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, November 17, 2026, at 9:30 a.m. We encourage in-person attendance but virtual participation will also be available. This meeting will be held in the Board Room in the MARC offices at 801 Pennsylvania Ave in Kansas City, Missouri, 64105 and online via Teams.

AGENDA

1. Welcome and Introductions
2. Action Items
    a. Vote: October 20, 2026 Meeting Summary
    b. Vote: 2027 Unified Planning Work Program
    c. Vote: 2026 Special Amendment #4 to the 2026-2030 Transportation Improvement Program
    d. Vote: Reconnecting the East Side Planning Study – Concurrence with Considered Alternative
3. Reports
    a. Report: 2026 Travel Patterns After Action Assessment
    b. Report: Operation Green Light: Year in Review
    c. Report: System Performance Report, Performance Measures, and Targets
    d. Report: 2026 Suballocated Funding Recommendations
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, November 16, 2026, for instructions.

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

VOTE: OCTOBER 20, 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) **Action Items**

a. **Vote: September 15, 2026 Meeting Summary**
No changes were suggested for the meeting summary.

b. **Vote: 2026 4th Quarterly Amendment to the 2026-2030 Transportation Improvement Program**
Transportation Programs Manager Marc Hansen reviewed the quarterly update for the Transportation Improvement Program (TIP), presented to the committee at last month's meeting. The amendment received one comment in support of the project awarded Transportation Alternatives funding in the city of Lansing, Kansas.

c. **Vote: Release 2026 Special Amendment #4 to the 2026-2030 Transportation Improvement Program for Public Review and Comment**
Marc Hansen presented the fourth special amendment for the TIP, which adds two projects in the region that have received funding through USDOT's BUILD grant program, adds a project for Leavenworth County (235th St Improvements - Final Phase), and modifies four existing projects. The amendment will be released for public review and comment.

d. **Vote: Release Draft 2027 Unified Planning Work Program for Public Review and Comment**
Marc Hansen provided background information on the Unified Planning Work Program (UPWP), which documents transportation planning activities proposed in the region. This planning tool is updated annually in cooperation with states and regional transit operators. Mr. Hansen briefly reviewed the list of major activities planned for 2027, explaining connections between planned tasks and goals/objectives outlined in the Metropolitan Transportation Plan (MTP). Development of the UPWP is supported by various MARC transportation committees, including the Technical Advisory Committee (TAC), Destination Safe Coalition, and Mobility Advisory Committee.

e. **Vote: Release Draft Public Participation Plan for Public Review and Comment**
Transportation Planner Cy Splichal reviewed the final draft of the update to MARC's Public Participation Plan (PPP). The PPP includes several new components, as well as a shift to a five-year update cycle to align with the MTP update schedule. The draft plan will be released for public review and comment.

f. **Vote: 2026 Functional Classification System Change Requests**
Transportation Planner Alicia Hunter presented proposed changes to roadways in the Functional Classification system, which categorizes roadways and helps guide transportation planning and eligibility for federal transportation funding. Ms. Hunter reviewed the update process and change requests received, along with recommendations developed in coordination with MoDOT and KDOT.

g. **Vote: Approve FFY25-26 FTA Section 5310 Project Funding Recommendations**
Transportation Planner Lukas Yanni reviewed the process and subsequent recommendations for awarding FTA Section 5310 funds. Also known as the Enhanced Mobility of Seniors and Individuals with Disabilities program, Section 5310 provides funding for vehicle purchases, capital projects, and operations that address mobility solutions for older adults and persons with disabilities. Recommendations were developed by the Mobility Advisory Committee (MAC), and shared with the committee in advance of the meeting.

Committee action:
Mike Spickelmeier moved to approve agenda items 2a through 2g as presented, and Mayor Pro Tem Dean Vakas seconded the motion. The motion passed with one abstention from Josh Boehm for item 2c.

