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, May 19, 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: April 21, 2026 meeting summary
    b. Vote: Missouri Unfunded Needs
    c. Vote: ConnectedKC 2050 MTP Amendment- Central Avenue Bridge
    d. Vote: Greater Kansas City Regional Bikeway Plan Update
    e. Vote: 2026 Unified Planning Work Program - Amendment #2
    f. Vote: 2026 Special amendment #1 to the 2026-2030 Transportation Improvement Program
    g. Vote: 2026 Special amendment #2 to the 2026-2030 Transportation Improvement Program
3. Reports
    a. Report: Bistate Sustainable Reinvestment Corridor Planning
    b. Report: Planning Sustainable Places 2027 Call For Projects
    c. Report: Critical Urban Freight Corridors
    d. Report: Safe Streets For All (SS4A) Application
    e. Report: US Department of State – Young leaders of the Americas visiting fellow
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, May 18, 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: APRIL 21, 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. The agenda was reordered to advance the Comprehensive Safety Action Plan (CSAP) action item and the E-Mobility White Paper report.

2) **Action items**

a. **Vote: March 17, 2026 Meeting Summary**
No changes were suggested for the meeting summary.

Committee action:
Mayor Pro-Tem Dean Vakas moved to approve the March 17, 2025 meeting summary. Mayor Mike McDonough seconded the motion, and the motion passed.

b. **Vote: Comprehensive Safety Action Plan (CSAP)**
Transportation Planner and liaison to the Destination Safe Coalition Alicia Hunter reviewed the Comprehensive Safety Action Plan (CSAP), which was previously reported to the committee in components to allow for an expedited approval process. The draft CSAP is posted on the MARC website, and provides an action plan necessary for jurisdictions within the Destination Safe region to be eligible for the FFY 2026 US DOT Safe Streets & Roads for All (SS4A) grant. Jurisdictions interested in applying for SS4A funds are invited to collaborate on a regional application and/or request letters of support by signing up online.

c. **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 received three comments during the public review period. Comments and proposed responses were included in the meeting packet.

d. **Vote: 2026 Unified Planning Work Program – Amendment #2**
Marc Hansen shared details about the second amendment to the Unified Planning Work Program (UPWP), which increases the budget for three planning activities (administration, modeling/forecasting, and Complete Streets activities). The amendment will be released for public review and comment.

e. **Vote: 2026 Special amendment #1 to the 2026-2030 Transportation Improvement Program**
Marc Hansen reviewed changes KDOT made to the apportionment of funds, and the subsequent impact on programming transportation projects to meet new requirements. The Kansas Programming Committee (KPC) added 3 new projects to the program and made modifications in scheduling and/or funding to 13 existing projects,

requiring an amendment to the TIP. Special amendments are those issued outside of the quarterly amendment schedule. The amendment will be released for public review and comment.

Committee action:
Mayor Pro-Tem Dean Vakas moved to approve agenda items 2b-2e. Sabin Yanez seconded the motion, and the motion passed.

3) **Reports**

a. **Report: Reconnecting the East Side Planning Study Update**
Selina Zapata Bur of Kansas City, MO and Triveece Penelton of Vireo briefed the committee on the Reconnecting the East Side project, which covers US-71 Highway from Martin Luther King, Jr. Boulevard to 85th Street. The presentation reviewed the goals and purpose of the project, the extensive community involvement throughout the process, and potential visions for US-71 with corresponding reviews and recommendations. The project evaluates safety, congestion, and connectivity needs, community goals, and engineering and environmental considerations. The committee discussed specific intersections and topography, and clarified that the roadway would continue to be classified as a federal highway after proposed changes. Ms. Penelton reviewed the current status of the project and next steps, and invited the committee to share feedback at the project website ReconnectEastSide.com.

b. **Report: E-Mobility White Paper**
Transportation Planner Patrick Trouba reviewed the development of the draft white paper covering several topics regarding e-mobility devices, including distinction between e-bikes and e-motos, infrastructure principles, and existing policies and educational resources. The committee discussed legislation at the state and regional level, as well as inconsistencies between local jurisdictions. MARC and Johnson County are hosting a regional e-mobility policy workshop on May 14, 2026.

c. **Report: Smart Moves Transit Plan Update**
Transportation Planning Director Martin Rivarola reviewed the updated version of Smart Moves, which is the long range transit vision for the Kansas City region. Implementation of the previous 2017 update has been slow, but renewed interest in public transportation has prompted an update to the plan to focus on prioritized implementation strategies. Mr. Rivarola reviewed service recommendations, anticipated capital and operational costs, and potential funding mechanisms.

Mr. Rivarola clarified for the committee that multiple transportation methods are utilized to increase transit along specific routes. The committee considered regional tax sensitivity, and discussed that the majority of voters and survey respondents have indicated being in favor of transit taxes to fund increased services, despite few residents currently utilizing them.

d. **Report: 2026 Suballocated Call for Projects**
Martin Rivarola updated the committee on Phase I of the suballocated call for projects. Anticipated funding available for all Kansas programs totals $51.1m and Missouri programs totals $60.9m, and applications received totaled nearly $136m and over $230m, respectively. Mr. Rivarola reviewed the number of applications for each state by type, both in number of applications and funding amount requested. Next steps include staff assessments of Phase I applications, expected to be released by

April 17. The Technical Advisory Committee (TAC) will review assessments from Phase I at their next meeting on May 6, 2026, with recommendations and approval expected for June.

e. **Report: 2026 Travel patterns after action assessment**
The UPWP includes an after action assessment to capture quantitative and qualitative data about resident and visitor travel patterns during the summer of 2026. A goal of the report is to develop recommendations for regional partners to support planning for future large-scale events.

f. **Report: Regional Housing and Transportation coordination plan**
Martin Rivarola reminded the committee that the long range transportation plan update included a regional housing and transportation coordination plan. The plan will integrate data from transportation, housing, and economic development to identify opportunities and challenges related to housing and transportation goals. Mr. Rivarola reviewed the project goals and scope of work, confirming that regional economic development agencies will be involved through stakeholder outreach over the next few months.

