



## TECHNICAL ADVISORY COMMITTEE

August 5, 2026

9:30 AM

### Virtual Meeting

(Meeting access information provided in email distribution, or by request as needed)

### AGENDA

1. Welcome and Introductions
2. **Vote:** Approval of June 3, 2026 meeting minutes
3. Public Participation Plan Update
4. Development of 2027 UPWP
5. Review of Climate Action Plan Technical Report and Transportation Resiliency KC Phase 2 Scope Preview
6. 2026 System Performance Report - Review of Performance Measures/Target Setting for Tree Canopy Coverage
7. Travel Patterns After Action Assessment (TPAAA) Survey Promotion
8. Other Business
9. 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](#).



## Meeting Summary: TECHNICAL ADVISORY COMMITTEE

June 3, 2026

9:30 AM

MARC Board Room

### AGENDA

1. Welcome and Introductions
2. **Vote:** Approval of May 6, 2026 meeting minutes
  - **Motion:** Lisa Womack
  - **Second:** Mait Mehlhaff
  - **Passed Unanimously**
3. **Vote:** Approval of Suballocated Phase 1 Project Assessments

Transportation Director Martin Rivarola covered the process of TAC member commentary on MARC staff Phase 1 analysis of Suballocated Funding Requests. He then gave a detailed breakdown of TAC member commentary on MARC staff analysis. Mr. Rivarola presented a staff recommendation of project assessments for consideration and approval by the committee. Mike Spickelmeyer, City of Lansing, Kansas, requested that his project application be classified as "aligned" instead of the MARC Staff designation of "not aligned." Mr. Spickelmeyer detailed several reasons for this request. Co-Chair Dean Vakas, Mayor Pro-Tem of Olathe, KS asked about the ramifications of the alignment designations going forward in the application process.

A motion was made to modify the alignment status of the City of Lansing, Kansas's project funding application for the 4H/De Soto Rd Roundabout from "not aligned" to "aligned".

- **Motion:** Michael Spickelmeyer
- **Second:** Wes Minder
- **Passed Unanimously**

A subsequent motion was made to approve the Suballocated Phase 1 Project Assessments as recommended by MARC staff, including the adjustment made to the City of Lansing, Kansas's application.

- **Motion:** Sherri McIntyre
- **Second:** Maddie Bouton
- **Passed Unanimously**

#### 4. **Vote:** Approval of Critical Urban Freight Corridors Plan

Cy Splichal, MARC Staff, gave an overview of the Critical Urban Freight Corridors Plan and the process for designating corridors to their respective tiers. Mr. Splichal presented a recommendation for CUFC for consideration and approval by the committee.

- **Motion:** Mait Mehlhaff
- **Second:** Lisa Womack
- **Passed Unanimously**

#### 5. **Vote:** Approval of Public Transit Agency Safety Plan (PTASP) Targets

Bobby Evans, MARC Staff, described the requirements and process associated with PTASP Target setting. He detailed the safety categories, consolidation of modes of transportation into three categories, and the process by which MARC sets regional targets for various transit agencies based on their unique PTASP plans and a recommendation for consideration and approval by the committee.

- **Motion:** Doug Wesselschmidt
- **Second:** Lisa Womack
- **Passed Unanimously**

#### 6. Smart Moves Plan Update

Lukas Yanni, MARC Staff, provided a timeline of the previous iterations of the Smart Moves Plan – and their associated scopes – as they relate to the current ongoing version. He then detailed the “Four Pillars” of the Smart Moves Plan and the updated objectives for the plan update. Lukas then discussed the updated plan findings including the financial analysis, sales tax analysis, and peer regions transit report. Lukas finished by listing the public engagement work done for the plan and the detailed financial analysis associated with the draft plan recommendations.

Doug Wesselschmidt asked a question about the Kansas City Regional Transit Alliance (KCRTA) and their collaboration and corroboration of the Smart Moves Plan Findings.

Lukas related that there was ongoing communication and alignment with KCRTA throughout the planning process to date.

Sherri McIntyre asked about if the structure of the KCATA Board of Directors was a subject of the Smart Moves Update plan recommendations. Wes Minder spoke in agreement with Sherri, echoing a desire for change. Ron Achelpohl, MARC Director of Transportation and Environment, weighed in noting that changes to the KCATA board must be done at the State Government level for both Kansas and Missouri. He noted that the Smart Moves Plan Update was aligned, from the beginning, to achieve improvements to the regional transit system without changes to State Legislation. He mentioned that there was no single mechanism for increasing transit funding and that funding increases must be done at a county-by-county level.