3) **Reports**

a. **Report: Functional Classification Official Procedures Update Review**
Alicia Hunter presented proposed changes to the official procedures for updating the Functional Classification system. The document was last updated in 2013, and this update seeks to streamline the process by removing the need for approval for the annual call for changes, and holding a single, longer annual call for changes instead of two. The update also includes additional information to help jurisdictions better understand FHWA guidance for classifying roadways, more information about roles and responsibilities, and specific information needed in change requests. The proposed changes include a schedule for updating the official procedures and conducting a major system review every ten years.

b. **Report: Smart Moves - Upcoming Engagement Activities**
Lukas Yanni shared the schedule of upcoming engagement events around the region for the updated Smart Moves plan. The update delivers transit service analyses, anticipated capital and operational costs for potential development, and implementation strategies. Committee members had a robust discussion on regional transit, including the evolution of services and culture of transit, interest and feasibility of rail service, differences in county populations and density, and funding mechanisms.

c. **Report: Housing & Transportation Coordination Plan**
Transportation Planner Cy Splichal and Regional Housing Program Manager Hannah Mitchell updated the committee on the development of the new Regional Housing and Transportation Coordination Plan. They shared major findings and technical details from the first phase of work on the plan, including geospatial analysis, policy review, and stakeholder engagement. The plan identifies areas of greatest need, opportunities for growth, and potential interventions to improve the coordination of housing and

transportation. Ms. Mitchell described the timeline and next steps for development of the plan, which is expected to conclude in spring of 2027.

4) **Other Business**
No other business was called.

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

Back to Agenda

Total Transportation Policy Committee Attendance October 20, 2026

Members and Alternates Present

Mayor Leonard Jones, Grandview, MO; Member/Missouri Co-Chair
Mayor Eric Mikkelson, Prairie Village, KS; Member/Kansas Co-Chair
Lorraine Basalo, Overland Park, KS; Member
Josh Boehm, Kansas City Regional Transit Alliance; Member
Matt Bond, Smithville, MO; Member
Heidi Eilers, WTS; Alternate
Kyle Elliott, Kansas City, MO; Alternate
AJ Farris, KCATA; Member
Councilmember Donnie Funk, Lee's Summit, MO; Member
Commissioner Janeé Hanzlick, Johnson County, KS; Member
Jeff Hardy, MoDOT; Member
Mary Jaeger, Olathe, KS; Member
Joe Johnson, De Soto, KS; Member
Councilmember Jerry Kaylor, Blue Springs, MO; Member
Lee Kellenberger, Johnson County, KS; Alternate
Lauren Krutty, KC Streetcar Authority; Member
Mayor Norman Larkey, Belton, MO; Member
Jill Lawlor, Kansas City, MO; Member
Jeffrey Martin, Kansas City, MO; Member
Mayor Mike McDonough, Raytown, MO; Member
Matt McLaughlin, Independence, MO; Alternate
Wes Minder, Platte County, MO; Member
Mark Montgomery, Kansas City, MO; Member
Mike Moriarty, KDOT; Member
Andrew Ngui, Kansas City, MO; Alternate
Bill Noll, Leavenworth County, KS; Member
Michael Park, Lee's Summit, MO; Member
Trent Salsbury, Raymore, MO; Member
Eric Sandberg, Miami County, KS; Member
John Smedley, Platte Woods, MO; Member
Michael Spickelmier, Lansing, KS; Member
Mayor Dean Vakas, Olathe, KS; Member
Doug Wesselschmidt, Grandview, MO; Member
Chris Whiting, Jackson County, MO; Member
Lisa Womack, Johnson County, KS; Member
Rui Xu, KS House of Representatives; Alternate
Sabin Yanez, Northland Regional Chamber of Commerce; Member

Others Present

Amanda Barch, MoDOT
Taylor Cunningham, Mission, KS
Cara Elbert
Anna Faith
Arthur Gough
Taylor Hall, MARC
Matt Henderson, Alfred Benesch & Company
Patty Hilderbrand, CFS Engineers
Mark Hoppe, Affinis Corporation
Krystal Jolly, MoDOT
Rayan Makarem, BikeWalkKC
Kimberly Marotta, KDOT
Jonathon Moore, Wilson & Co
Ravi Neupane, MoDOT
Fahteema Parrish, Parrish and Sons Construction
Eric Rogers, BikeWalkKC
Donald Schoenborn, MoDOT
Allison Smith, KDOT
Griffin Smith, Garver
Loren Snyder, Kearney, MO
Eric Stitt, Trinity Logistics
Pat Toby, KDOT
Matthew Volz
Juan Yin, MoDOT
Selina Zapata Bur, Kansas City, MO

