

# UNIFIED PLANNING WORK PROGRAM FY 2026

January 1, 2026 – December 31, 2026



Approved: November 25, 2025  
Amended: January 27, 2026

The preparation of this report was financed in part through a technical studies grant from the Federal Transit Administration and metropolitan planning funds from the Federal Highway Administration, administered by the Kansas Department of Transportation and the Missouri Department of Transportation. The opinions, findings and conclusions expressed in this publication are those of the authors and not necessarily those of the Missouri Highways and Transportation Commission, the Kansas Secretary of Transportation, the Federal Highway Administration or the Federal Transit Administration.

**MID-AMERICA REGIONAL COUNCIL  
 FY 2026 UNIFIED PLANNING WORK PROGRAM  
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## PROSPECTUS

### INTRODUCTION

As the designated Metropolitan Planning Organization (MPO) for the Kansas City region, the Mid-America Regional Council (MARC) is responsible under Section 134 of Title 23, United States Code, for carrying out a continuing and comprehensive transportation planning process in cooperation with the States of Kansas and Missouri and the region's public transportation operators. The Infrastructure Investment and Jobs Act (IIJA) is the most recent law establishing federal transportation policy and funding authorizations. Federal regulations implementing transportation policy (23 CFR §450.308) require that:

"(b) Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a unified planning work program (UPWP)...

(c) ...each MPO, in cooperation with the State(s) and public transportation operator(s) shall develop a UPWP that includes a discussion of the planning priorities facing the MPA [metropolitan planning area]. The UPWP shall identify work proposed for the next one- or two-year period by major activity and task (including activities that address the planning factors in §450.306(a)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds."

As its name suggests, the UPWP promotes a unified regional approach to transportation planning in order to achieve regional goals and objectives. The UPWP performs three distinct functions: (1) it describes the transportation planning activities MARC and other agencies propose to undertake during 2026 to address regional issues and priorities; (2) it serves to document the proposed expenditures of federal, state and local funds in support of applications for various planning grants; and (3) it provides a management tool for MARC and the funding agencies in scheduling major transportation planning activities, milestones and products. As an example, under the Kansas City region's current air quality status, MARC updates the Metropolitan Transportation Plan on a five-year cycle. The first two years of the cycle focus on follow-up activities identified in the previous plan, updating databases on travel behavior and enhancing technical tools to set the stage for the next update. The third year of the cycle focuses on the development of a policy framework and policy direction for the plan and preparation of demographic and revenue forecasts for the plan period. The fourth and fifth years focus on development of the plan components, including modal elements, project listings, and financial capacity analyses. This concludes with final public review and agency adoption of the updated plan. Some elements of public outreach and engagement and performance monitoring will be part of each year's activities.

The FY 2026 UPWP has been developed by MARC, with input from local governments, area transit agencies, the Missouri Department of Transportation (MoDOT), the Kansas Department of Transportation (KDOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA). The document is organized into specific work elements, for which objectives, work activities, products, completion dates, and funding sources are identified as appropriate. The 2026 UPWP has been developed in accordance with the Memorandum of Understanding adopted in 2013 and updated in 2018 that identifies the roles and responsibilities of MARC as the MPO, the Kansas and

Missouri Departments of Transportation, the Kansas City Area Transportation Authority, the City of Independence, Johnson County Transit, Unified Government Transit and the Kansas City Streetcar Authority in the metropolitan planning process for the Kansas City region.

## **TRANSPORTATION PLANNING PROCESS**

The Mid-America Regional Council (MARC) began operations as a metropolitan council of governments on January 1, 1972, as a result of a merger between the Mid-America Council of Governments and the Metropolitan Planning Commission. In 1974, the governors of Kansas and Missouri officially designated MARC as the Metropolitan Planning Organization for the Kansas City metropolitan area. MARC is also designated as the regional agency responsible for air quality planning under Section 174 of the Federal Clean Air Act.

The function of MARC is to provide a forum for the presentation and resolution of metropolitan problems and issues by the duly elected officials of general-purpose local governments. The types of problems and issues that are addressed by MARC typically are those that transcend established local government boundaries. Transportation systems, air quality, water and sewer systems, work force, cultural, public safety, homeland security, human service, health care, and housing needs are illustrative examples of regional questions and issues with which MARC is involved.