4) **Other Business**
MARC will be moving office buildings this summer to 801 Pennsylvania. Meetings in June, July, and August will likely be shifted to virtual-only or canceled, with details released ahead of each meeting.
The next round of Planning Sustainable Places (PSP) call for projects will open May 4, 2026.

5) **Adjournment**
Co-Chair Jones adjourned the meeting.

Total Transportation Policy Committee Attendance April 21, 2026

Members and Alternates Present

Mayor Leonard Jones, Grandview, MO; Member/Missouri Co-Chair
Tristin Amezcua-Hogan, KCRTA; Alternate
Lorraine Basalo, Overland Park, KS; Member
Cecelie Cochran, FHWA - Missouri Division; Member
Tom Degenhardt, Clay County, MO; Member
Kyle Elliott, Kansas City, MO; Alternate
AJ Farris, KCATA; Member
Councilmember Lindsay French, Kansas City, MO; Member
Councilmember Donnie Funk, Lee's Summit, MO; Member
Tom Gerend, KC Streetcar Authority; Member
Jeff Hardy, MoDOT; Member
Joe Johnson, De Soto, KS; Member
Travis Jones, Cass County, MO; Alternate
Councilmember Jerry Kaylor, Blue Springs, MO; Member
Shane Krull, Miami County, KS; Member
Commissioner Andrew Kump, Unified Government of Wyandotte County and Kansas City, KS; Member
Mayor Norman Larkey, Belton, MO; Member
Mayor Michael Larson, Sugar Creek, MO; Member
Angie Laurie, Kansas City, MO; Member
Jill Lawlor, Kansas City, MO; Member
Uday Manepalli, Kansas City, MO; Alternate
Jeffrey Martin, Kansas City, MO; Member
Lane Massey, Spring Hill, KS; Member
Joe McAfee, Leavenworth County, KS; Alternate
Mayor Mike McDonough, Raytown, MO; Member
Matt McLaughlin, Independence, MO; Alternate
Wes Minder, Platte County, MO; Member
Mark Montgomery, Kansas City, MO; 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
Andy Savistino, Kansas City, MO; Alternate
Sarah Shafer, Unified Government of Wyandotte County and Kansas City, KS ; Alternate
Michael Shaw, Kansas City, MO; Member
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

Members and Alternates Present (cont.)

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

Jewel Banks, Parrish and Sons Construction
Joe Bink, Eitas
Nicolas Bosonetto, Kansas City, MO
Jill Bruss, Peculiar, MO
A.J. Byrd, MoDOT
Anthony Cunningham
Thad Dearman, Lee's Summit, MO
Aislee Gonzalez
Randy Gorton, BHC
Arthur Gough
Earl Harrison, HG Consult
Matt Henderson, Alfred Benesch & Company
Patty Hilderbrand, CFS Engineers
Mark Johnson
Krystal Jolly, MoDOT
Nick Lightner, Blue Springs, MO
Travon Lowe, Parrish and Sons Construction
Michelle Mahoney, TREKK Design Group
Rayan Makarem, BikeWalkKC
Kristen Manthei, Wilson & Co
Sherri McIntyre, Liberty, MO
Davonna Moore-Edeh, CDM Smith
Triveece Penelton, Penelton Interactive
Eric Rogers, BikeWalkKC
Bill Roush, Climate + Energy Project
Eric Stitt, Trinity Logistics
Shawn Strate, KCATA
Sam Tapko, GBA
Reginald Townsend, KCATA
Selina Zapata Bur, Kansas City, MO

MARC Staff Present

Ron Achelpohl
Megan Broll
Beth Dawson
Raymart Dinglas
Bobby Evans
Marc Hansen
Alicia Hunter
Tom Jacobs
Martin Rivarola
Eric Rorstrom
Joshua Rubio
Cy Splichal
Patrick Trouba
Lukas Yanni

Total Transportation Policy Committee Roster April 21, 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	Rui Xu
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	Michelle 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	Deryl Wynn	[Vacant]
UG WyCo and KCK	Andrew Kump	Angel Ferrara
UG WyCo and KCK	LaVert Murray	Sarah Shafer
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

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TTPC AGENDA REPORT

May 2026
Item No. 2b

VOTE: MISSOURI UNFUNDED NEEDS

BACKGROUND
MoDOT works with statewide partners to develop a high-priority unfunded needs list to guide the development of projects into funded projects as state and federal transportation funds increase. MoDOT has communicated to MARC that it again seeks to update its unfunded transportation needs list. TTPC previously reviewed and approved the KC region unfunded needs list in May of 2025.

The goal of the unfunded needs list is to be able to react quickly with deliverable projects to any identified or secured funding and to provide a list of projects which represent where additional funding could be used. MoDOT District staff work with planning partners such as MARC to update and validate the existing project listing previously approved by regional partners.

In the March and April Technical Advisory Committee (TAC) and Missouri Programming Committee (MPC) meetings, Staff provided a brief overview of the process, including milestones and timeline for 2026 project list update. Stakeholders were asked to submit requests for revisions to the 2025 unfunded needs list. In the May 6 TAC meeting, this committee reviewed updates to the list and submitted recommended updates as summarized in this report. On May 12, the MPC is considered to review/recommend its final updates. Final approval of the Missouri Unfunded Needs list is required by May 2026.