MARC Staff Present

Ron Achelpohl
Karen Clawson
Beth Dawson
Raymart Dinglas
Bobby Evans
Taylor Hall
Marc Hansen
Lynelle Haugabrook
Alicia Hunter
Tom Jacobs
Hannah Mitchell
Martin Rivarola
Eric Rorstrom
Meghan Severance
Cy Splichal
Patrick Trouba
Ray Webb
Eileen Yang
Lukas Yanni
Luis Zuniga

Total Transportation Policy Committee Roster October 20, 2026

Jurisdiction/Agency Represented	Member Name	Alternate Name
Independence, MO	John Perkins	Lisa Reynolds
Independence, MO	Kevin King	Matt McLaughlin
Kansas City, MO	Eric Bunch	Andy Savastino
Kansas City, MO	Jill Lawlor	Angie Laurie
Kansas City, MO	[Vacant]	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	[Vacant]
Olathe, KS	Mary Jaeger	Nate Baldwin
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	Matt Bond	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	[Vacant]	Lee Kellenberger
Johnson County, KS Municipalities	Joe Johnson	Rui Xu
Johnson County, KS Municipalities	Eric Mikkelson	[Vacant]
Leavenworth County, KS	Bill Noll	Joe McAfee
Leavenworth County, KS Municipalities	Michael Spickelmier	Maddie Bouton
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	Deryl Wynn	[Vacant]
UG WyCo and KCK	Andrew Kump	Angel Ferrara
UG WyCo and KCK	Troy Shaw	Sarah Shafer
UG WyCo and KCK Municipalities	Mark Mathies	Amber Vogan
HETF Wyandotte County	Matt 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	AJ Farris	Chuck Ferguson
KCATA	Tyler Means	Leah Suttington
KC Streetcar Authority	Tom Gerend	Lauren Krutty
KDOT	Mike Moriarty	Cory Davis
MoDOT	Jeff Hardy	Greg Bolon
FHWA - Kansas Division (Non-voting)	Kevin Ward	Javier Ahumada
FHWA - Missouri Division (Non-voting)	Kevin Ward	Cecelie Cochran
FTA (Non-voting)	Carrie Butler	Jeremiah Shuler

VOTE: 2027 UNIFIED PLANNING WORK PROGRAM

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. A draft of the 2027 UPWP is available at: https://www.marc.org/transportation/plans-and-studies/unified-planning-work-program

Major Transportation Planning Initiatives proposed for 2027 include:

- Respond to planning provisions in the IIJA – Tasks 1.1, 2.2, 3.5, 3.6, 4.1, and 5.10
- Suballocated federal funds programming – Task 4.1
- Development of the 2028-2032 Transportation Improvement Program - Task 4.1
- Economic, Demographic and Travel Demand Forecasting – Tasks 2.1 and 3.1
- Performance Measures and Targets – Tasks 2.2, 3.6, and 4.1
- Regional Active Transportation Planning – Tasks 3.4 and 3.5
- Regional Transportation Safety Planning - Task 3.7
- Completion of the Housing and Transportation Coordination Study – Task 5.10
- Completion of the regional Activity-Based Travel Demand model– Task 3.1
- Completion of the 2026 Travel Patterns After Action Assessment – Task 5.11
- Completion of the Natural Hazard Transportation Risk Assessment Phase 2 – Task 5.12
- Metrogreen Network Assessment – Task 5.13
- Smart Moves KC Rail Planning Baseline Study – Task 5.14

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

BUDGET CONSIDERATIONS
The Draft 2027 UPWP has been developed based on funding levels resulting from the passage of IIJA and the 2020 Census counts for urbanized area populations in Kansas and Missouri.

COMMITTEE ACTION
MARC hosted a virtual meeting on June 11, 2026, with its planning partners to coordinate development of the 2027 UPWP. An initial version of the 2027 UPWP was circulated among the planning partners for comment in September 2026.

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

RECOMMENDATION
Approve the 2027 Unified Planning Work Program.

