



TECHNICAL ADVISORY COMMITTEE

September 2, 2026

9:30 AM

In Person (801 Pennsylvania Ave) and Virtual (Teams) meeting

AGENDA

1. Welcome and Introductions
2. **Vote:** Approval of August 5, 2026 meeting minutes
3. **Vote:** 2026 Suballocated Call for Projects – Updated Project Assessments
4. E-Mobility Model Policy
5. Review of System Performance Report and Target Setting for Performance Measures- Electric Vehicle Registrations and Charging Infrastructure
6. Travel Patterns After Action Assessment Update
7. Other Business
8. 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

August 5, 2026

9:30 AM

Microsoft Teams

AGENDA

1. **Welcome and Introductions**
2. **Vote:** Approval of June 3, 2026 meeting minutes
 - **Motion:** Sherri McIntyre
 - **Second:** Tom Degenhardt
 - **Passed Unanimously**

3. Public Participation Plan

Cy Splichal, MARC Staff started by discussing a previously distributed poll about the MARC Principles of Community Engagemetn asking attendees to pick one principle that resonates most with their professional experience. He then detailed challenges and opportunities for public engagement over the past several years. Cy then asked a few additional discussion questions about the how public engagement should look.

After this discussion, Cy covered the scope and timeline of the Public Participation Plan activities including federal requirements of MARC as an MPO and how the plan fits into MARC's overall portfolio of work. He finished with a discussion on how engagement supports planning work and a philosophical question about engagement as input or power sharing.

4. Development of UPWP and Activities

Martin Rivarola, MARC Transportation Director covered the basics of the Unified Planning Work Program (UPWP) and how it fits into the MARC portfolio. He then detailed how the UPWP is developed each year and featured many major activities planned for 2027. Martin finished by detailing the timeline for development and approval of the UPWP.

5. Review of Climate Action Plan Technical Report and Transportation Resilience Scope Preview

Tom Jacobs, MARC Environment Director began with a discussion of the Climate Action Techincal report including the GHG Inventory Update, Climate Risk Assessment, Mitigation and Adaptation Measures, Benefits Analysis, and Workforce Planning Analysis. He then covered a summary of Phase 1 Planning Activities including information on Transportation Resilience before moving into Phase 2 Activities and Deliverables. Phase 2 deliverables included Transportation Resilience Improvement Plan, a Vulnerability Assessment Tool, and integrating this work in to the MTP and TIP.

6. Review of System Performance Report and Target Setting for Performance Measures- Tree Canopy Coverage

Bobby Evans, MARC Staff began with a brief overview of the voluntary performance measure program. He then covered the technical process of analyzing tree canopy coverage in the region. Bobby detailed the assumptions of the analysis and how those integrated into the data sources used for the analysis. He covered the existing conditions of corridor and activity center tree canopy since 2011 and the targets for those areas in 2031.

7. Travel Patterns After Action Assessment (TPAAA) Survey Promotion

Bobby Evans, MARC Staff discussed the survey component of the Travel Patterns After Action Assessment of transportation in the MARC Region during the World Cup tournament period. He explained the importance of the survey in helping to make meaning from the transportation performance data collected.

8. Other Business

No other business was discussed.

9. Adjournment

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TAC AGENDA REPORT

September 2026

Item No. 3

ISSUE: VOTE: 2026 Suballocated Call for Projects - Updated Project Assessments

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. A subsequent technical (phase 2) application was launched and closed on July 31, 2026.

MARC conducted the 2026 call for projects in two phases. The first phase assessed project applications for consistency with regional plans and policies. The second phase evaluated project applications using the scoring methodologies established by the various programming committees. The Technical Advisory Committee (TAC) previously reviewed and approved Phase 1 project evaluation/assessments. Upon conclusion of the committee evaluation projects, distribution of projects in terms of alignment with the Connected KC 2050 plan were as follows:

- Highly Aligned Projects: 30
- Aligned Projects: 56
- Not Aligned Projects: 15

In addition, the TAC review process provided technical tips and project improvement recommendations to project sponsors. Through the subsequent Phase 2 technical application process, project sponsors were allowed the opportunity to address issues raised in the initial phase.