## 7. System Performance Report Target Setting Methodology: Transit Accessibility

Bobby Evans, MARC Staff, covered the process for analyzing transit access – in terms of population and jobs – for this performance measure. He detailed the proposal to use the forthcoming Smart Moves Update recommended transit network as the basis for target setting later in 2026 using the same methodology.

Bobby then asked for a critique of the methodology presented and the proposal to use the Smart Moves network – either the 10 or 20 year horizon – as the basis for target setting

Ryan Makarem asked why population and job access to transit decreased over the past two years. Bobby responded that this was the outcome of service cuts to transit.

Sherri McIntyre said that she preferred using the Smart Moves 10-year horizon recommended network for target setting.

Selina Zapata-Bur noted that she likes using the Smart Moves network as the basis for transit access target setting.

## 8. Activity Based Model Development Update

Eileen Yang, MARC Staff, discussed the process and methodology of transportation modeling with particular emphasis on how this work had been performed by MARC Staff. She then detailed the changes to the MARC transportation model with the advent of the activity based model. Eileen also discussed how the MARC transportation model results were used in various plans, studies, and programs run by MARC but also jurisdictions throughout the MARC region.

## 9. Other Business

Mait Mehlhaff noted that a bill in the Missouri State Legislature approving a process called “Progressive Design-Build” was up for consideration. He noted the many benefits of the Progressive Design-Build process and that this type of work was already allowed in Kansas. He advocated for the passage of this bill and noted that it has the opportunity to bring down construction costs and aid in faster, more efficient real estate development.

Co-Chair Dean Vakas, Mayor Pro-Tem City of Olathe, KS announced that the July TAC meeting would be cancelled and that the August meeting would be held virtually. He stated that there would be an attempt to hold the meeting in a hybrid (in-person and virtual) manner.

## 10. Adjournment

## **TAC AGENDA REPORT**

August 2026  
Item No. 3

### **REPORT: PUBLIC PARTICIPATION PLAN UPDATE**

#### **BACKGROUND**

The Public Participation Plan (PPP) guides the public engagement processes and activities of MARC's transportation planning efforts. The PPP provides a framework that guides public involvement in transportation planning projects, and specifies goals, strategies, and techniques that encourage successful public participation.

The current PPP requires that MARC update this plan every three (3) years. This update is due to the TTPC and MARC Board of Directors by December 2026.

The scope of this plan update will include:

- A review of the current plan and peer MPO engagement plans and processes.
- Identification of current engagement processes and techniques, including best practices and future trends.
- Internal and external outreach to identify goals and strategies around community engagement as it relates to MPO processes and planning efforts.
- Integration of a separate, ongoing effort led by MARC staff to define and improve community engagement across the entire agency.

One of the resources to be included in the plan will focus on engaging with MARC committees. MARC staff will present on the plan update, as well as gather feedback from the committee on how to better incorporate input into project scope and outcomes.

#### **POLICY CONSIDERATIONS**

In accordance with 23 CFR 450.316, MPOs must create a Public Participation Plan that establishes requirements for engagement around core MPO products. Under this requirement, MPOs must allow for:

- adequate public notice of public participation activities;
- review and comment at key decision points in the development of the MTP and TIP;
- and multiple, accessible participation formats, including electronic and in-person.

#### **BUDGET CONSIDERATIONS**

None

#### **RELATED JURISDICTIONS**

This item impacts all counties in the MARC region.

#### **RECOMMENDATION**

None. Information only.

#### **STAFF CONTACT**

- Cy Splichal, Transportation Planner

## TAC AGENDA REPORT

August 2026  
Item No. 4

### **REPORT: DEVELOPMENT OF UNIFIED PLANNING WORK PROGRAM (UPWP) AND RELATED PLANNING ACTIVITIES**

#### **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.

MARC's current 2026 UPWP is available at: <https://www.marc.org/transportation/plans-and-studies/unified-planning-work-program>

Over the next few months, MARC will be developing a proposed work program for 2027. Approval of next year's UPWP is typically anticipated by November of this year.

At this month's TAC meeting, MARC staff will provide an overview of this process, describe and discuss potential tasks and planning work anticipated for 2027.

#### **POLICY CONSIDERATIONS**

The UPWP advances key policy considerations included in the region's metropolitan transportation plan, Connected KC 2050.

#### **BUDGET CONSIDERATIONS**

The UPWP describes expenditures of federal, state and local funds in support of regional transportation planning activities and programs for the Kansas City metropolitan planning area.

