

**2026 Unified Planning Work Program
Amendment #2 - Detail**

Task 1.1 - Transportation Administration

- Increase budget by \$105,000

Task 3.1 - Modeling/Forecasting Activities

- Increase budget by \$90,000

Task 3.5 - Complete Streets Activities

- Increase budget by \$185,000 (Expenditures in this task are 100% federal and require no matching funds)

These additions require the following adjustments:

- Increase federal Kansas CPG by \$144,997
- Increase Federal Missouri CPG by \$196,003
- Increase MARC cash outlay by \$39,000

**APPENDIX C - SCHEDULE 1
DETAIL OF PLANNING PROGRAM BY STATE (FHWA PL AND FTA SEC 5305(d))**

Work Element	STATE and LOCAL				Federal				Total	
	MARC	KDOT	MoDOT	Other	CPG Funds		Other			
					KDOT	MoDOT	Amount	Agency		
1.1	Transportation Administration	\$115,613				\$325,405	\$480,752		\$921,770	
1.2	Public Participation	\$33,561				\$94,460	\$139,555		\$267,576	
2.1	Land Use, Demographic & Comprehensive Planning	\$72,354				\$203,646	\$300,863		\$576,863	
2.2	Metropolitan Transportation Plan	\$38,870				\$109,404	\$161,633		\$309,907	
3.1	Transportation Modeling/Forecasting	\$181,265				\$510,184	\$753,745		\$1,445,194	
3.2	Transportation Research & Database Management	\$81,539				\$229,498	\$339,057		\$650,094	
3.3	Air Quality Planning	\$14,540				\$40,924	\$60,463		\$115,927	
3.4	Safe and Accessible Transportation Options	\$65,539				\$184,462	\$272,525		\$522,526	
3.5	Complete Streets Activities ¹					\$179,359	\$242,458		\$421,817	
3.6	Performance Based Planning	\$45,119				\$126,991	\$187,615		\$359,725	
3.7	Transportation Safety Planning	\$18,664				\$52,533	\$77,610		\$148,807	
4.1	Transportation Improvement Program	\$28,674				\$80,705	\$119,231		\$228,609	
5.1	RideKC Short-Range and Ongoing Transportation Planning				\$80,000		\$0	\$400,000	FTA 5307	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning				\$130,000		\$0	\$650,000	FTA 5307, 5309	\$780,000
5.3	RideKC Green Corridor Planning Investments ²							\$514,045	FTA Route Planning Restoration	\$514,045
5.4	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts ²				\$55,555			\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.5	Uniting Kansas City Through Transit ²							\$4,500,000	USDOT RAISE	\$4,500,000
5.6	Bi-State Sustainable Reinvestment Corridor ²				\$500,000			\$2,000,000	USDOT-RAISE	\$2,500,000
5.7	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood ²				\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
5.8	US-71 Reconnecting Neighborhoods ²				\$2,500,000			\$5,000,000	USDOT-RAISE	\$7,500,000
5.9	MoDOT Traffic Studies				\$480,000					\$480,000
5.10	Destination Safe Comprehensive Safety Action Plan ²	\$40,750	\$29,250		\$30,000			\$400,000	FHWA-SS4A	\$500,000
5.11	Housing and Transportation Coordination Plan	\$37,628				\$105,906	\$156,466			\$300,000
5.12	2026 Travel Patterns After Action Assessment	\$31,357				\$88,255	\$130,388			\$250,000
5.13	Natural Hazard Transportation Risk Assessment - Phase 2	\$9,407			\$75,000	\$26,476	\$39,117	\$300,000	KDOT PROTECT	\$450,000
5.14	Metrogreen Network Assessment	\$6,271				\$17,651	\$26,078			\$50,000
5.15	UGTD Facility Planning and Site Selection Study				\$100,000			\$400,000	FTA 5307	\$500,000
E.1	Operation Green Light				\$850,000			\$850,000	FHWA STBG	\$1,700,000
E.2	Air Quality Public Education				\$69,375			\$277,500	FHWA CMAQ	\$346,875
E.3	WAY TO GO							\$150,000	FHWA CMAQ	\$150,000
E.4	Active Transportation Programs				\$9,000			\$36,000	FHWA CMAQ	\$45,000
E.5	Planning Sustainable Places Program				\$405,000			\$1,620,000	FHWA STBG	\$2,025,000
E.6	Lexington Road Engineering - Pedestrian				\$3,000			\$12,000	FHWA TEAP	\$15,000
		\$821,150	\$29,250	\$480,000	\$5,071,585	\$2,375,860	\$3,487,557	\$18,668,165		\$30,933,567

(1) Federal funds in this task are 100% federal and are not factored into match requirement calculations.

(2) Study was initiated in a prior year and extends into 2026.