POLICY CONSIDERATIONS
Majority of projects included in unfunded needs list are included as constrained/illustrative projects in Connected KC 2050. Projects included in plan are prioritized in development of unfunded needs list.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
The MPC and the TAC are charged with developing a 2026 updated list for consideration and approval by the TTPC and MARC Board of Directors. TAC has submitted recommendations for updates to the Multi-modal list (next page). The MPC is scheduled to review/recommend any updates to Road/Highway 2026 unfunded needs list in its May 12, 2026 committee meeting. Draft recommendations are included in following page.

RELATED JURISDICTIONS
Ray, Clay, Platte, Jackson and Cass counties in Missouri.

RECOMMENDATION
TAC and MPC recommend approval of this list, as attached to this report.

STAFF CONTACT
- Martin Rivarola, Transportation Planning Director

Kansas City Region - DRAFT RECOMMENDED SCENARIO
MISSOURI MULTIMODAL UNFUNDED NEEDS LIST (2026)

Multimodal - Transit

Project/service route or program	Project / Program Cost
Interjurisdictional Transit Service Operations	$33,000,000
Interjurisdictional Transit Capital Projects: Independence Avenue Bus Rapid Transit (Fast and Frequent Service) Burlington/North Oak Enhanced Transit (Fast and Frequent Service) 31st/Rock Island Corridor (to stadiums) (Fast and Frequent Service) Other routes and services	$33,000,000
Improve passenger rail station, replace platform staircases in KC	$5,000,000
OATS - Local match for 41 vehicles past useful life	$850,000
Total	**$71,850,000**

Note: Assume state funds cover 20% of capital cost for projects. Remainder for "Interjurisdictional transit operations".

Multimodal - Bike/Ped

Project	Cost
Blue River Parkway - Blue Ridge Connector (Jackson County Parks + Rec)	$3,000,000
Blue River Parkway Trail: State Line Connector (Jackson County Parks + Rec)	$4,000,000
Blue River Trail - Swope Park Central Valley Connector (KCMO, Missouri P&R Dept)	$1,500,000
350 HWY Bike and Pedestrian Trail (City of Raytown)	$1,500,000
3rd Street at US50 Interchange Improvements (MoDOT)	$7,000,000
Greenwood Connector (Jackson County)	$16,000,000
Missouri River North Trail (KC and NKC Sections. Note: Riverside portion already funded)	$13,000,000
Gillham Rd - Upgrade barrier (KCMO)	$2,006,400
Trolley Trail Connector trail - MLK Jr Blvd (KCMO)	$865,200
Colombus Park Neighborhood – sidewalks (KCMO)	$10,300,000
Route 45 & I-435 - bike/ped accommodations	$3,000,000
MO Route 92 Sidewalks (2nd St to NW Prairie View Rd) - NEW	$5,000,000
Total	**$67,171,600**
Other Requests	**Cost**
NEW - Upgrades to HOA Bridge over Missouri River (Cost and Scope TBD)	To be determined
NEW - Route 9 Sidewalks (NW 77th to W 83rd Terrace) - $3,000,000	To be determined
NEW - KCI Corridor Trail (NW 112th St to Cookingham Drive) - 4,800,000	To be determined

Note: Protected bicycle facilities preferred for bicycle network improvements.

Multimodal - Freight

Project	Cost
Independence Avenue Rail Bridge Construction (KCMO & Terminal RR)	$20,000,000
Canadian Pacific RR grade-separated crossing (Birmingham Rd @ Holt Dr) (City of Liberty)	$9,150,000
Missouri River Terminal/**Gov Parsons Port Terminal** improvements (Port KC)	$22,000,000
RSA Grading and Erosion Control (Clay County general aviation airport)	$2,400,000
Runway Lighting Rehabilitation (Exelsior Springs)	$300,000
Lee's Summit Airport Improvements Construct Air Traffic Control Tower (Lee's Summit airport) ($12m) (Revised from 7m)	$12,000,000
Construct Parallel Taxiway Harrisonville Airport Improvements ($4m)	$4,000,000
Total	**$69,850,000**

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Kansas City Region - DRAFT RECOMMENDED SCENARIO
MISSOURI ROAD/HIGHWAY UNFUNDED NEEDS LIST (2026)

Tier 1

Project Name	Updated Cost (2026)	Note
I-70 (435-470) - Corridor Improvements (partial 1 of 2)	$100,000,000	Stay in current Tier from 2025
Total	$100,000,000	Tier 1 target: $95m % over/under target: 5%

Tier 2

Project Name	Updated Cost (2026)	Note
US71 - Safety Improvements Across Bruce R. Watkins	**$121,000,000**	**Previously split between Tier 2 and Tier 3. In 2026, all included as part of Tier 2**
I-29 and I-35 Corridor from MO 210 to MO45 Along I-29 and I-435 along I-35)	$208,000,000	Same as in 2025
I-70 (435-470) - Corridor Improvements (partial 2 of 2)	$40,000,000	**Reduced from $90million in 2025**
MO 291 (I-435 to NE 104th St) Corridor Improvements	$40,000,000	Same as in 2025
Total	**$409,000,000**	Tier 2 target: $380m % over/under target: 8%

Tier 3

Project Name	Updated Cost (2026)	Note
I-70 and I-470 Interchange Improvement	$90,000,000	Same as in 2025
I-35 (I-435 to US 69) Corridor Improvements	$61,000,000	Same as in 2025
MO 92 Hwy Improvements - Phase 2	$25,000,000	Same as in 2025
I-49 - Pavement Reconstruction from Blue Ridge Blvd to Mo 150	$56,000,000	Same as in 2025
I-70 / Lefholz Bridge Interchange Project	**$18,500,000**	**Previously 37.5M. Partially funded and reduced scope**
I-470 Expansion Project (I-70 to US50) (Split between Tier 3 and Other)	**$100,000,000**	**Previously under "other" priorities. Request to move up to Tier 3**
I-70 downtown Loop SE Quadrant safety & operation improvements	**$50,000,000**	**NEW ON LIST. Request to include in Tier 3 by MODOT**
Total	**$400,500,000**	Tier 3 target: $380m % over/under target: 5%

