Municipalities	Joe Johnson	[Vacant]
Johnson County, KS Municipalities	Eric Mikkelson	Lane Massey
Leavenworth County, KS	Bill Noll	Joe McAfee
Leavenworth County, KS Municipalities	[Vacant]	Michael Spickelmier
Miami County, KS	Shane Krull	Eric Sandberg
Miami County, KS Municipalities	Randi Shannon	Michele Silsbee
Platte County, MO	Wes Minder	Scott Fricker
Platte County, MO Municipalities	John Smedley	Kathy Rose
Ray County, MO	Max Hockemeier	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	Tristin Amezcua-Hogan
Northland Regional Ch. Of Comm.	Sabin Yanez	Jenny Johnston
WTS	Tawn Nugent	Heidi Eilers
KCATA	Dick Jarrold	Tyler Means
KCATA	AJ Farris	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
FTA (Non-voting)	Carrie Butler	Jeremiah Shuler

Back to Agenda

TTPC AGENDA REPORT

April 2026
Item No. 2b

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. Three comments from the public were received during the comment period. The comments and proposed responses from MARC are included.

BUDGET CONSIDERATIONS
None.

RELATED JURISDICTIONS
This item impacts all counties in the MARC region.

RECOMMENDATION
Approve the 2026 2nd Quarter Amendment to the 2026-2030 Transportation Improvement Program.

STAFF CONTACTS

- Marc Hansen, Transportation Programs Manager

2026-2030 Transportation Improvement Program
2026 2nd Quarter Amendment
Public Comments and Responses

Comment #1 – Centennial Bridge
"Centennial bridge across Missouri River needs priority. Condition continues to deteriorate. 2 lanes in each direction are needed. I see this as top priority of all the list."

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 Kansas Department of Transportation, the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration on the proposed amendment.

We appreciate your support and interest in this project. As noted in the proposed amendment, funding for the construction of the new Centennial Bridge has been committed and project development and design for this important regional connection continues to move forward. A website for the project is available at https://www.ksdot.gov/projects/northeast-kansas-projects/centennial-bridge and provides additional information including timelines, public meeting information and exhibits, and contact information for the project team.

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
Transportation Programs Manager
Mid-America Regional Council

Comment #2 – Road Diets
"Stop lane diet changes. Please. BTW, I am a cyclist."

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.

Transportation safety and expanded transportation options are key goals of the region's transportation plans, and two efforts nearing completion highlight this. MARC was awarded a 2023 FHWA Safe Streets & Roads for All (SS4A) Grant to develop a Comprehensive Safety Action Plan (CSAP) and conduct supplemental planning activities to improve transportation system safety for region. 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. The CSAP can be reviewed at https://www.marc.org/safety-action-plan.

Also In 2026, MARC will be adopting an update to the Greater Kansas City Regional Bikeway Plan. The primary goal of this work, begun in January 2025, is to better facilitate the implementation of safe and low-stress bicycle facilities in the MARC region, while prioritizing interjurisdictional connections. The bikeway plan update is available for review at https://www.marc.org/transportation/plans-and-studies/regional-bikeway-plan.

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
Transportation Programs Manager
Mid-America Regional Council

Comment #3 – Trails
"Cycling is becoming more and more popular. It is a great way to get a sedentary society off the couch and outside. Although I am a competent cyclist, I prefer to not (will not) go on roads where there are not marked bike paths. My absolute preference is to bike on trails like Gary Haller, Indian Creek, Longview Lake, or Legacy Park Loop. If we could connect more of these trails and smooth out the ones that have been neglected then I believe we could make cycling safer and better for the entire community. "

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.

Expanded transportation options and connections are a key goal of the region's transportation plans, and an effort nearing completion highlights this. In spring 2026, MARC will be adopting an update to the Greater Kansas City Regional Bikeway Plan. The primary goal of this work, begun in January 2025, is to better facilitate the implementation of safe and low-stress bicycle facilities in the MARC region, while prioritizing interjurisdictional connections. The bikeway plan update is available for review at https://www.marc.org/transportation/plans-and-studies/regional-bikeway-plan.

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
Transportation Programs Manager
Mid-America Regional Council

Back to Agenda

TTPC AGENDA REPORT

April 2026
Item No. 2c

VOTE: COMPREHENSIVE SAFETY ACTION PLAN (CSAP)

BACKGROUND
MARC was awarded a fiscal year (FY) 2023 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.