**APPENDIX C - SCHEDULE 2
DETAIL OF PLANNING PROGRAM BY STATE (FHWA PL AND FTA SEC 5305(d))**

Work Element		Kansas Cost Share	Missouri Cost Share	Total Cost
1.1	Transportation Administration	\$391,941	\$529,829	\$921,770
1.2	Public Participation	\$113,775	\$153,801	\$267,576
2.1	Land Use, Demographic & Comprehensive Planning	\$245,286	\$331,577	\$576,863
2.2	Metropolitan Transportation Plan	\$131,774	\$178,133	\$309,907
3.1	Transportation Modeling/Forecasting	\$614,503	\$830,691	\$1,445,194
3.2	Transportation Research & Database Management	\$276,424	\$373,670	\$650,094
3.3	Air Quality Planning	\$49,292	\$66,635	\$115,927
3.4	Safe and Accessible Transportation Options	\$222,180	\$300,346	\$522,526
3.5	Complete Streets Activities ¹	\$179,359	\$242,458	\$421,817
3.6	Performance Based Planning	\$152,957	\$206,768	\$359,725
3.7	Transportation Safety Planning	\$63,274	\$85,533	\$148,807
4.1	Transportation Improvement Program	\$97,207	\$131,403	\$228,610
5.11	Housing and Transportation Coordination Study	\$127,561	\$172,439	\$300,000
5.12	2026 Travel Patterns After Action Assessment	\$106,301	\$143,699	\$250,000
5.13	Natural Hazard Transportation Risk Assessment - Phase 2 ⁵	\$31,890	\$43,110	\$75,000
5.14	Metrogreen Network Assessment	\$21,260	\$28,740	\$50,000
Total		\$2,824,985	\$3,818,832	\$6,643,817
A. Total Capital Outlay Subject to Matching Funds Requirements		\$2,645,626	\$3,576,374	\$6,222,000
Direct Cost Activities				
2.1	Aerial Orthoimagery Flight	\$100,000		
5.9	MoDOT Traffic Studies		\$480,000	
B. Total Value of Direct Cost Activities		\$100,000	\$480,000	\$580,000
Total Value of MARC 2026 Transportation Planning Program (A+B)		\$2,745,626	\$4,056,374	\$6,802,000
Federal CPG Share/Reimbursement (80%)		\$2,196,501	\$3,245,099	\$5,441,600
Non-Federal Share (20%) ²		\$549,125	\$811,275	
Value of Direct Cost Match ^{3,4}		\$100,000	\$480,000	
Cash Outlay Needed to Complete Match Requirements		\$449,125	\$331,275	\$780,400
Total CPG Expenditure including activities not subject to match requirements		\$2,375,860	\$3,487,557	\$5,863,417

¹ Federal funds in this subtask are 100% federal and are not factored into match requirement calculations.

² Match is a combination of cash and direct cost value for Kansas and Missouri CPG

³ The value of MARC Aerial Orthoimagery Flight makes an additional \$80,000 (\$100,000 x .80) of Federal CPG (KS) funding available for budgeted actual cost. The total direct cost value amount of \$100,000 allows the actual cost of Kansas CPG funded transportation planning costs to be funded at 83.0% federal.

⁴ The value of MoDOT Traffic Studies \$384,000 (\$480,000 x .80) of Federal CPG (MO) funding available for budgeted actual cost. The total direct cost value amount of \$480,000 allows the actual cost of Missouri CPG funded transportation planning costs to be funded at 90.7% federal.

Federal Funding as a percentage of total MARC (Kansas/Missouri shares) actual transportation planning costs is 87.7% (\$5,441,600/\$6,222,000 =87.5%).

⁵ Amount shown is the CPG portion only. The project also includes \$300,000 of KDOT PROTECT Program funds

APPENDIX C - SCHEDULE 3
DETAIL OF PLANNING PROGRAM BY STATE (FHWA PL AND FTA SEC 5305(d))

	Kansas	Missouri	Total
MARC CPG balance as of 7/25	\$ 1,656,226	\$ 3,153,073	\$ 4,809,299
FY 2026 CPG Allocation	\$ 1,750,457	\$ 2,791,386	\$ 4,541,844
FY 2025 CPG funds expended (estimated 8/25-12/25)	\$ (1,000,531)	\$ (1,703,993)	\$ (2,704,524)
Total estimated CPG funds available for FY 2026 UPWP*	\$ 2,406,152	\$ 4,240,467	\$ 6,646,619
CPG funds programmed for FY 2026	\$ (2,375,860)	\$ (3,487,557)	\$ (5,863,417)
Remaining Unprogrammed CPG funds balance	\$ 30,292	\$ 752,910	\$ 783,202

MARC's ability to maintain a balance of planning funds provides stability if current funding is delayed or reduced. In addition, the funds can be drawn upon to supplement normal activities with exceptional work that MARC needs to periodically conduct to meet federal requirements. Based on the assumption that 100% of the funds programmed in this document will be spent, MARC estimates that \$30,292 of Kansas CPG funding and \$752,910 of Missouri CPG funding will be available for carryover to the next UPWP.