



TECHNICAL ADVISORY COMMITTEE

April 1, 2026

9:30 AM

MARC Board Room

AGENDA

1. Welcome and Introductions
2. **Vote:** Approval of March 4, 2026 meeting minutes
3. **Vote:** Recommend Approval – Regional Bikeway Plan Update
4. **Vote:** Recommend Approval – Comprehensive Safety Action Plan
5. 2026 System Performance Report - Review of Performance Measures/Target Setting 10
 - Protected Bicycle Infrastructure
6. E-Mobility Policy Review
7. 2026 Suballocated Programs Call for Projects
8. Missouri Unfunded Needs Process Update
9. Other Business
 - Scope Preview: Housing & Transportation Coordination Plan
 - Scope Preview: Travel Patterns After Action Assessment
 - Next/Upcoming Meeting(s): *Wednesday, May 6, 2026*
10. Adjournment

SPECIAL ACCOMMODATIONS

Please notify MARC at 816-474-4240 at least 48 hours in advance if you require special accommodation to attend this meeting (for example, qualified interpreter, large print materials, 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 [Title VI information page](#).

TAC AGENDA REPORT

April 2026
Item No. 3

REPORT: GREATER KANSAS CITY REGIONAL BIKEWAY PLAN UPDATE

BACKGROUND

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

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

Since the project began, the project team has:

- Analyzed the region's street network to produce a suite of maps showing bicycle level of stress, origins & destinations, street centrality, and more;
- Engaged the public on their experiences cycling in the region and local public agency stakeholders on barriers to implementing cycling infrastructure;
- Drafted a technical memorandum for bicycle and pedestrian data collection;
- Drafted the written component of the plan and;
- Drafted a simplified Regional Bikeway Network to replace the network from the 2015 plan.

MARC staff released the Regional Bikeway Plan Update for public review and comment on March 17. It will be open until March 31. The seven (7) comments collected through March 24 are included below.

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

None, information only.

COMMITTEE ACTION

Review the plan update [located on the MARC website](#) prior to the meeting. At the meeting, vote on approval of the Greater Kansas City Regional Bikeway Plan Update.

RELATED JURISDICTIONS

This project impacts the 9-county MARC planning region.

RECOMMENDATION

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

STAFF CONTACT

Patrick Trouba

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 and 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?

The nine-county Kansas City region is expansive at roughly 4,400 square miles. A regional bike network meeting every need would be vast—and dilute regional attention from areas where there is significant opportunity to get residents biking.

Instead, the Plan focuses on identifying and promoting a set of priority routes of regional significance that make important connections and support shifting more trips to biking.

Guiding Principles

This principle guided the identification of regionally significant bike network routes.

Regional Connections. Routes should create cross-jurisdictional and bi-state connections spanning the region where possible.

High Potential. Routes should be in or connect to the areas of higher trip potential based on the New Network Assessment results discussed in Chapter 4.

Direct and Continuous Routing. As much as possible, routes should be direct and continuous, without detours which are significant and to the time required to reach a destination by bike. In practice, this means regional routes are recommended along major regional roadways and these are the routes within our region providing the most direct connection to places that people want to go.

Existing Facilities. Where possible, regional routes should build off existing bike facilities—filling gaps in the existing network. Other routes are identified in local plans, but not built and which the project team identified as regionally important connections. Some routes are brand new.

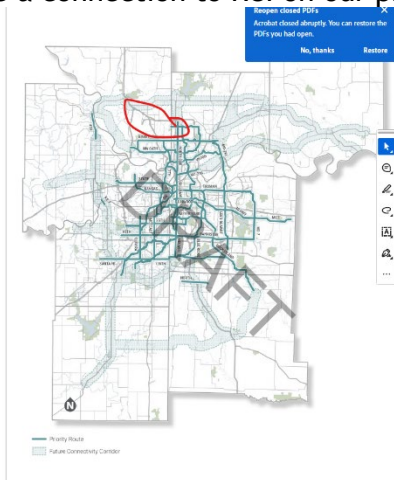
Destinations. Regional routes should connect important destinations like commercial areas and school-supporting regional connectivity while also enhancing safe routes to school where possible.

The Priority Network

The Plan key analysis to understand existing regional bicycling conditions and possibilities for the future of bicycling in the region was a study of trip potential. The guiding principle was used to craft the Priority Network—an achievable set of regionally significant routes complementing existing local network pieces that can be integrated into future local and regional planning efforts. Network development was an iterative process with feedback from regional stakeholders, the Advisory Group, and MARC staff.

The Priority Network is a starting point. The network does not represent every valid bicycle route. It is a subset of routes for MARC to prioritize at the regional level and for local agencies to consider when planning their local active transportation network. In several places, portions of the Priority Network already exist in some form. Other routes are built into the city such as a separation or width necessary for a high-quality regional route. Over time the network at that level facilities can be upgraded with greater separation to increase comfort and safety along a route. The Priority Network is not intended to take the place of local bicycling and active transportation planning, but to serve as a structure upon which these that work can better connect to each other.