Tiers 1-3 total: $909,500,000
Tiers 1-3 target: $855,000,000
% over/under target: 6.37%

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Other Regional Priorities

Project Name	Updated Cost (2026)	Note
I-435 at Parvin Rd	$22,143,000	Jackson County
US 169 corridor improvements form I-29 to 68th Street	$36,000,000	I-29/I-35 Corridor improvements - PEL priority segment 3
I-470 Expansion Project (I-70 to US50)	$40,000,000	**Split between 3 and "other"**
Mo Rt 150 (Rte 291 to Smart Rd) corridor improvements (TWLT /center lane/ 4 lane, signals, turn lanes, curb & gutter etc)	$25,000,000	Jackson County
Route D (Route 150 to Route 58)	$50,000,000	Cass/Jackson County

DRAFT

VOTE: CONNECTEDKC 2050 MTP AMENDMENT- CENTRAL AVENUE BRIDGE

BACKGROUND

The Central Avenue River bridge was closed to traffic in 2021 because of safety and structural conditions. The closure of this bridge imposed significant impacts on travelers, freight movement, surrounding industry and local businesses, emergency services, and residents in the region. The Kansas Department of Transportation (KDOT) and the Unified Government/Kansas City, Kansas (UG/KCK) partnered to study and evaluate bridge replacement alternatives and determined a preferred alternative. Following a river crossing study initiated by the UG/KCK, KDOT determined that an on-alignment alternative for the Central Avenue bridge over I-70 and the UPRR is not only viable, but preferable.

On January 22, 2026, Governor Kelly announced a $135 million federal award to aid in the replacement of the Central Ave. bridge and other bridges in adjoining interchanges. The project spans approximately 3,900 feet between 6th and James streets and includes full reconstruction of the bridge complex. The project will include replacement of the interchange and bridge over I-70, a new bridge crossing over Union Pacific Railyard, improvements to the I-670 WB exit ramp and I-670 EB entry ramp. Replacement of the steel truss bridge over the Kansas River on existing alignment, added benefit of allowing for a pedestrian facility along Central Ave where none exists.

KA-6842-03

	Federal/State AC Amount	Source	Year	State	Local	Total	AC Amount	AC Conversion - Year Source
Eng	5750.7	ACBRF	2026	1437.7	0	7188.4	5750.7	2030 BRF
Row	0	--	2027	479.2	0	479.2	0	--
Util	191.7	ACBRF	2028	47.9	0	239.6	191.7	2030 BRF
Cons/ce	44088.7	AC8RF	2029	11022.2	0	55110.9	44088.7	2030 BRF
Total	50031.1	--	--	12987	0	63018.1	50031	--

- Location: Wyandotte County: Central Avenue bridge over the Kansas River located just east of the I-70/I-670/Central Avenue Intersection in Kansas City
- Scope: Bridge Replacement
- Note: Program Addition

KA-6842-04

	Federal/State AC Amount	Source	Year	State	Local	Total	AC Amount	AC Conversion - Year Source
Eng	11595.8	ACBRF	2026	1288.4	0	12884.2	11595.8	2031 BRF
Row	0	--	2028	7157.9	0	7157.9	0	--
Util	3221.1	ACBRF	2029	357.9	0	3579	3221.1	2031 BRF
Cons/ce	140438.9	ACBRF	2030	15604.2	0	156043.1	140438.9	2031 BRF
Total	155255.8	--	--	24408.4	0	179664.2	155255.8	--

- Location: I-70 and I-670 interchanges with Central Avenue: bridges #027, #289, #290, #247, and local structure over I-70, Union Pacific Railroad, and local streets
- Scope: Bridge Replacements and interchange reconfiguration
- Note: Program Addition

POLICY CONSIDERATIONS

Major River Crossings Policy: This project, as proposed, conforms with this policy by providing pedestrian accommodations.

Financial Constraint: There is financial capacity in the Metropolitan Transportation Plan for this project's budget, as stated.

CKC2050 System Preservation and System Efficiency Goals: This project conforms with the System Preservation goal in CKC2050 to replace a key is a transportation connection.

Regional Bikeways and Trails: The scope of this project does not allow for direct connection to existing or planned regional bikeways or trails. However, the provision of pedestrian and bike accommodations across the bridge creates an opportunity for future connections.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

TAC reviewed this MTP Amendment Request on May 6, 2026 and forwards a recommendation of approval to the TTPC.

RELATED JURISDICTIONS

UG/Wyandotte County. Bridge connects to nearby transportation system in Kansas City, MO

RECOMMENDATION

Staff and TAC recommend approval of this amendment.

STAFF CONTACTS

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

TTPC AGENDA REPORT

May 2026
Item No. 2d

VOTE: GREATER KANSAS CITY REGIONAL BIKEWAY PLAN UPDATE

BACKGROUND
The original Greater Kansas City Regional Bikeway Plan was adopted by the MARC Board in 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;
- Drafted a simplified Regional Bikeway Network, informed by both data analyses and city staff feedback; and
- Circulated the draft plan for public review and comment.

Eleven comments were submitted during the formal public comment period. These comments, along with proposed responses are attached to this agenda report. Draft plan materials still are available for review at this link, and the draft Regional Bikeway Network can be viewed at this link.