STAFF CONTACT

- Marc Hansen, Transportation Programs Manager

TTPC AGENDA REPORT

November 2026
Item No. 2c

VOTE: 2026 SPECIAL AMENDMENT #4 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 #4 to the 2026-2030 Transportation Improvement Program includes 7 projects:

- 3 new projects to be added:
  - #165024 – Leavenworth County – 235th St Improvements – Final Phase
  - #725033 – Belton – Markey Parkway Phase 3
  - #970131 – MARC – I-29 Corridor Improvement Project
- 4 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. No comments from the public were received.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
The Missouri Programming Committee approved the scope modifications for TIP #420010, #611207, #611208, and #634085 at their meeting on October 13, 2026.

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

RECOMMENDATION
Approve the 2026 Special Amendment #4 to the 2026-2030 Transportation Improvement Program.

STAFF CONTACT
- Marc Hansen, Transportation Programs Manager

VOTE: RECONNECTING THE EAST SIDE PLANNING STUDY – CONCURRENCE WITH CONSIDERED ALTERNATIVE

BACKGROUND

The Reconnecting the East Side project aims to address long-standing challenges created when US-71 was constructed. The study area extends from Martin Luther King Jr. Boulevard on the north to 85th Street on the south and from Paseo Boulevard on the west to Swope Parkway on the east. The project has also focused on providing safe transportation improvements for the surrounding community in Kansas City, Missouri, and beyond.

The Reconnecting the East Side project team, led by Kansas City in partnership with the Missouri Department of Transportation (MoDOT) and the Mid-America Regional Council (MARC), has developed a comprehensive understanding of land use, green space, economic development, traffic safety, housing, public health, and other issues. Strategies have been identified to address the corridor's needs. A draft US-71 Planning and Environmental Linkages (PEL) study document has been developed. Once complete, the revised draft will be shared with resource agencies, tribes, and the public for additional review and comment.

The study team is now seeking support from MARC regarding the study conclusions, including the alternative likely to be advanced from this effort—the "new parkway alternative." (See attached request from City of Kansas City, MO, dated October 28, 2026).

More information about the project is available at https://reconnecteastside.com/. Detailed information, including presentations and meeting materials, supporting testimonials, considered alternatives, and other documentation, can be found at https://reconnecteastside.com/community-summit-4.

Once the review period is complete, the final PEL, a design alternatives memorandum, letters of support, and other information will be included with a motion to be filed by MoDOT to modify the federal consent decree that guides any future improvements to this corridor. This action is anticipated to occur in January or February 2027.

POLICY CONSIDERATIONS

Improvements to this corridor are described in Connected KC 2050's Safety Improvements US-71/Bruce R. Watkins Dr. (CKC #46) plan. This project is also listed as a Priority 2 project in MoDOT's unfunded needs list.

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 2026. TAC and TTPC were most recently briefed on the project in April and May 2026.

The TAC reviewed and unanimously concurred with the requests from study sponsors on November 4, 2026.

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

RECOMMENDATION
TAC recommends concurrence with PEL study recommendations and likely preferred (the "new parkway") alternative identified by the study team.

STAFF CONTACTS
- Ron Achelpohl, Director of Transportation & Environment
- Martin Rivarola, Transportation Planning Director

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Kansas City Public Works

414 E 12th St
Kansas City, Missouri 64106

Date: Wednesday, October 28, 2026
To: Mid-America Regional Council
From: Kansas City Public Works Department
Subject: Request for Support – Reconnecting the East Side Project and Parkway Alternative

Dear Mid-America Regional Council Representatives:

The City of Kansas City, Missouri, respectfully requests that the Mid-America Regional Council consider supporting the Parkway Alternative being advanced as part of the Reconnecting the East Side project.

Reconnecting the East Side represents an important opportunity to address longstanding transportation challenges along the US-71 corridor while improving safety, multimodal access, mobility and connectivity for the communities it serves. The project also considers the relationship between transportation and broader issues affecting the corridor, including land use, economic development, housing, and community health.

Given MARC's regional perspective and role in transportation planning, the City values its participation and partnership as this work moves forward. We believe MARC's support would reinforce the importance of advancing an approach that balances regional mobility with improved local access, safety, and connectivity.