The Destination Safe CSAP is a regional data-driven approach for understanding and addressing roadway related safety issues and behaviors within the region. The plan recommends safety strategies, countermeasures, initiatives, and programs through a Safe System Approach.

The U.S DOT SS4A Grant Program appropriated $5 billion in funds over 5 years, 2022-2026. MARC is under the assumption that the FY 2026 Notice of Funding Opportunity (NOFO) will be released by March 31 *and* have a shorter open application window than previous years. To accommodate these anticipated changes MARC has adjusted and expedited the CSAP approval process. This adjustment is necessary for eligible jurisdictions within the Destination Safe Region that do not have an action plan and/or want to seek FY 2026 SS4A Implementation Grant using the Destination Safe CSAP. The FY 2026 SS4A NOFO was issued on March, 27, 2026 and has a 60-day application window, 30-days less than in previous years.

Adopting the Destination Safe CSAP requires committee recommendations for approval from the Destination Safe Coalition, TAC, and Total Transportation Policy Committee (TTPC) before receiving final approval from the MARC Board. At the March TTPC meeting, MARC staff presented the CSAP's recommended actions and strategies, crash data dashboard (includes high-injury and high-risk networks), and plan framework. TTPC members voted to approve the presented components of the CSAP.

Due to the expedited approval process, MARC staff is sharing the Draft CSAP, posted on the MARC website, for committee review and recommendation of approval. A recommendation for approval of the Draft CSAP is with the understanding that non-substantive updates will occur throughout the remaining approval process until the Final Draft CSAP is presented to the MARC Board for adoption. Review the draft plan here.

POLICY CONSIDERATIONS
This plan updates the Destination Safe 2022-2027 Transportation Safety Plan into a Comprehensive Safety Action Plan as specified by the U.S.DOT FY 2023 Notice of Funding Opportunity (NOFO). MARC's suballocated Surface Transportation Block Grant Program (STBG) will prioritize CSAP recommendations through project safety scoring.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
The Technical Advisory Committee recommended approval for the draft plan on April 1, 2026.

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
Recommend approval of the Comprehensive Safety Action Plan to MARC's Board of Directors.

STAFF CONTACTS
- Alicia Hunter, Transportation Planner III / CSAP Project Manager

TTPC AGENDA REPORT

April 2026
Item No. 2d

VOTE: 2026 UNIFIED PLANNING WORK PROGRAM – AMENDMENT #2

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 #2 will make the following modifications:

- Increase the budget for task 1.1 – Transportation Administration by $105,000
  The additional funds will provide expanded access to various software programs in support of multiple transportation studies in 2026 and beyond.
- Increase the budget for task 3.1 – Modeling/Forecasting Activities by $90,000
  The additional funds support the completion of work begun in 2025 to implement a new Activity Based Travel demand model for the region.
- Increase the budget for task 3.5 – Complete Streets Activities by $185,000
  The additional funds support the completion of work begun in 2025 to update the Smart Moves Transit and Mobility Plan for the region.
- Revise Appendix C as necessary to account for the inclusion of these funds.

The proposed revisions are attached for review.

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

BUDGET CONSIDERATIONS
This proposed amendment increases the amount of federal transportation funding available for work items in the UPWP and also increases the amount of local funding needed to match the federal resources.

RELATED JURISDICTIONS
This item impacts all counties in the MARC region.

RECOMMENDATION
Approve the release of the 2nd Amendment to the 2026 Unified Planning Work Program for public review and comment.

STAFF CONTACTS

- Marc Hansen, Transportation Programs Manager

2026 Unified Planning Work Program
Amendment #2 – Detail

Task 1.1 - Transportation Administration

- Increase budget by $105,000

Task 3.1 – Modeling/Forecasting Activities

- Increase budget by $90,000

Task 3.5 – Complete Streets Activities

- Increase budget by $185,000 (Expenditures in this task are 100% federal and require no matching funds)

These additions require the following adjustments:

- Increase federal Kansas CPG by $144,997
- Increase Federal Missouri CPG by $196,003
- Increase MARC cash outlay by $39,000

APPENDIX C - SCHEDULE 1

DETAIL OF PLANNING PROGRAM BY STATE (FHWA PL AND FTA SEC 5305(d))