#### **RELATED JURISDICTIONS**

This item impacts all counties in the MARC region.

#### **RECOMMENDATION**

None. Information only.

#### **STAFF CONTACT**

- Martin Rivarola, Transportation Planning Director

## TAC AGENDA REPORT

August 2026  
Item No. 5

### **REPORT: REVIEW OF CLIMATE ACTION PLAN TECHNICAL REPORT & TRANSPORTATION RESILIENCY KC PHASE 2 SCOPE PREVIEW**

#### **BACKGROUND**

In April 2023, the MARC Board of Directors authorized receipt of a \$1 million EPA Climate Pollution Reduction Planning Grant to develop a pathway for reducing climate pollution in the Kansas City region. The grant supported development of the Priority Climate Action Plan (PCAP), completed in 2024, and the Comprehensive Climate Action Plan (CCAP), completed in December 2025.

The Climate Action Technical Report serves as a technical supplement to MARC's adopted Regional Kansas City Climate Action Plan and provides a foundation for understanding the region's most significant climate-related risks and opportunities. Key findings indicate that transportation and residential buildings account for 60 percent of regional greenhouse gas emissions, and that extreme heat and flooding remain the most significant climate hazards facing the Kansas City region.

Building on these findings, MARC is initiating Phase 2 of Transportation Resiliency KC to strengthen the region's ability to withstand and recover from increasingly frequent and severe natural hazards. Phase 1 established a foundational framework for assessing transportation risk through stakeholder engagement, initial risk concepts and a preliminary screening approach. Phase 2 will advance this work through a more detailed, data-driven assessment of the region's multimodal transportation system.

The primary goal of the study is to develop a comprehensive Transportation Resilience Improvement Plan (TRIP) that evaluates transportation risks under current and future climate conditions, identifies vulnerable transportation assets and assesses the economic, operational and social consequences of disruptions. Recommendations will support infrastructure improvements, emergency preparedness and long-term planning efforts and will be designed for integration into Connected KC 2050, the Transportation Improvement Program and local planning initiatives.

Staff will share more details about the Regional Kansas Climate Action Technical Report and the scope of work for phase 2 of Transportation Resiliency KC. For more information about phase 1 of the initiative and to sign up for periodic updates visit:

<https://www.marc.org/transportation/plans-and-studies/transportation-resiliency-kc>

#### **POLICY CONSIDERATIONS**

This effort advances Connected KC and the Kansas City Regional Climate Action Plan by integrating extreme weather impacts into transportation planning, identifying vulnerable assets and prioritizing investment to further support informed funding decisions and implementation of strategies that address flooding, heat and other extreme weather impacts on the regional transportation system.

#### **BUDGET CONSIDERATIONS**

The Transportation Resiliency KC Phase 2 project budget is \$450,000 and is funded through Kansas PROTECT funding, MARC transportation planning funds and transportation reserves.

**RELATED JURISDICTIONS**

This item impacts all counties in the MARC region.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACT**

- Tom Jacobs, Director of Environmental Programs
- Karen Clawson, Air & Mobility Programs Manager



## TAC AGENDA REPORT

August 2026  
Item No. 6

### REPORT: 2026 SYSTEM PERFORMANCE REPORT - REVIEW OF PERFORMANCE MEASURES/TARGET SETTING FOR TREE CANOPY COVERAGE

#### 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 Tree Canopy Coverage Performance Measure.

Measuring tree canopy coverage in the MARC Region, given the region's size and diversity of land use types, requires a thoughtful approach that acknowledges necessary tradeoffs. Tree canopy coverage in the urbanized portions of the region has a greater impact on health, safety, and the environment and has also been subject to greater changes over time due to development. While trees are still an important factor in the region's parkland and rural areas, these are less often disturbed and have less of an impact on issues like urban heat island effect, transportation related air quality, and roadway safety (among others).

With this in mind, MARC staff have utilized two pre-existing land use organizations to frame the tree canopy coverage analysis: Creating Sustainable Places Planning Corridors and Activity Centers. Use of Planning Corridors and Activity Centers allows staff to focus the analysis and target setting activities into manageable, discrete portions of the region where additional tree canopy will also be highly valued.