A number of projects provided have addressed issues raised through this process. Based on updated information provided during the phase 2 process, staff will seek concurrence from the TAC regarding these updated project assessments.

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 were noted in staff report to TAC/TTPC in June 2026.

RELATED JURISDICTIONS:

This item impacts all counties in the MARC region.

RECOMMENDATION:

As an outcome of this process and subsequent staff evaluation, the following changes in project alignment determinations is as follows:

Sponsor Agency	Project Title	Note	Previous Assessment	Proposed Assessment
Overland Park, KS	175th St & Pflumm Roundabout (37)	Green infrastructure (GI) noted as prior concern. GI elements incorporated into project description narrative. Policy concern has been addressed by applicant.	Not Aligned	Aligned
Spring Hill, KS	191st Street & Ridgeview Corridor Safety Improvements (76)	Complete Streets and bicycle facilities noted as prior concern. Issue properly clarified in Phase 2 application.	Not Aligned	Highly Aligned
Lee's Summit, MO	Langsford Road - 291 Hwy to East City Limits & 5th Terrace (51)	Complete Streets and bicycle facilities noted as prior concern. Issue properly clarified in Phase 2 application.	Not Aligned	Highly Aligned
Edgerton, KS	W 8th Street- W Braun Street to South City Limits (75)	Green infrastructure (GI) noted as prior concern. GI elements incorporated into project description narrative. Policy concern has been addressed by applicant.	Not Aligned	Aligned
Liberty, MO	Intersection MO-291 and S. Leonard St. (126)	Clarified extent of multi-modal connections and regional connectivity of improvements. Project re-assessed due to high number of CKC2050 strategies implemented (8).	Aligned	Highly Aligned
Kansas City, MO	Trolley Trail Phase II from 63rd Street to Meyer Boulevard (64)	Clarified and added multi-modal connections and improved system preservation. Project re-assessed due to high number of CKC2050 strategies implemented (8).	Aligned	Highly Aligned

Recommend approval of updated project alignment assessments as identified with this report.

STAFF CONTACT:

Martin Rivarola, Transportation Planning Director

TAC AGENDA REPORT

September 2026
Item No. 4

REPORT: E-MOBILITY MODEL POLICY

BACKGROUND

The Johnson County Department of Health and Environment (JCDHE) and the Mid-America Regional Council (MARC) partnered to host workshops for cities and other community partners in the region to develop model e-mobility policy.

The initial convening in January 2026 highlighted the need for consistent policy throughout the region that improved safety and was easy for the public to understand. Representatives from local municipalities have provided feedback multiple times to shape the final version of model policy.

Highlights of e-mobility model policy include:

- Clear definitions that distinguish between e-bikes, electric motorbikes ("e-motos") and micromobility devices such as e-scooters.
- Specific regulations about where different devices can safely be operated.
- Helmet requirements for minors.
- Speed limits for sidewalks, bike lanes and trails.
- Due consideration rules such as yielding the right of way to pedestrians.
- Age restrictions for certain devices.
- One version of the policy for Kansas and another for Missouri, designed to be added to their existing model traffic ordinances.

A key goal of this model policy effort is that regulations on e-mobility devices will be consistent across the region.

POLICY CONSIDERATIONS

[Public Health and Safety](#) and [Transportation Choices](#) are key goals in the region's Metropolitan Transportation Plan (MTP), Connected KC 2050. [Safe Systems](#) is a key strategy within the plan.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACT

- Patrick Trouba, Transportation Planner

TAC AGENDA REPORT

September 2026
Item No. 5

REPORT: 2026 SYSTEM PERFORMANCE REPORT - REVIEW OF PERFORMANCE MEASURES/TARGET SETTING FOR ELECTRIC VEHICLE REGISTRATIONS AND CHARGING INFRASTRUCTURE

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 Electric Vehicle (EV) Registrations and Charging Infrastructure Performance Measure.