POLICY CONSIDERATIONS
This project supports the ConnectedKC 2050 strategies of Complete & Green Streets, More Mode Choices, Safe Systems, and Trails & Bikeways. The phase 2 scoring system for suballocated STBG-Set Aside (TAP) projects incentivizes implementation of alignments on both the Regional Bikeway Network and the planned MetroGreen system through an alternative scoring table.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
The Technical Advisory Committee unanimously voted to recommend this plan for approval during its May meeting.

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

RECOMMENDATION
Staff recommends approval of the Greater Kansas City Regional Bikeway Plan Update.

STAFF CONTACT
- Patrick Trouba, Transportation Planner II

GREATER KANSAS CITY REGIONAL BIKEWAY PLAN UPDATE
PUBLIC COMMENTS AND RESPONSES

Note: for comments #1 - #5, the commenter's name and email address were not collected, so no response other than this public posting will be given. MARC staff regret the error.

Comment #1
Following up on a previous comment made during work sessions. In Lee's Summit, the route along Douglas south of Colbern should be substituted with a route along Independence Ave. south of Colbern to 2nd Street, then continuing along 2nd Street to Jefferson and Jefferson to Scherer (through the SU Path along M291, Oldham, etc.). This would provide a safer regional network between the Colbern and Scherer (and Rock Island Trail) corridors. This route already has bike lanes and/or SU Path whereas Douglas, at least the portion from Colbern to Chipman, has no bicycle facilities and due to the built environment won't likely have any bicycle facilities for the foreseeable future.

Response to Comment #1
Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. After review, this suggestion seems appropriate and we are editing the Regional Bikeway Network to reflect it.

Sincerely,

Patrick Trouba
Transportation Planner II
Mid-America Regional Council

Comment #2
Please incorporate connections to independence ave! I serve as President of the Pendleton Heights neighborhood association and would love more details on how this draft is supporting our neighbors ability to bike around the city!

Response to Comment #2
Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. This plan contains street network analyses for local governments for use in their own bicycle planning, as well as strategies and recommendations for improving the bike-friendliness of cities. It also contains the Regional Bikeway Network, a proposed interjurisdictional network of bikeways intended to be comfortable and separated from motor vehicles. While Independence Avenue is not on the network, we hope this plan will be a foundation to improve biking around the Kansas City metro area.

Sincerely,

Patrick Trouba
Transportation Planner II
Mid-America Regional Council

Comment #3
Can the bike route signage be updated? Can some bike route be named ad signed accurately and simply?
Can stoplights at intersections on bike routes be programmed to be longer at all hours of the day?

Response to Comment #3
Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. The plan contains strategies and recommendations for making the region more bike-friendly, including a recommendation for implementing wayfinding systems.

Sincerely,

Patrick Trouba
Transportation Planner II
Mid-America Regional Council

Comment #4
I love the update to the plan. The priority network would allow me to bike to work instead of drive. The current route lacks bike lanes/paths and feels to dangerous.

Response to Comment #4
Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. We hope that this plan will support you by creating connections and expanding your choices through the proposed Regional Bikeway Network as you bike in the Kansas City region.

Sincerely,

Patrick Trouba
Transportation Planner II
Mid-America Regional Council

Comment #5
Why aren't there more plans to connect bike paths in the northland? Ike's can't safely get across hwy 169. No designated bike lanes, safe bike routes. Crossings at 108/shoal creek, 68th st, englewood, Barry and 96th are LTS 4. We really need a way to safely get across 169 to connect the 152 trail.

Response to Comment #5
Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. This plan's proposed Regional Bikeway Network includes several routes that make connections throughout the Northland. This plan also contains street network analyses for use by local governments in their own bicycle planning, as well as strategies and recommendations for improving the bike-friendliness of cities.

Sincerely,

Patrick Trouba
Transportation Planner II
Mid-America Regional Council

Comment #6
I am an avid cyclist, and I appreciate all the work and effort that Kansas City has put into bike infrastructure. I appreciate being able to bike in protected bike lanes and not just paint on the road. My request would be to continue to connect the existing infrastructure and focus on dangerous intersections.

Response to Comment #6
Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. We hope that this plan will support you by creating connections and expanding your choices through the proposed Regional Bikeway Network as you bike in the Kansas City region. The plan also has suggestions for treatments that would help cyclists navigate at intersections.

Sincerely,

Patrick Trouba
Transportation Planner II
Mid-America Regional Council

Comment #7
Please consider traffic calming measures of a wide variety on independence ave. It's the most dangerous street in the Kc metro and possibly the entire state for traffic related deaths and injuries. I understand there is potential the bi-state corridor plan will improve this, but that may take even more years to implement. We need traffic calming yesterday. Please also help us connect our very small bikeway on Lexington Ave to somewhere, anywhere really.

Response to Comment #7
Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We will share your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. This plan provides street network analyses to help local governments like the City of Kansas City, MO continue their bicycle planning. It also provides recommendations for making cities more bike-friendly, such as managing vehicle speeds. We hope this plan will help the City of Kansas City in serving your neighborhood.

Sincerely,

Patrick Trouba
Transportation Planner II
Mid-America Regional Council

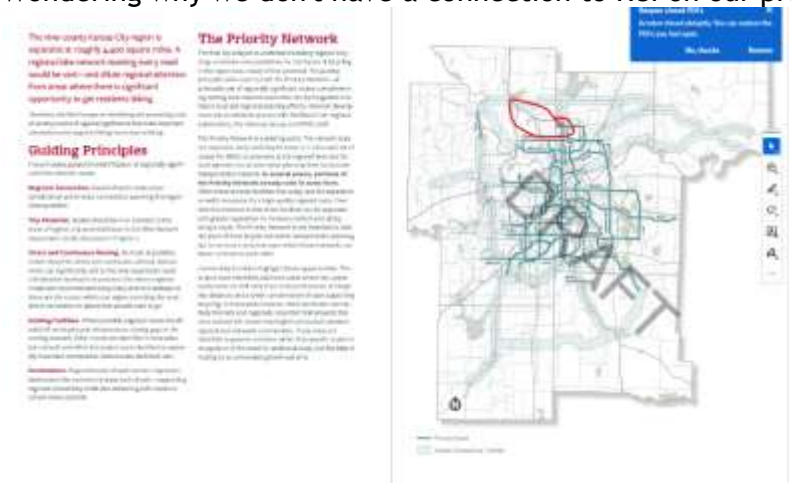
Comment #8
Thanks for sharing Patrick. I still believe the entire Blue River Greenway should be shown as a desired trail corridor, and don't understand the intent of showing Metcalf, 135th Street and other too-busy-to-bike-safely streets without complete side trails as corridors.