Work Element		STATE and LOCAL				Federal				Total
						CPG Funds		Other		
		MARC	KDOT	MoDOT	Other	KDOT	MoDOT	Amount	Agency	
1.1	Transportation Administration	$115,613				$325,405	$480,752			$921,770
1.2	Public Participation	$33,561				$94,460	$139,555			$267,576
2.1	Land Use, Demographic & Comprehensive Planning	$72,354				$203,646	$300,863			$576,863
2.2	Metropolitan Transportation Plan	$38,870				$109,404	$161,633			$309,907
3.1	Transportation Modeling/Forecasting	$181,265				$510,184	$753,745			$1,445,194
3.2	Transportation Research & Database Management	$81,539				$229,498	$339,057			$650,094
3.3	Air Quality Planning	$14,540				$40,924	$60,463			$115,927
3.4	Safe and Accessible Transportation Options	$65,539				$184,462	$272,525			$522,526
3.5	Complete Streets Activities[1]					$179,359	$242,458			$421,817
3.6	Performance Based Planning	$45,119				$126,991	$187,615			$359,725
3.7	Transportation Safety Planning	$18,664				$52,533	$77,610			$148,807
4.1	Transportation Improvement Program	$28,674				$80,705	$119,231			$228,609
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	$37,628				$105,906	$156,466			$300,000
5.12	2026 Travel Patterns After Action Assessment	$31,357				$88,255	$130,388			$250,000
5.13	Natural Hazard Transportation Risk Assessment - Phase 2	$9,407			$75,000	$26,476	$39,117	$300,000	KDOT PROTECT	$450,000
5.14	Metrogreen Network Assessment	$6,271				$17,651	$26,078			$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
		$821,150	$29,250	$480,000	$5,071,585	$2,375,860	$3,487,557	$18,668,165		$30,933,567

(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.

APPENDIX C - SCHEDULE 2
DETAIL OF PLANNING PROGRAM BY STATE (FHWA PL AND FTA SEC 5305(d))

Work Element		Kansas Cost Share	Missouri Cost Share	Total Cost
1.1	Transportation Administration	$391,941	$529,829	$921,770
1.2	Public Participation	$113,775	$153,801	$267,576
2.1	Land Use, Demographic & Comprehensive Planning	$245,286	$331,577	$576,863
2.2	Metropolitan Transportation Plan	$131,774	$178,133	$309,907
3.1	Transportation Modeling/Forecasting	$614,503	$830,691	$1,445,194
3.2	Transportation Research & Database Management	$276,424	$373,670	$650,094
3.3	Air Quality Planning	$49,292	$66,635	$115,927
3.4	Safe and Accessible Transportation Options	$222,180	$300,346	$522,526
3.5	Complete Streets Activities[1]	$179,359	$242,458	$421,817
3.6	Performance Based Planning	$152,957	$206,768	$359,725
3.7	Transportation Safety Planning	$63,274	$85,533	$148,807
4.1	Transportation Improvement Program	$97,207	$131,403	$228,610
5.11	Housing and Transportation Coordination Study	$127,561	$172,439	$300,000
5.12	2026 Travel Patterns After Action Assessment	$106,301	$143,699	$250,000
5.13	Natural Hazard Transportation Risk Assessment - Phase 2[5]	$31,890	$43,110	$75,000
5.14	Metrogreen Network Assessment	$21,260	$28,740	$50,000
	Total	**$2,824,985**	**$3,818,832**	**$6,643,817**
A.	**Total Capital Outlay Subject to Matching Funds Requirements**	**$2,645,626**	**$3,576,374**	**$6,222,000**
	Direct Cost Activities			
2.1	Aerial Orthoimagery Flight	$100,000		
5.9	MoDOT Traffic Studies		$480,000	
B.	**Total Value of Direct Cost Activities**	**$100,000**	**$480,000**	**$580,000**
	Total Value of MARC 2026 Transportation Planning Program (A+B)	**$2,745,626**	**$4,056,374**	**$6,802,000**
Federal CPG Share/Reimbursement (80%)		$2,196,501	$3,245,099	$5,441,600
Non-Federal Share (20%)[2]		$549,125	$811,275	
	Value of Direct Cost Match[3,4]	$100,000	$480,000	
	Cash Outlay Needed to Complete Match Requirements	$449,125	$331,275	$780,400
	Total CPG Expenditure including activities not subject to match requirements	**$2,375,860**	**$3,487,557**	**$5,863,417**

[1] Federal funds in this subtask are 100% federal and are not factored into match requirement calculations.