Enclosed is a draft Letter of Support for MARC's consideration. The draft is intended as a starting point, and we welcome any revisions MARC believes are appropriate to reflect its perspective and priorities. If MARC is comfortable with the final language, we respectfully request its signature in support of the Parkway Alternative and the continued advancement of the Reconnecting the East Side project.

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Thank you for your consideration of this request and for MARC's continued partnership with the City of Kansas City, Missouri. We appreciate your shared commitment to improving transportation and connectivity throughout the region.

Sincerely,

Signed by:
Jason Waldron
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Jason Waldron
Director
Public Works Department
City of Kansas City, Missouri

TTPC AGENDA REPORT

November 2026
Item No. 3a

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.

MARC Staff released an RFP for consultant services on January 26, 2026 for a project titled "2026 Travel Patterns After Action Assessment," which was reviewed by TTPC in April. Since that time the consultant team from WSP has collected and analyzed data from a wide range of sources. A draft report submittal released in October reveals a detailed picture of how the region's transportation system performed during the tournament period.

Data and analysis on roadway speeds/congestion, aviation, multi-modal utilization, rideshare pricing and transit round out a picture of the quality and quantity of transportation usage during the tournament period compared to baseline conditions. Survey and field observation data help fill in gaps and determine a deeper understanding of the data on these subjects as well as user experience during the tournament and sentiment on the potential for regional transit. Further data on traffic safety, air quality, the impact of the RideKC World Cup specific transit network, and a more detailed analysis of survey and field observation data will be presented in the final submittal. Also included in the final document – expected in January, 2027 – is a set of lessons learned and recommendations for future sue by regional partners to support planning of other large-scale events.

POLICY CONSIDERATIONS
None at this time.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
No committee action is needed.

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

REPORT: OPERATION GREEN LIGHT: YEAR IN REVIEW

BACKGROUND
Operation Green Light (OGL) is an initiative that assists state and local governments that own and operate traffic signals on regional arterial roadways work together to operate and coordinate traffic signal timing to improve traffic flow, reduce excessive fuel consumption and reduce emissions. MARC staff currently assists in the management and operation of traffic signals for over 770 intersections in 28 jurisdictions throughout the region.

The agencies that support OGL have developed a Strategic Plan that guides OGL operations. MARC leads the region with funds to support the regional arterial system software and the support of the extensive communications network consisting of over 1500 pieces of equipment owned and operated by MARC.

Efforts in 2026 include ongoing signal timing and real-time operations, regional traffic signal system software enhancements, FIFA signal operations support, expansion of OGL on Johnson Drive in Mission, KS and development of crowdsource data platforms for roadway and signal performance.

Details of the program can be found on MARC's website which includes OGL's strategic plan, partner agencies, a brochure and handout on arterial operations, traffic signal basics, a GIS map of the regions traffic signals, and information on the OGL Steering committee.

POLICY CONSIDERATIONS
Operation Green Light supports regional goals for Access to Opportunity, Economic Vitality, Healthy Environment and Public Health and Safety by improving transportation reliability, reducing emissions and improving safe traffic signal operations for all users.

BUDGET CONSIDERATIONS
None.

COMMITTEE ACTION
None.

RELATED JURISDICTIONS
Cities of Belton, Blue Springs, Gladstone, Grandview, Independence, Kansas City, Lee's Summit, Liberty, Missouri Department of Transportation, North Kansas City, Raymore and Raytown in Missouri and the Cities of Bonner Springs, Fairway, Lansing, Leavenworth, Leawood, Lenexa, Merriam, Mission, Mission Woods, Olathe, Overland Park, Prairie Village, Roeland Park, Shawnee, Westwood and the Unified Government of Wyandotte County/Kansas City and the Kansas Department of Transportation in Kansas.

RECOMMENDATION
None. Information only.

STAFF CONTACT

- Ray M. Webb, Director of Traffic Operations

REPORT: 2026 SYSTEM PERFORMANCE REPORT - REVIEW OF VOLUNTARY PERFORMANCE MEASURES/TARGET SETTING

BACKGROUND
As part of a performance-based planning process, MARC and planning partners are required to establish targets for and monitor progress related to a set of Federally required performance measures in the areas of safety, infrastructure condition, system reliability, among others. This is part of a coordinated effort across transportation planning to make data-driven and data-informed decisions when programming funds. As the MPO for the region, MARC is responsible for ensuring the responsible use of federal funds that enables progress on these measures.