Response to Comment #8
Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We will share your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. While it is not on the Regional Bikeway Network proposed by this plan, the Blue River corridor is still on MARC's MetroGreen plan. Arterial corridors such as Metcalf and 135th Street were chosen for the proposed Regional Bikeway Network due to their ability to provide direct and continuous access to destinations, which serves the transportation-based intent of the plan. Currently, Metcalf Ave. features a shared use path on its east side from 87th St. to College Blvd. Santa Fe St. (135th St.) also has shared use path facilities from Lake Olathe to K-7 (approximately). These portions are included on the proposed Regional Bikeway Network, and they are viewable in MARC's Regional Trails & Bikeways Map.

Sincerely,

Patrick Trouba
Transportation Planner II
Mid-America Regional Council

Comment #9
Wondering why we don't have a connection to KCI on our priority bike network?



Response to Comment #9
Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We have shared your comments with the MARC Technical Advisory Committee, the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. The Technical Advisory Committee supported a route to the airport, and one has been added to the Regional Bikeway Network.

Sincerely,

Patrick Trouba
Transportation Planner II
Mid-America Regional Council

Comment #10
1) In order to conserve resources and help to mitigate Climate Change, we should encourage greater use of bicycles, especially for utilitarian trips.

2) Off-street multi-use trails are a valued regional amenity. But bicycling on trails should not be a drive-to activity. For example, the regional Bike Trail Map should show public transit access to trails. (There is a rack for two bikes on the front of every bus in the region. Show the points of intersection.)

3) Dedicated on-street bike accommodations do little to increase cycling. Few cyclists use them (e.g., Grand Boulevard and Broadway in KCMO), favoring parallel streets. Green paint and delineators just raise the ire of motorists who see those facilities going unused.

4) Better to invest available resources in identifying and implementing policies and signage that make ALL streets safer for everyone. Promote an awareness of and respect for all non-driving travelers: Cultivate a "Share the Road" attitude.

--Ron McLinden, March 31, 2026

Response to Comment #10
Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We have shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. We appreciate your sentiment that trips by bicycle should be encouraged. Transit routes may be shown alongside biking and hiking facilities in the near future through MARC's online mapping products. Regarding streets, the Regional Bikeway Plan Update calls for separated facilities as many people who might like to cycle are discouraged from doing so by the presence of car traffic. Cities have a few options for separated facilities, including shared use paths and separated bike lanes.

Sincerely,

Patrick Trouba
Transportation Planner II
Mid-America Regional Council

Comment #11
Have you considered College Blvd from Metcalf and/or Indian Creek Trail to State Line Rd? Overland Park is planning a shared use path on College, and Leawood identifies the corridor as a regional bike/pedestrian connector under its "Self-Propelled Leawood" plan.

Response to comment #11
Thank you for your comment regarding the draft Greater Kansas City Regional Bikeway Plan Update. We have shared your comments with the MARC Technical Advisory Committee, MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration. The project team saw merit in this suggestion, and a route from the Indian Creek Trail to State Line Road has been added to the Regional Bikeway Network.

Sincerely,

Patrick Trouba
Transportation Planner II
Mid-America Regional Council

TTPC AGENDA REPORT

May 2026
Item No. 2e

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 program 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 2nd Amendment to the 2026 Unified Planning Work Program.

STAFF CONTACT

- Marc Hansen, Transportation Programs Manager

2026 UNIFIED PLANNING WORK PROGRAM
AMENDMENT #2 – DETAIL

Task 1.1 - Transportation Administration

- Increase budget by $105,000
  Accommodate the purchase of additional software to support various planning efforts such as the 2026 Travel Patterns After Action Assessment

Task 3.1 – Modeling/Forecasting Activities

- Increase budget by $90,000
  Provide resources to complete the implementation of the Activity Based Travel Demand Model

Task 3.5 – Complete Streets Activities

- Increase budget by $185,000 (Expenditures in this task are 100% federal and require no matching funds)
  Provide resources to complete the Smart Moves Transit Plan update

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

May 2026
Item No. 2f

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 20 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
- 17 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.

Projects within this amendment as noted in the attached document have been modified or added to the program in response to a new funding distribution methodology implemented by the Kansas Department of Transportation (KDOT). Under this new guidance, KDOT will no longer apply an obligation limitation to the funding suballocated to MARC and will make available the full apportionment of funds available each year. As part of the transition to this new procedure, KDOT has made available the funds previously restricted under obligation limitation for programming.

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.

COMMITTEE ACTION

The projects in this amendment were approved by the Kansas Programming Committee on April 2, 2026, and the Missouri Programming Committee on April 14, 2026.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION
Approve Special Amendment #1 to the 2026-2030 Transportation Improvement Program.

STAFF CONTACT
- Marc Hansen, Transportation Programs Manager

2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM
2026 SPECIAL AMENDMENT #1
PUBLIC COMMENTS AND RESPONSES

Comment #1 – Bicycle Facilities
"We need upgraded, safer bike lanes. I was in Rogers AR last week and they have some beautiful, color paved, fully divided bike lanes that are infinitely safer to ride on through their urban areas."