Connectivity Corridors Highlight Future Opportunities. The project team identified additional areas where less opportunity exists to walk, bike or to bike in terms of longer trip distances and a lower concentration of uses supporting bicycling. These areas however, there are brand new, highly important and regionally important projects that are required to create meaningful connections between regional and statewide communities. These areas are identified as general corridors rather than specific routes in recognition of the need for additional study, and flexibility in routing to accommodate growth patterns.



Response to Comment #9

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. At this time, we do not think a connection directly to the Kansas City International Airport fits with the qualities of the proposed Regional Bikeway Network. However, there are local bike facilities leading north from Barry Rd. and connecting to a shared use path along I-29, which terminates near the airport at NW 112th St. These facilities are viewable in MARC's [Regional Trails & Bikeways Map](#).

Sincerely,

Patrick Trouba
Transportation Planner II
Mid-America Regional Council

TAC AGENDA REPORT

April 2026
Item No. 4

VOTE: COMPREHENSIVE SAFETY ACTION PLAN (CSAP)

BACKGROUND

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

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

The U.S DOT SS4A Grant Program appropriated \$5 billion in funds over 5 years, 2022-2026. MARC is under the assumption that the FY 2026 NOFO will be released by March 31 *and* have a shorter open application window than previous years. To accommodate these anticipated changes MARC has adjusted and expedited the CSAP approval process. This adjustment is necessary for eligible agencies and jurisdictions within the Destination Safe Region that do not have an eligible action plan; as specified by the program Notice of Funding Opportunity(NOFO).

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

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

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

Review the draft plan, [located on MARC's Destination Safe website](#) prior to the meeting.

RELATED JURISDICTIONS

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

RECOMMENDATION

Recommend approval of the Comprehensive Safety Action Plan to MARC's Total Transportation Policy Committee (TTPC).

STAFF CONTACT

- Alicia Hunter, Transportation Planner III / CSAP Project Manager

TAC AGENDA REPORT

April 2026
Item No. 5

REPORT: 2026 SYSTEM PERFORMANCE REPORT - REVIEW OF PERFORMANCE MEASURES/TARGET SETTING FOR PROTECTED BIKE FACILITIES

BACKGROUND

In addition to federally required performance measures and targets, as part of the performance-based planning process, 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. This presentation will focus on a target setting methodology for the Protected Bike Facilities Performance Measure.

The target setting approach presented to TAC will use two sources for anticipating facility construction on an annual basis: Transportation Improvement Plan obligations and an annual survey of MARC planning partners. Using these sources, MARC staff should be able to make an informed estimate of expected protected facility mileage implementation year-over-year. Combined with an annual review of what facilities were constructed, this performance measure can give MARC insight into impediments to implementation or successful strategies and approaches employed by MARC planning partners. Taken together, these results can help MARC staff align and refine planning resources, tools, and the region-wide approach to support further protected bike facility implementation going forward.

POLICY CONSIDERATIONS

MARC's Connected KC 2050 plan recommends a set of voluntary targets be developed and adopted by MARC in advance of the launch of the next update of the Metropolitan Transportation Plan. The plan also features strategies to implement connected trails, greenways, and a network of on- and off-road facilities to promote mode choice.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None. Information only.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Bobby Evans, AICP

TAC AGENDA REPORT

April 2026
Item No. 6

REPORT: E-MOBILITY RESOURCE PAPER

BACKGROUND

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

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

The conclusions of this paper include:

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

The paper will be available later in April. MARC is collaborating with Johnson County to gather interested city staff and elected officials for a workgroup to develop a model e-mobility policy for the region. This workgroup is anticipated for mid-May - an overview of this work will be provided by MARC staff at the upcoming TAC meeting.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None, information only.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACT
Patrick Trouba

TAC AGENDA REPORT

April 2026
Item No. 7

REPORT: 2026 SUBALLOCATED CALL FOR PROJECTS

BACKGROUND

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

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

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

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

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

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

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

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

COMMITTEE ACTION

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

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only at this time.

STAFF CONTACT

Martin Rivarola
 Marc Hansen

TAC AGENDA REPORT

April 2026
Item No. 8

REPORT: 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 TAC meeting provided a brief overview of the process, including milestones and timeline for 2026 project list update. Stakeholders have been asked to submit any requests for revisions to the 2025 unfunded needs list. In the April TAC meeting, Staff will report on the outcomes of these requests for revisions. Final approval of the Missouri Unfunded Needs list is required by May 2026.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Missouri Programming Committee will be charged with developing a 2026 updated list for consideration and approval by the TTPC and MARC Board of Directors. The Technical Advisory Committee will serve in an advisory role in this process.

RELATED JURISDICTIONS

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

RECOMMENDATION

None. Information only at this time.