In conjunction with the Regional Electric Vehicle Readiness Plan (adopted 2025) MARC staff have developed performance measures and a target setting methodology for Electric Vehicle (EV) registrations and the development of Electric Vehicle Charging Stations. Complementing the Electric Vehicle Readiness Plan's needs analysis and guidance for DC fast charging network expansion, this performance measure target sets a regional goal based on a ratio of registered electric vehicles to public charge points.

The ratio of 10 registered EVs per public charge point is derived from research presented in the [HERE-SBD EV Index 2025](#). This report, published by transportation data firm HERE and global automotive research firm SBD Automotive, suggests using a ratio of electric vehicles to public charge points to track the progress of infrastructural support for early-stage EV markets. Kansas and Missouri 44th and 46th, respectively, according to the EV Index Report qualifying both states as good candidates for using this metric.

Table 1 Existing Registered Electric Vehicles and Public DC Fast Charge Points

	EXISTING VEHICLES AND PUBLIC CHARGE POINTS		
	KS (2025)	MO (2026)	Region
EV REGISTRATIONS	10,514	9,147	19,661
PUBLIC DC FAST CHARGE POINTS	164	310	474
RATIO OF VEHICLES: PUBLIC CHARGE POINTS	64.1	29.5	41.5
SOURCES: KANSAS AND MISSOURI DEPARTMENTS OF REVENUE; NATIONAL RENEWABLE ENERGY LABORATORY (NREL)			

Table 1 displays the number of registered electric vehicles in the MARC region, separated by state along with the number of Direct Current (DC) Fast charge points, as well as the ratio of electric vehicles per publicly available DC Fast charge point. Vehicle registration data comes from the Kansas and Missouri Departments of Revenue, respectively, and charge point data is obtained from the National Renewable Energy Laboratory. The latest year for data from Kansas shows 10,514 registered electric vehicles (2025) and 164 DC Fast charge points, for a

ratio of just over 64 EVs per publicly available charge point. Missouri has nearly double the number of DC Fast Charge Points at 310 (2026) available to 9,147 registered EVs - a ratio of 29.5 EVs per charge point. Taken together, just under 20,000 electric vehicles are registered in the nine-county MARC region which can be charged at 474 DC Fast Charge points, amounting to a ratio of 41.5 electric vehicles per publicly available charge point.

Table 2 Regional Electric Vehicle Readiness Plan EV Registration Goals and Public DC Fast Charging Point Targets

	EV READINESS PLAN GOALS	
	2030	2035
EV REGISTRATIONS	53,323	95,475
PUBLIC DC FAST CHARGE POINTS	5,332	9,548
RATIO OF VEHICLES : PUBLIC CHARGE POINTS	10	10

The Regional Electric Vehicle Readiness Plan established EV registration goals for 2030 and 2035. As that plan was adopted by MARC Board, use of these goals in development of this performance measure is warranted and appropriate. Combining these goals with the ratio of registered EV's to public charge points from the HERE-SBD EV Index Report yields a performance target for the development of EV charge points. Table 2 shows an EV registration goal of 53,323 vehicles by 2030 - about 2.7 times the existing number. Using the ratio of 10 vehicles per public charging point yields a target of 5,332 public available DC Fast Charge Point.

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 support the purchase of low and no-emission vehicles and associated charge points.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACT

- Bobby Evans, AICP

TAC AGENDA REPORT

September 2026
Item No. 6

REPORT: TRAVEL PATTERNS AFTER ACTION ASSESSMENT UPDATE

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 draft deliverable of preliminary findings submitted to MARC staff in August 2026 covered many, but not all, topics included in the project scope including:

- Regional Arterial Network Travel Speeds
- Transportation Network Company (TNC)- Rideshare Pricing
- Micromobility Demand and Usage - Bike Share, Scooters
- Enhanced Transit Capacity - KCATA Service and ConnectedKC26 Match Day Service
- Survey Data - Initial Capture of Public Sentiment

MARC staff will cover the preliminary findings in a report to the Technical Advisory Committee.

BUDGET CONSIDERATIONS

None.

RELATED JURISDICTIONS

This item impacts all counties in the MARC region.

RECOMMENDATION

None. Information only.

STAFF CONTACT

- Martin Rivarola, AICP
- Bobby Evans, AICP