[2] Match is a combination of cash and direct cost value for Kansas and Missouri CPG

[3] The value of MARC Aerial Orthoimagery Flight makes an additional $80,000 ($100,000 x .80) of Federal CPG (KS) funding available for budgeted actual cost. The total direct cost value amount of $100,000 allows the actual cost of Kansas CPG funded transportation planning costs to be funded at 83.0% federal.

[4] The value of MoDOT Traffic Studies $384,000 ($480,000 x .80) of Federal CPG (MO) funding available for budgeted actual cost. The total direct cost value amount of $480,000 allows the actual cost of Missouri CPG funded transportation planning costs to be funded at 90.7% federal.

Federal Funding as a percentage of total MARC (Kansas/Missouri shares) actual transportation planning costs is 87.7% ($5,441,600/$6,222,000 =87.5%).

[5] Amount shown is the CPG portion only. The project also includes $300,000 of KDOT PROTECT Program funds

APPENDIX C - SCHEDULE 3
DETAIL OF PLANNING PROGRAM BY STATE (FHWA PL AND FTA SEC 5305(d))

	Kansas	Missouri	Total
MARC CPG balance as of 7/25	$ 1,656,226	$ 3,153,073	$ 4,809,299
FY 2026 CPG Allocation	$ 1,750,457	$ 2,791,386	$ 4,541,844
FY 2025 CPG funds expended (estimated 8/25-12/25)	$ (1,000,531)	$ (1,703,993)	$ (2,704,524)
Total estimated CPG funds available for FY 2026 UPWP*	$ 2,406,152	$ 4,240,467	$ 6,646,619
CPG funds programmed for FY 2026	$ (2,375,860)	$ (3,487,557)	$ (5,863,417)
Remaining Unprogrammed CPG funds balance	$ 30,292	$ 752,910	$ 783,202

MARC's ability to maintain a balance of planning funds provides stability if current funding is delayed or reduced. In addition, the funds can be drawn upon to supplement normal activities with exceptional work that MARC needs to periodically conduct to meet federal requirements. Based on the assumption that 100% of the funds programmed in this document will be spent, MARC estimates that $30,292 of Kansas CPG funding and $752,910 of Missouri CPG funding will be available for carryover to the next UPWP.

TTPC AGENDA REPORT

April 2026
Item No. 2e

VOTE: 2026 SPECIAL AMENDMENT #1 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 Special Amendment #1 to the 2026-2030 Transportation Improvement Program includes 16 projects:

- 3 new projects to be added, including but not limited to:
  - #349262 – Olathe – Lone Elm Rd., Reconstruction from 119th Street to Harold
  - #352004 – Roeland Park – Nall Avenue Complete Street, 51st Street to Nall Park
  - #353092 - Shawnee – I-435 & Johnson Drive Intersection Improvements
- 13 existing projects with modifications to the scope, schedule, or budget

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

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

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
The projects in this amendment were approved by the Kansas Programming Committee on April 2, 2026.

RELATED JURISDICTIONS
This item impacts all counties in the MARC region.

RECOMMENDATION
Approve the release of Special Amendment #1 to the 2026-2030 Transportation Improvement Program for public review and comment.

STAFF CONTACTS
- Marc Hansen, Transportation Programs Manager

TTPC AGENDA REPORT

April 2026
Item No. 3a

REPORT: RECONNECTING THE EAST SIDE PLANNING STUDY UPDATE

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

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

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

More information about the project is available at: https://reconnecteastside.com/

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 recommended including Safety Improvements Across Bruce R. Watkins Drive in MoDOT's High-Priority Unfunded Road and Bridge Needs list in May, 2025. TTPC was most recently briefed on the project in October, 2025.

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

RECOMMENDATION
None. Information only.

STAFF CONTACTS
- Ron Achelpohl, Director of Transportation & Environment

TTPC AGENDA REPORT

April 2026
Item No. 3b

REPORT: SMART MOVES TRANSIT PLAN UPDATE

BACKGROUND
Enhanced transit services have long been desired in the Kansas City metropolitan area to meet multiple goals for quality development and access to opportunity for area residents and businesses. In 2017, MARC and partners updated the region's Smart Moves public transportation vision plan. This plan included an integrated set of strategies and project proposals to improve transit services throughout the region.