Response to Comment #1
Thank you for your recent comment regarding the proposed 2026 Special Amendment #1 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 adopted an update to the Greater Kansas City Regional Bikeway Plan. Shaped by the goals of increased safety, making biking an option for people of all ages and abilities, and creating an achievable vision for a regional bike network, the plan supports local jurisdictions by focusing resources, reducing policy and infrastructure barriers, and providing recommendations, strategies and tools for local planning and design. 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 #2 – Road Construction
"Please stop starting construction projects before finishing the ones you've already started, i70 has been a war zone for years and now my work commute takes an hour and a half because no one can complete a project. Soon the state flower will officially be changed to the traffic cone."

Response to Comment #2
Thank you for your recent comment regarding the proposed 2026 Special Amendment #1 to the 2026-2030 Transportation Improvement Program (TIP). We shared your comments with the Kansas and Missouri Departments of Transportation, 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
Transportation Programs Manager
Mid-America Regional Council

Comment #3 – Trails
"Regarding the Invitation to Comment on TIP Amendments:

In the project descriptions, a couple of maps for each project would be of immense help. You're asking citizens to first scroll through 35 pages to find the projects they might want to review in detail, and then make comments.

For EACH project I suggest:

1) A thumbnail regional map that shows the project location within the MARC region. This would help the citizen pick out projects they might want to examine more closely.

2) A close-up map showing the exact project location and the extent of the work to be done.

Inviting public comment is no doubt required by state and/or federal law, but your presentation of the projects doesn't help ordinary citizens. Only the most diligent will be able to do so."

Response to Comment #3
Thank you for your recent comment regarding the proposed 2026 Special Amendment #1 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.

MARC appreciates your thoughtful comments and will work towards implementing additional visualization tools in future amendments to the Transportation Improvement Program. The systems by which the TIP is documented and shared are in the process of being reviewed and addressing the functionality described in your comments will be added to the discussion.

Expansion of the use of visualization techniques will also be incorporated into the broader work effort currently ongoing to update our Public Participation Plan. The update to this plan is expected to be completed by the end of 2026.

We value your input and look forward to your continued participation in the regional transportation planning process.

Sincerely,

Marc Hansen, AICP
Transportation Programs Manager
Mid-America Regional Council

TTPC AGENDA REPORT

May 2026
Item No. 2g

VOTE: 2026 SPECIAL AMENDMENT #2 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 #2 to the 2026-2030 Transportation Improvement Program includes 5 projects:

- 2 new projects to be added:
  - #280220 – KDOT – Wyandotte County: Central Avenue bridge over the Kansas River
  - #280221 – KDOT – I-70 and I-670 interchanges with Central Avenue Bridge Replacements
- 3 existing projects with modifications to the scope, schedule, or budget
  - #344035 – Leawood – State Line Road (81st Street to 95th Street) Signal Improvements
  - #530003 – Smithville - Riverwalk Park - Phase 1
  - #530005 – Smithville – Bridge Street Roundabout

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 Technical Advisory Committee on May 6, 2026,and the Kansas Programming Committee on May 7, 2026. Approval of the Smithville projects noted is pending and scheduled for the May 12, 2026, meeting of the Missouri Programming Committee.

RELATED JURISDICTIONS
This item impacts Clay, Johnson, and Wyandotte Counties.

RECOMMENDATION
Approve the release of Special Amendment #2 to the 2026-2030 Transportation Improvement Program for public review and comment.

STAFF CONTACT
- Marc Hansen, Transportation Programs Manager

TTPC AGENDA REPORT

May 2026
Item No. 3a

REPORT: BISTATE SUSTAINABLE REINVESTMENT CORRIDOR PLANNING

BACKGROUND
MARC is supporting efforts among the cities of Independence, Kansas City, MO, Sugar Creek and the Unified Government of Wyandotte County/Kansas City, KS along with the Kansas City Area Transportation Authority to coordinate development of a bistate corridor connecting key activity centers and promising neighborhoods in need of reinvestment and mobility services generally along and parallel to State and Independence Avenues from Village West in Wyandotte County to Truman Square in Independence.

In 2022, MARC was awarded a $5.6 million RAISE grant through USDOT to develop an implementation plan to support equitable growth and redevelopment of promising but disadvantaged neighborhoods along the corridor with extensive stakeholder, community and public engagement. Focused investment along and connected to this corridor will enhance its capacity to catalyze growth and opportunity throughout the Kansas City area.

The first phase of planning for the corridor was completed in 2025, and the second phase will be completed in 2026. Phase 2 will complete conceptual engineering and a Planning Environmental Linkages (PEL) study for high-capacity transit services and related transportation infrastructure investments. Project staff will provide more information about the initiative at the meeting.

More information about the project is available at: https://www.marc.org/bi-state-sustainable-reinvestment-corridor

POLICY CONSIDERATIONS
This project will support multiple strategies and priorities of Connected KC 2050 and the regional Smart Moves Transit vision.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
TTPC has received briefings on the project in March of 2022, October of 2024 and August of 2025.

RELATED JURISDICTIONS
City of Independence, Missouri; City of Kansas City, Missouri; City of Sugar Creek, Missouri; Jackson County, Missouri; Kansas City Area Transportation Authority; Unified Government of Wyandotte Couty/Kansas City, Kansas

RECOMMENDATION
None. Information only.

STAFF CONTACTS
- Ron Achelpohl, Director of Transportation & Environment
- Lukas Yanni, Transportation Planner III

TTPC AGENDA REPORT

May 2026
Item No. 3b

REPORT: PLANNING SUSTAINABLE PLACES 2027 CALL FOR PROJECTS

BACKGROUND

The Kansas City region's vibrant, connected and green centers and corridors are central to the Creating Sustainable Places initiative and the region's long-range transportation plan, Connected KC 2050. For further information, visit the Creating Sustainable Places page or the Connected KC 2050 page.