MARC staff use the National Land Cover Database Tree Canopy Cover data set to analyze tree canopy coverage. This dataset is produced annually at a 3-year lag - 2023 data used in this analysis was made available in February of 2026. Analysis of this data reveals that Tree Canopy Coverage in the region hit its lowest point in 2021, amounting to a roughly 3% drop from 2011 figures. This drop is likely attributed to the arrival of the Emerald Ash Borer (EAB), an invasive wood-boring beetle from eastern Asia. Through a range of efforts in both EAB remediation and urban forestry, most planning corridors and activity centers have shown an increase in Tree Canopy Cover since the low point of 2021 - which is reflected in both the Planning Corridor and Activity Center data shown in Table 1 and Table 2 below.

#### *Target Setting*

Target setting for Tree Canopy Coverage was undertaken through consultation with MARC environmental staff and urban forestry professionals in the region. Given the 10-year span of tree canopy coverage decline and the widespread understanding of the role of the EAB in this process, MARC staff propose a 2031 target that would achieve 2011 levels of tree canopy. While the opportunity still exists to revisit this target during annual evaluations, setting a goal of reclaiming what was lost to the EAB is both achievable and recognizes the extensive work underway to repair what was lost since 2011.

Table 1 Tree Canopy Coverage by Planning Corridor in the MARC Region, 2011-2023

| Planning Corridor                 | 2011         | 2014         | 2017         | 2021         | 2022         | 2023         | 2031 Target  |
|-----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Central KC Corridor               | 23.6%        | 22.9%        | 21.6%        | 20.9%        | 21.3%        | 21.2%        | 23.6%        |
| East KC/Independence/Blue Springs | 24.4%        | 23.9%        | 23.2%        | 21.9%        | 22.2%        | 22.3%        | 24.4%        |
| North Oak                         | 22.5%        | 22.0%        | 20.5%        | 19.8%        | 20.3%        | 20.4%        | 22.5%        |
| Rock Island                       | 25.1%        | 24.6%        | 23.5%        | 22.2%        | 22.0%        | 22.1%        | 25.1%        |
| Shawnee Mission/Metcalf           | 24.1%        | 23.5%        | 22.8%        | 21.8%        | 22.4%        | 22.6%        | 24.1%        |
| State Avenue                      | 19.1%        | 18.3%        | 17.3%        | 16.5%        | 16.5%        | 16.4%        | 19.1%        |
| <b>Weighted Average</b>           | <b>23.5%</b> | <b>22.9%</b> | <b>21.9%</b> | <b>20.8%</b> | <b>21.0%</b> | <b>21.1%</b> | <b>23.5%</b> |

Table 2 Tree Canopy Coverage by Activity Center Intensity in the MARC Region, 2011-2023

| Activity Level | 2011  | 2014  | 2017  | 2021  | 2022  | 2023  | 2031 Target |
|----------------|-------|-------|-------|-------|-------|-------|-------------|
| Low            | 12.3% | 11.9% | 11.3% | 10.8% | 11.8% | 11.9% | 12.3%       |
| Medium         | 9.4%  | 8.9%  | 7.6%  | 6.5%  | 9.2%  | 9.3%  | 9.4%        |
| High           | 5.2%  | 5.0%  | 3.5%  | 3.3%  | 2.8%  | 3.5%  | 5.2%        |
| Very High      | 3.2%  | 3.1%  | 0.7%  | 0.7%  | 0.5%  | 0.4%  | 3.2%        |

## 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 includes several strategies that feature improvements to tree canopy coverage.

## BUDGET CONSIDERATIONS

None.

## RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

## RECOMMENDATION

None. Information only.

## STAFF CONTACT

- Bobby Evans, Principal Planner

## TAC AGENDA REPORT

August 2026  
Item No. 7

### REPORT: 2026 TRAVEL PATTERNS AFTER ACTION ASSESSMENT - PUBLIC SURVEY

#### BACKGROUND

In the summer of 2026, a major sporting event brought thousands of visitors to the Kansas City area. Multi-modal transportation systems and area highways likely moved a greater number of people throughout Kansas City than ever before.

MARC launched an after action assessment of various travel patterns and associated activities to be able to capture quantitative and qualitative data about resident and visitor travel patterns during the event. The goal is to understand key pressure points on the transportation system, document lessons learned and generate recommendations for future use by regional partners to support planning for area residents and other large scale events.

A key activity has been a public survey of residents and visitors. This survey remains active here: <https://www.marc.org/news/transportation/share-feedback-how-your-travels-are-affected-fifa-world-cup-2026tm-kansas-city>.

At this month's TAC meeting, MARC staff will provide an overview of this work and discuss key next steps.

#### POLICY CONSIDERATIONS

None at this time.

#### BUDGET CONSIDERATIONS

None.

#### RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

#### RECOMMENDATION

None. Information only.

#### STAFF CONTACT

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