While this plan has provided a framework for most of the region's recent high profile transit investments, the pace of implementation has been slow due to a variety of factors, particularly the lack of locally supported implementation plans and funding. Now there is a sense of urgency about public transportation in the context of rising needs and declining services in many parts of the region.

MARC has advanced an update the Smart Moves plan with a particular focus on developing investible implementation strategies rooted in local priorities, served by a range of service types that are regionally connected. This update delivers major re-prioritized Smart Moves service recommendations, including anticipated capital and operational costs. Potential local funding mechanisms have also been identified. The work has also included a benefit cost analysis. MARC anticipates public outreach regarding the outcomes of this work in the late summer/early fall of 2026.

At the TTPC meeting, MARC staff will provide an overview of this ongoing plan update.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
Transit Technical Team have been engaged on this discussion.

RELATED JURISDICTIONS
This item impacts all counties in the MARC region covered by the Smart Moves plan.

RECOMMENDATION
None. This item is for information only.

STAFF CONTACTS
- Martin Rivarola, Transportation Planning Director

TTPC AGENDA REPORT

April 2026
Item No. 3c

REPORT: E-MOBILITY WHITE PAPER

BACKGROUND

The Kansas City metro area has seen increasing adoption of e-mobility devices (e-bikes, e-scooters, electric skateboards, electric unicycles and more) over the past several years. Local governments are concerned about the traffic safety implications of these devices, particularly for minors. Several local governments have also passed ordinances recently relating to e-mobility devices. As the safety and legislative landscape changes, MARC seeks to provide member agencies with information to inform further conversations about e-mobility devices. MARC staff have written a draft white paper covering several topics regarding e-mobility devices:

- The distinction between e-bikes and "e-motos"
- A comparative city code review
- Principles for bicycle infrastructure that can also serve e-mobility devices
- Examples of educational resources that local governments and partner organizations have developed

The conclusions of this paper include:

- Electric mobility devices which should be considered electric mopeds or motorcycles (e-motos) are being confused with electric-assist bicycles (e-bikes). A first step in policy to better e-bike safety would be to recognize and regulate e-motos as motor vehicles.
- Cities in the Kansas City region have a variety of regulations related to e-mobility devices. They differ on topics such as the definition of an e-bike, whether e-scooters may operate on city streets, and what kinds of devices are allowed on trails. As cities pass more ordinances on this topic, regulations across the region will have an increasingly patchwork character.
- There is no specific infrastructure guidance around e-mobility devices; what makes for good bicycle infrastructure is likely what makes good e-mobility infrastructure.
- Educational efforts represent the best short-term intervention to improve e-bike safety. Police officers prefer to educate residents before punitively enforcing the law.

View the white paper here. MARC is collaborating with Johnson County to gather interested city staff and elected officials for a workgroup to develop a model e-mobility policy for the region. This workgroup is scheduled for May 14.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACTS

- Patrick Trouba, Transportation Planner

TTPC AGENDA REPORT

April 2026
Item No. 3d

REPORT: 2026 SUBALLOCATED CALL FOR PROJECTS

BACKGROUND

One of MARC's fundamental roles as Metropolitan Planning Organization is to facilitate processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area. A call for projects for the Carbon Reduction Program (CRP), Congestion Mitigation Air Quality (CMAQ) program, Surface Transportation Block Grant Program (STBG) and Surface Transportation Block Grant Program – Set Aside Program (TAP) programs was recently launched and closed on March 20, 2026.

MARC conducts the 2026 call for projects in two phases. The first phase assesses project applications for consistency with regional plans and policies. The second phase will evaluate project applications using the scoring methodologies established by the various programming committees as in previous funding rounds. The Technical Advisory Committee will help guide the first phase of project evaluations.

During the TTPC meeting of April 2026, staff will provide an overview of the applications submitted during first preapplication phase process. Application review is currently underway.

POLICY CONSIDERATIONS

It is the policy of the Mid-America Regional Council to award suballocated federal transportation funding to eligible projects that advance regional goals, objectives, strategies and actions as articulated in Connected KC 2050, the metropolitan transportation plan for the Kansas City region.

BUDGET CONSIDERATIONS

Preliminary funding amounts for the two-year period of FFY 2029-2030 are noted in the following table. These amounts remain subject to change during the call for projects timeframe.