In addition to federally required performance measures and targets, MARC's transportation performance management program has yet to establish targets for a certain set of voluntary performance measures as recommended by MARC's Connected KC 2050 plan.

In the November 2026 TAC meeting, staff will provide an overview of MARC's transportation performance management program, including major upcoming milestones and timeline, and a review of target setting methodologies for the voluntary performance measures. Additionally, this presentation will allow for another round of discussion before the voluntary performance targets are brought to TAC for approval in December.

These methodologies were presented to TAC for review and commentary throughout the first half of 2026. Each methodology then underwent a thorough staff review based on TAC discussion and coordination with MARC planning and program activity. The voluntary performance measure data, targets, and methodology can be reviewed in the DRAFT system performance report found here.

POLICY CONSIDERATIONS
MARC's Connected KC 2050 plan recommends a set of voluntary targets be developed and adopted by MARC in support of the Metropolitan Transportation Plan.

BUDGET CONSIDERATIONS
None

COMMITTEE ACTION
None. Information only.

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

RECOMMENDATION
None. Information only.

STAFF CONTACT
- Bobby Evans, Principal Planner

REPORT: 2026 SUBALLOCATED FUNDING RECOMMENDATIONS

BACKGROUND

One of MARC's fundamental roles as Metropolitan Planning Organization is to provide a forum and facilitate processes for cooperative decision-making about the use of federal transportation dollars for projects and programs in the Kansas City area.

On June 18, 2026, MARC opened the second phase of the call projects for 2029-2030 federal Congestion Mitigation/Air Quality (CMAQ), Carbon Reduction Program (CRP), Surface Transportation Block Grant (STBG) and Surface Transportation Block Grant Program – Set Aside (TAP) programs. Funding available through these programs for 2029-2030 is estimated to total approximately $113.7 million. Across all of the programs MARC received 117 applications for projects requesting more than $345 million in federal funding by the July 31, 2026, application deadline.

Throughout the fall of 2026, meetings of the Kansas and Missouri Programming Committees were held to develop funding recommendations for these programs. These recommendations are presented for review in tables 1-4.

Staff will report on additional details about the programming process and the recommendations at the meeting. Committee members will be offered the opportunity to provide questions or comments on the recommendations that may be referred to the appropriate programming committees for further review. Finalized recommendations are expected to be presented for consideration at the meeting on December 15, 2026.

POLICY CONSIDERATIONS

TTPC adopted a programming policy statement for suballocated federal funding with the adoption of Connected KC 2050 update on June 17, 2025.

BUDGET CONSIDERATIONS

In accordance with the adopted MARC Transportation Program Local Match Policy and Strategy, MARC will collect a 1.0% project fee for all federal funds awarded through this call for projects.

COMMITTEE ACTION

- The Kansas Programming Committee approved 2029-2030 funding recommendations for the Kansas CMAQ, CRP, STBG, and TAP programs unanimously at their meeting on November 5, 2026.
- The Missouri Programming Committee will meet on November 10, 2026, to continue development of funding recommendations for 2029-2030. Should the committee approve a set of funding recommendations at that meeting, the recommendations will be shared with TTPC for review in advance of the meeting.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION
None. Information and discussion only.

STAFF CONTACT
- Marc Hansen, Transportation Programs Manager

TABLE 1 - KANSAS PROGRAMMING COMMITTEE CONGESTION MITIGATION/AIR QUALITY (CMAQ) RECOMMENDATIONS

Sponsor	Project	Alignment	Total Score	Total Project Cost	Funding Requested	Funding Recommended	% of Request Met	Notes
KCATA	Fast and Frequent Service for the 101 State Avenue Project	Highly Aligned	44	$3,837,343	$3,069,874	**$3,069,874**	100%	N/A
Overland Park, KS	175th St & Pflumm Roundabout	Not Aligned	22	$3,425,000	$2,000,000	**$1,408,516**	70%	N/A
BikeWalkKC	Kansas Safe Routes to School Program	Aligned	29	$487,500	$390,000	**$0**	0%	N/A
KCATA	Regional Replacement Clean Vehicles	Highly Aligned	90	$6,250,000	$5,000,000	**$3,500,000**	70%	Project applied for STBG funding. Score reflects the use of the STBG evaluation methodology.
KCATA	Regional Alternate Fuel Buses, Charging Infrastructure & Training	Highly Aligned	80	$3,750,000	$3,000,000	**$1,125,000**	38%	Project applied for CRP funding. Score reflects the use of the CRP evaluation methodology