STAFF CONTACT

Martin Rivarola

March TAC Meeting Summary

1) WELCOME/INTRODUCTIONS

Missouri Co-Chair Mayor Kathy Rose confirmed a quorum and called the meeting to order. In-person attendees were asked to introduce themselves, online attendees followed. Attendance of this meeting is included at the end of this summary. Co-Chair Rose provided a welcome to the meeting attendees.

2) VOTE: APPROVAL OF FEBRUARY 4, 2026 MEETING MINUTES

Co-Chair Rose called for approval of the February Meeting Minutes. Lauren Krutty put forward a motion, AJ Farris seconded the motion. The motion passed unanimously. She then turned the meeting over to MARC Transportation Director Martin Rivarola for the next meeting item.

3) VOTE: ELECTION OF TAC REPRESENTATIVES TO KS/MO PROGRAMMING COMMITTEES

MARC Transportation Director, Martin Rivarola, started with an overview of the relationship between TAC and then Missouri and Kansas Programming committees. MARC Staff provided a list of eligible TAC members for the programming committees. Martin then asked for nominations of TAC members.

Co-Chair Vakas nominated Andrew Robertson of City of Olathe, and Ryan Sims of Johnson County Public Works as an alternate for the Kansas Programming Committee. Doug Wesselschmidt provided a motion and Allison Smith a second to the motion. The motion passed unanimously.

Doug Wesselschmidt nominated Tawn Nugent, representing the APWA KC Metro Chapter, to the Missouri Programming Committee. Sherri McIntyre nominated Patty Hildebrand, of APWA KC Metro Chapter, as alternate. Doug Wesselschmidt provided a motion and Sherri McIntyre provided a second. The motion passed unanimously.

4) 2026 SUBALLOCTED CALL FOR PROJECTS (ROLE OF TAC IN PROGRAMMING ACTIVITIES)

MARC Transportation Director, Martin Rivarola, started this presentation with specifics of the programming process including the pre-application, phase I, and phase II. He then discussed the regional policy considerations used when analyzing project proposals including: Connected KC 2050, Complete Streets, Congestion Management, Climate Action Plan, Clean Air Action Plan, Green Infrastructure Framework, and the Major River Crossing Policy. Martin finished with the timeline for TAC committee actions in May and June of 2026.

5) 2026 SYSTEM PERFORMANCE REPORT - REVIEW OF PERFORMANCE MEASURES AND TARGETS

MARC Principal Transportation Planner, Bobby Evans, discussed three voluntary performance measures: Greenhouse Gas Emissions, Daily Vehicle Miles Traveled per Capita, and Commute Alternative Mode Share. Bobby began with an overview of the Performance Based Planning program in the context of the federally required measures - which have established targets that are updated on a set schedule - and the voluntary performance measures which has not

had targets established. He explained that this presentation is the beginning of the process to establish targets for the voluntary measures.

Bobby then went over the three measures, how the data was collected and how the targets were established. He emphasized the relationship between the targets presented and the alignment of the targets with other MARC programs and policies. Questions around data collection and disaggregation of trip and vehicle type in vehicle miles traveled information.

Martin re-iterated the process for discussion of voluntary performance measures in March, April, and May followed by final adoption of all targets. Given the amount of technical questions during this discussion, Martin and Bobby planned to submit more detailed technical appendices with subsequent agenda reports in the following months.

6) COMPREHENSIVE SAFETY ACTION PLAN UPDATE

MARC Transportation Planner Alicia Hunter presented an update on the Comprehensive Safety Action Plan. She began with background of the Safe Streets and Roads for All (SS4A) program, which funded the study, and how the study can benefit communities in the Destination Safe region. Alicia then provided a recap of the plan scope before detailing the draft actions and strategies. She finished with a discussion on the crash data dashboard, High-Injury, and High-Risk networks and how they will be utilized in Sub-Allocated Project scoring.

7) REGIONAL BIKEWAYS AND TRAILS PLAN

MARC Transportation Planner, Patrick Trouba, gave a detailed presentation on the development and current status of the Regional Bikeways and Trails Plan update. He began with a discussion of how bike fit into the transportation network followed by an overview of the purpose and goals of the plan update. Patrick then explained the development of plan components that lead into the final recommendations including the data analysis and stakeholder outreach. Next, Patrick discussed the data driven development of the proposed regional bikeways and trails network. He finished by covering MARC's role in the development of bike facilities and a review of upcoming activities leading up to plan approval in April.

8) MISSOURI UNFUNDED NEEDS PROCESS

The Missouri Unfunded Needs Process review was deferred due to lack of time in the meeting. A memo will be sent to TAC members for review.

9) MARC POLICY REVIEW

Martin Rivarola completed the required annual disclosure of the MARC Conflict of Interest and Whistleblower policies. He directed TAC members to the online resource available to them if they sense a conflict of interest and the protections afforded to whistleblowers against reprisals.

10) OTHER BUSINESS

No other business was discussed

11) ADJOURNMENT

The meeting was adjourned at 11:00 am.