FFY 2029-2030 Preliminary Funding Amounts		
Program	**Kansas**	**Missouri**
CRP	$ 4,800,000	$ 7,100,000
CMAQ	$ 6,100,000	$ 5,700,000
STBG	$ 37,500,000	$ 40,000,000
TAP	$ 5,800,000	$ 12,600,000
Total	$ 54,200,000	$ 65,400,000

FFY 2029-2030 Advance CMAQ Allocations		
Program	**Kansas**	**Missouri**
Active Transportation Program	$ 76,000	$ 76,000
Air Quality Public Education	$ 660,000	$ 660,000
Way to GO	$ 470,000	$ 470,000
Total	$ 1,206,000	$ 1,206,000

FFY 2029-2030 Advance STBG Allocations		
Program	**Kansas**	**Missouri**
Operation Greenlight	$ 1,062,414	$ 2,367,734
Planning Sustainable Places	$ 800,000	$ 900,000
Total	$ 1,862,414	$ 3,267,734

COMMITTEE ACTION
The Technical Advisory Committee, Kansas Programming Committee, and Missouri Programming Committee have been briefed on this information in multiple meetings in 2026.

RELATED JURISDICTIONS
This item impacts all counties in the MARC region.

RECOMMENDATION
None. Information only.

STAFF CONTACTS
- Martin Rivarola, Transportation Planning Director
- Marc Hansen, Transportation Programs Manager

TTPC AGENDA REPORT

April 2026
Item No. 3e

REPORT: 2026 TRAVEL PATTERNS AFTER ACTION ASSESSMENT

BACKGROUND
In the summer of 2026, a major sporting event will bring thousands of visitors to the Kansas City area. It is anticipated that all multi-modal transportation systems will move a greater number of people throughout Kansas City than ever before.

The Kansas City region has a complex transportation network characterized by a high private automobiles mode share with low congestion and high system reliability. Walking and biking trips are increasingly more popular in certain parts of the region. Recent funding struggles have challenged the region's ability to deliver a robust and interconnected public transit system.

It is anticipated that most of visitors to the region will be transit dependent. Major activation zones will exist in areas with access to public transit, although it is possible that some of these may be deployed in zones where little or no transit access currently exists. Rental cars will be available for leasing by visitors, although it is not clear if these will be available in sufficient quantities to meet the anticipated demand. Transportation Network Companies (TNCs) services are anticipated to be available, although concerns exist about surge pricing.

MARC Staff released an RFP for consultant services on January 26, 2026 for a project titled "2026 Travel Patterns After Action Assessment." The goal of this After-Action Assessment is to capture quantitative and qualitative data about resident and visitor travel patterns during the event to understand key pressure points on the transportation system, document lessons learned and generate recommendations for future use by regional partners to support planning for other large scale events.

POLICY CONSIDERATIONS
None at this time.

BUDGET CONSIDERATIONS
None.

RELATED JURISDICTIONS
This item impacts all counties in the MARC region.

RECOMMENDATION
None. Information only.

STAFF CONTACTS
- Martin Rivarola, Transportation Planning Director
- Bobby Evans, Principal Planner

TTPC AGENDA REPORT

April 2026
Item No. 3f

REPORT: REGIONAL HOUSING AND TRANSPORTATION COORDINATION PLAN

BACKGROUND
Following the addition of "Housing" specific goals to the MTP Connected KC 2050, MARC will create a Regional Housing and Transportation Coordination Plan. This study will offer a thorough, data-driven approach to better integrating transportation, housing and economic development within MARC's planning efforts. It will analyze current conditions, regional challenges, and future opportunities, ultimately providing robust data, recommendations, and implementation tools to foster sustainable growth of both the housing network and transportation system across the region.

Tasks to be conducted during this study include:

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

Work on this plan will began in April 2026 supported by a consultant team of ICF Incorporated and Cascadia Partners. Oversight will include a Housing and Transportation Advisory Committee (temporary committee for duration of the plan), MARC's transportation policy committees, and the Regional Housing Partnership's Coordinating Council.

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

BUDGET CONSIDERATIONS
None.

RELATED JURISDICTIONS
This item impacts all counties in the MARC region.

RECOMMENDATION
None. Information only.

STAFF CONTACTS

- Cy Splichal, Transportation Planner
- Hannah Mitchell, Regional Housing Program Manager