Total funding recommended: $9,103,390

TABLE 2 - KANSAS PROGRAMMING COMMITTEE CARBON REDUCTION PROGRAM (CRP) RECOMMENDATIONS

Sponsor	Project	Alignment	Total Score	Total Project Cost	Funding Requested	Funding Recommended	% of Request Met	Notes
Basehor, KS	155th Street Improvement Extension	Highly Aligned	90	$8,836,343	$4,834,385	**$0**	0%	Funded through STBG
Basehor, KS	155th Street & Leavenworth Road Trail Connector	Highly Aligned	80	$2,995,618	$1,821,336	**$0**	0%	Funded through TA
KCATA	Regional Alternate Fuel Buses, Charging Infrastructure & Training	Highly Aligned	80	$3,750,000	$3,000,000	**$0**	0%	Funded through CMAQ
Basehor, KS	Basehor Boulevard Multimodal Corridor Extension	Highly Aligned	80	$5,531,250	$3,137,077	**$2,404,170**	77%	N/A
Basehor, KS	Basehor Town Center Trails Phase II	Highly Aligned	76	$4,990,236	$3,273,595	**$0**	0%	N/A
Lansing, KS	4H & DeSoto Roundabout & Trail Project	Aligned	57	$4,600,000	$2,500,000	**$1,000,000**	40%	N/A

Total funding recommended: $3,404,170

TABLE 3 - KANSAS PROGRAMMING COMMITTEE SURFACE TRANSPORTATION BLOCK GRANT (STBG) RECOMMENDATIONS

Sponsor	Project	Alignment	Total Score	Estimated Total Cost	Funding Requested	Funding Recommended	% of Request Met	Notes
Basehor, KS	155th Street & Leavenworth Road Trail Connector	Highly Aligned	108	$2,995,618	$1,821,336	**$0**	0%	Funded through TA
Basehor, KS	Basehor Town Center Trails Phase II	Highly Aligned	98	$4,990,236	$3,273,595	**$0**	0%	N/A
Basehor, KS	155th Street Improvement Extension	Highly Aligned	97	$8,836,343	$4,834,385	**$4,834,385**	100%	N/A
Shawnee, KS	Woodland Drive Complete Street Improvements	Aligned	95	$15,600,000	$5,000,000	**$5,000,000**	100%	N/A
Basehor, KS	Basehor Boulevard Multimodal Corridor Extension	Highly Aligned	93	$5,531,250	$3,137,077	**$0**	0%	Funded through CRP
KCATA	Regional Replacement Clean Vehicles	Highly Aligned	90	$6,250,000	$5,000,000	**$0**	0%	Funded through CMAQ
Overland Park, KS	Merriam Drive - Antioch Road to Johnson County Line	Aligned	90	$11,875,000	$7,500,000	**$6,750,000**	90%	N/A
Leawood, KS	Mission Road (143rd to 151st)	Aligned	88	$25,400,000	$8,000,000	**$8,000,000**	100%	N/A
Spring Hill, KS	191st Street & Ridgeview Corridor Safety Improvements	Highly Aligned	86	$8,000,000	$6,400,000	**$5,760,000**	90%	N/A
Roeland Park, KS	47th St Complete Street Improv, Phase 2 - Elledge Dr to Mission Rd	Highly Aligned	84	$5,550,000	$3,900,000	**$3,749,235**	96%	N/A
Spring Hill, KS	Spring Hill Multimodal Corridor & Growth Strategy	Aligned	83	$200,000	$150,000	**$0**	0%	N/A