In 2012, MARC's Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee launched Planning Sustainable Places (PSP), a combined initiative to provide communities with planning resources to advance sustainable projects in their corridors and centers. To date, the program has funded 118 studies across the region.

A call for 2027 studies opened on May 4, 2026, and a pre-application workshop will be held on Wednesday, May 20, 2026, at 2 p.m. in a hybrid format. Interested parties should register and may attend in MARC's Board Room or via Zoom. The registration link and other materials will be available beginning May 4, 2026. To learn more about the call, please visit the Planning Sustainable Places Call website. The call will close on June 22, 2026, at 4 p.m.

The PSP program facilitates the following objectives:

- Support the development and implementation of local activity center plans consistent with CSP principles, identified regional activity centers, and the land use policy direction outlined in Connected KC 2050.
- Support localized public engagement and community consensus building.
- Support the identification and conceptualization of land use strategies, transportation projects, and sustainable development initiatives that help advance the objectives of identified in the CSP initiative, Connected KC 2050, and the MARC Board's adopted policy statement on regional land use.
- Support the conceptualization, development, and implementation of CSP projects.

The Planning Sustainable Places Program represents a key planning mechanism for numerous related adopted plans.

Additional details regarding all the PSP studies can be found at the PSP hub website.

POLICY CONSIDERATIONS

This program supports local projects that advance the goals and strategies of Connected KC 2050.

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 CONTACT
- Beth Dawson, Principal Planner

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TTPC AGENDA REPORT

May 2026
Item No. 3c

REPORT: CRITICAL URBAN FREIGHT CORRIDORS

BACKGROUND

Critical Urban Freight Corridors (CUFCs) are important freight corridors that provide critical connectivity to the Nation Highway Freight Network (NHFN). By designating these important corridors, States and Metropolitan Planning Organizations (MPOs) can strategically direct resources towards improved performance and efficiency of goods movement.

In urbanized areas with a population of 500,000 or more individuals, the MPO may designate CUFCs in consultation with the State. MARC designates the CUFCs in the Kansas City urbanized area in coordination with the Kansas and Missouri Departments of Transportation. A public road designated as a CUFC must meet one of more of the following elements:

1. connects an intermodal facility to:
    a. the Primary Highway Freight System (PHFS);
    b. the Interstate System; or
    c. an intermodal freight facility;
2. is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
3. serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
4. is important to the movement of freight within the region, as determined by the MPO or the State.

MARC staff are updating recommendations to the Technical Advisory Committee (TAC) to update the CUFCs in the Kansas City urbanized area. A future report and recommendation will be made at the committee's June 2026 meeting.

POLICY CONSIDERATIONS

MPOs are responsible for designating public roads for the CUFCs in accordance with section 1116 of the FAST Act and the Infrastructure Investment and Jobs Act section 11114 (23 U.S.C. 167(f)). State and MPO designation of the CUFC is limited to a maximum of 150 miles of highway or 10 percent of the PHFS mileage in the State, whichever is greater.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACT

- Cy Splichal, Transportation Planner

TTPC AGENDA REPORT

May 2026
Item No. 3d

REPORT: SAFE STREETS FOR ALL (SS4A) APPLICATION

BACKGROUND
As a follow-up activity to MARC's recently completed Comprehensive Safety Action Plan (CSAP), reviewed by MARC committees earlier in 2026, MARC is coordinating an application for a fiscal year (FY) 2026 Safe Streets & Roads for All (SS4A) grant on behalf of the region and in partnership with a few regional partners.

Per the FHWA's Notice of Funding Opportunity (NOFO) "*Funds are awarded to support planning, infrastructural, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators*". The application is due on May 26, 2026

MARC has solicited interest from regional partners to collaborate on a regional application or otherwise support local applications as appropriate. During the May TTPC meeting, MARC staff will provide an overview of MARC's anticipated response to the NOFO. MARC will offer to partner and/or support other responses to this opportunity which may be under consideration by other regional stakeholders.

POLICY CONSIDERATIONS
This advances safety related goals from MARC's Connected KC 2050, including strategies identified in the recently adopted CSAP.

BUDGET CONSIDERATIONS
Grant application still in development.

COMMITTEE ACTION
CSAP approved by MARC TTPC and Board of Directors in April of 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
None. Information only.

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

TTPC AGENDA REPORT

May 2026
Item No. 3e

REPORT: US DEPARTMENT OF STATE – YOUNG LEADERS OF THE AMERICAS VISITING FELLOW

BACKGROUND

Recently, MARC was requested by Global Ties KC to host an emerging entrepreneur from Latin America through the Young Leaders of the Americas Initiative (YLAI) Fellowship Program, taking place in Kansas City from April 27 - May 21, 2026.

YLAI is the U.S. Department of State's flagship program for emerging entrepreneurs and leaders across the Western Hemisphere. YLAI strengthens economic ties by fostering entrepreneurship, innovation, and cross-regional collaboration. Each YLAI Fellow collaborates with a U.S. Fellowship Placement Organization (FPO) for 4 weeks in a professional exchange activities.

As requested by Global Ties KC, MARC has been hosting Mr. Daniel Vasquez. Daniel is the CEO and Founder of Easy Rental, a transportation company based in the Dominican Republic that provides vehicle rentals, VIP transfers, and group transportation services. During the May TTPC meeting, MARC staff will introduce Mr. Vasquez to the committee and will share a few highlights about exchange activities during his fellowship with MARC.

POLICY CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

None.

RECOMMENDATION

None. Information only.

STAFF CONTACT

- Martin Rivarola, Transportation Planning Director