Sponsor	Project	Alignment	Total Score	Estimated Total Cost	Funding Requested	Funding Recommended	% of Request Met	Notes
Overland Park, KS	179th Street - Switzer Road to Antioch Road	Not Aligned	83	$23,965,000	$7,500,000	**$0**	0%	N/A
UG/Kansas City, KS	N. 72nd St Complete Street - Parallel Pkwy. to Leavenworth Rd.	Aligned	82	$9,400,000	$6,480,000	**$0**	0%	N/A
Edwardsville, KS	98th Street Phase 3	Highly Aligned	75	$11,000,000	$7,500,000	**$0**	0%	N/A
UG/Kansas City, KS	Central Ave. and Grandview Blvd. Intersection Safety Improvements	Aligned	74	$4,275,000	$2,800,000	**$0**	0%	N/A
Overland Park, KS	175th St & Pflumm Roundabout	Aligned	72	$3,425,000	$1,000,000	**$0**	0%	Funded through CMAQ
UG/Kansas City, KS	Marshal Creek Bridge Replacement & Multimodal Access Improvement	Aligned	72	$2,070,000	$1,500,000	**$1,350,000**	90%	N/A
UG/Kansas City, KS	KCK Levee Trail Trailhead Access & Connectivity Improvements	Aligned	71	$4,628,000	$3,702,400	**$0**	0%	N/A
Roeland Park, KS	Roe Boulevard Street Maintenance - Johnson Drive to N City Limits	Aligned	69	$2,527,000	$1,795,000	**$0**	0%	N/A
UG/Kansas City, KS	Leavenworth Road Complete Street - Hutton Rd. to 128th Street	Aligned	69	$21,600,000	$14,400,000	**$0**	0%	N/A
Lansing, KS	4H & DeSoto Roundabout & Trail Project	Aligned	67	$4,600,000	$1,000,000	**$0**	0%	N/A
Gardner, KS	167th Street Improvements, Kill Creek to Waverly	Highly Aligned	66	$8,158,000	$5,290,000	**$0**	0%	N/A

Sponsor	Project	Alignment	Total Score	Estimated Total Cost	Funding Requested	Funding Recommended	% of Request Met	Notes
BikeWalkKC	Kansas Safe Routes to School Program	Aligned	62	$487,500	$390,000	**$0**	0%	Funded through TA
De Soto, KS	83rd and Kill Creek Intersection Improvements	Aligned	62	$5,050,000	$3,500,000	**$0**	0%	N/A
Roeland Park, KS	Skyline Drive Roadway Improv - Roe Blvd to Roeland Park Comm Center	Aligned	51	$2,122,500	$1,400,000	**$0**	0%	N/A
Shawnee, KS	Clare Road - Clear Creek Parkway to 71st Street	Aligned	44	$12,600,000	$9,500,000	**$0**	0%	N/A
Edgerton, KS	W 8th Street- W Braun Street to South City Limits	Aligned	42	$3,500,000	$2,800,000	**$0**	0%	N/A

Total funding recommended: $35,443,620

TABLE 4 - KANSAS PROGRAMMING COMMITTEE TRANSPORTATION ALTERNATIVES PROGRAM (TA) RECOMMENDATIONS

Sponsor	Project	Alignment	Total Score	Total Project Cost	Funding Requested	Funding Recommended	% of Request Met
BikeWalkKC	Kansas Safe Routes to School Program	Aligned	91	$487,500	$390,000	**$390,000**	100%
Basehor, KS	155th Street & Leavenworth Road Trail Connector	Highly Aligned	83	$2,995,618	$1,500,000	**$1,500,000**	100%
Olathe, KS	Coffee Creek Trail Phase I	Aligned	79	$2,380,000	$750,000	**$750,000**	100%
Olathe, KS	Indian Creek Trail - Hampton Park to 167th St.	Aligned	79	$2,500,000	$500,000	**$500,000**	100%
Shawnee, KS	Downtown Shawnee Pedestrian Safety Improvements	Aligned	69	$5,378,184	$1,500,000	**$1,500,000**	100%
Basehor, KS	Basehor Town Center Trails Phase II	Highly Aligned	61	$4,990,236	$1,500,000	**$952,795**	64%
Shawnee, KS	Rail Creek Park Trail	Aligned	46	$2,900,000	$1,500,000	**$952,795**	64%

Total funding recommended: $6,545,590