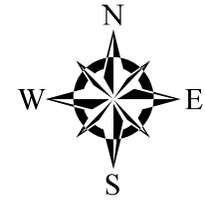
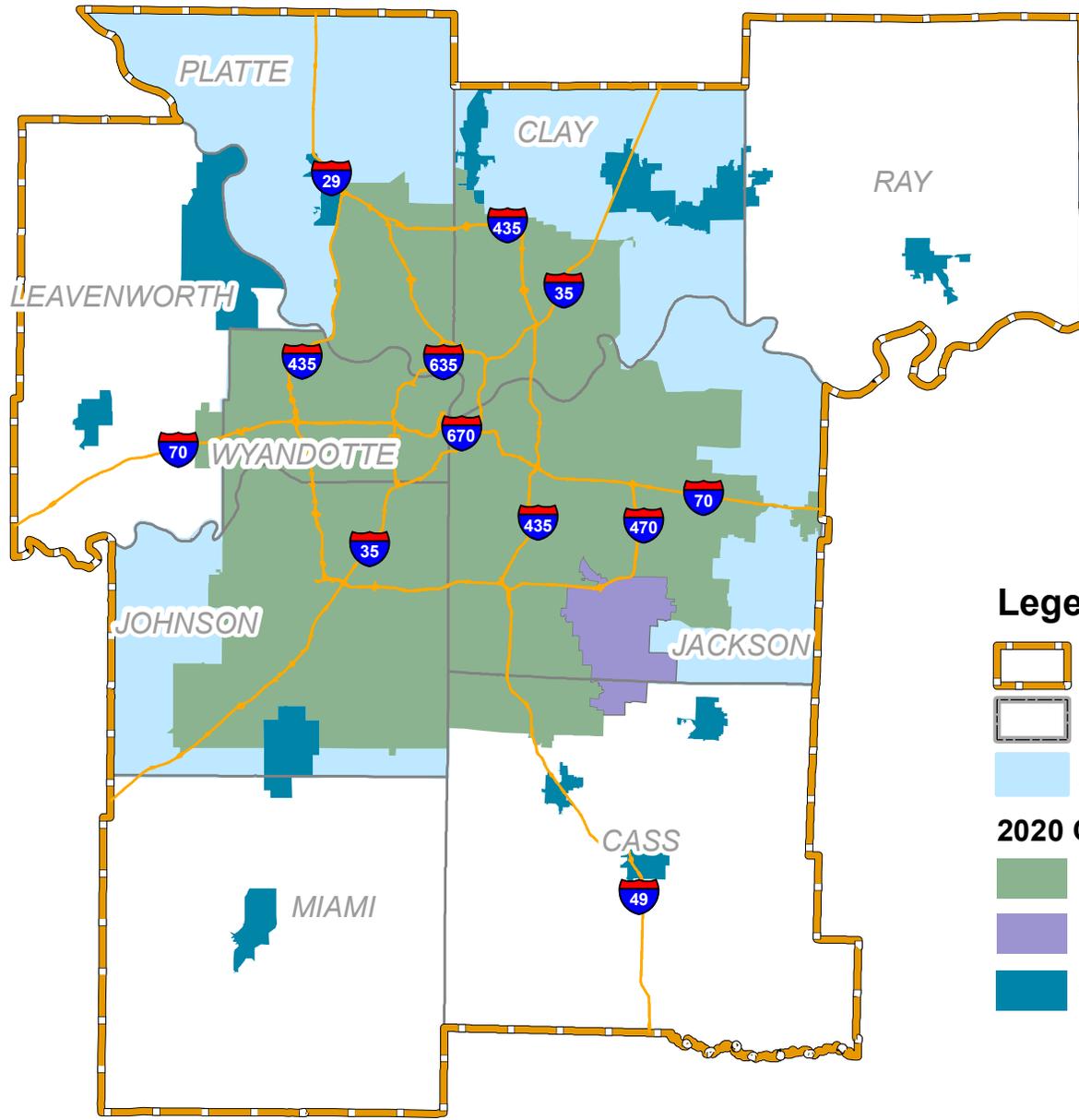
The MARC metropolitan planning organization (MPO) encompasses a population of over 2.0 million people and consists of the entirety of nine counties: Johnson, Leavenworth, Miami and Wyandotte Counties in Kansas, and Cass, Clay, Jackson, Platte and Ray Counties in Missouri and a small portion of Lafayette County in Missouri. The area covered by the MPO is shown in figure 1.

The MARC Board of Directors consists of thirty-three elected officials. The nine counties and the six largest cities within the region (Kansas City, Independence and Lee's Summit, Missouri and Kansas City, Overland Park, and Olathe, Kansas) have direct board representation. The smaller cities are represented on the Board by their counties or by local elected officials selected at the county level.

The Kansas City region's transportation planning process is shown conceptually in Figure 2. The process is an ongoing, evolving process involving many iterations and refinements over time. The first major step in the process is the development and adoption of the Metropolitan Transportation Plan (MTP). Contributing to the MTP are the outputs of the congestion management process, as well as other management systems and performance monitoring activities. Projections of regional land use, population and employment provide another key input to the MTP, since they determine to a considerable extent the future transportation needs of the region. The process also involves an extensive public engagement effort to identify community issues, concerns, and priorities. MARC's MTP is project specific (for regionally significant projects) and financially constrained.

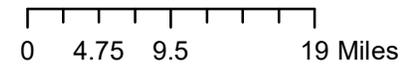
The MTP provides the basis for development of the Transportation Improvement Program (TIP), which is a financially constrained list of projects to be funded and implemented over the next five years. The TIP must be consistent with the MTP. After approval by MARC, the TIP is approved by the Governors, or their designees, of both Kansas and Missouri and incorporated into the statewide transportation improvement program (STIP) for each state.

# MARC Regional Boundaries



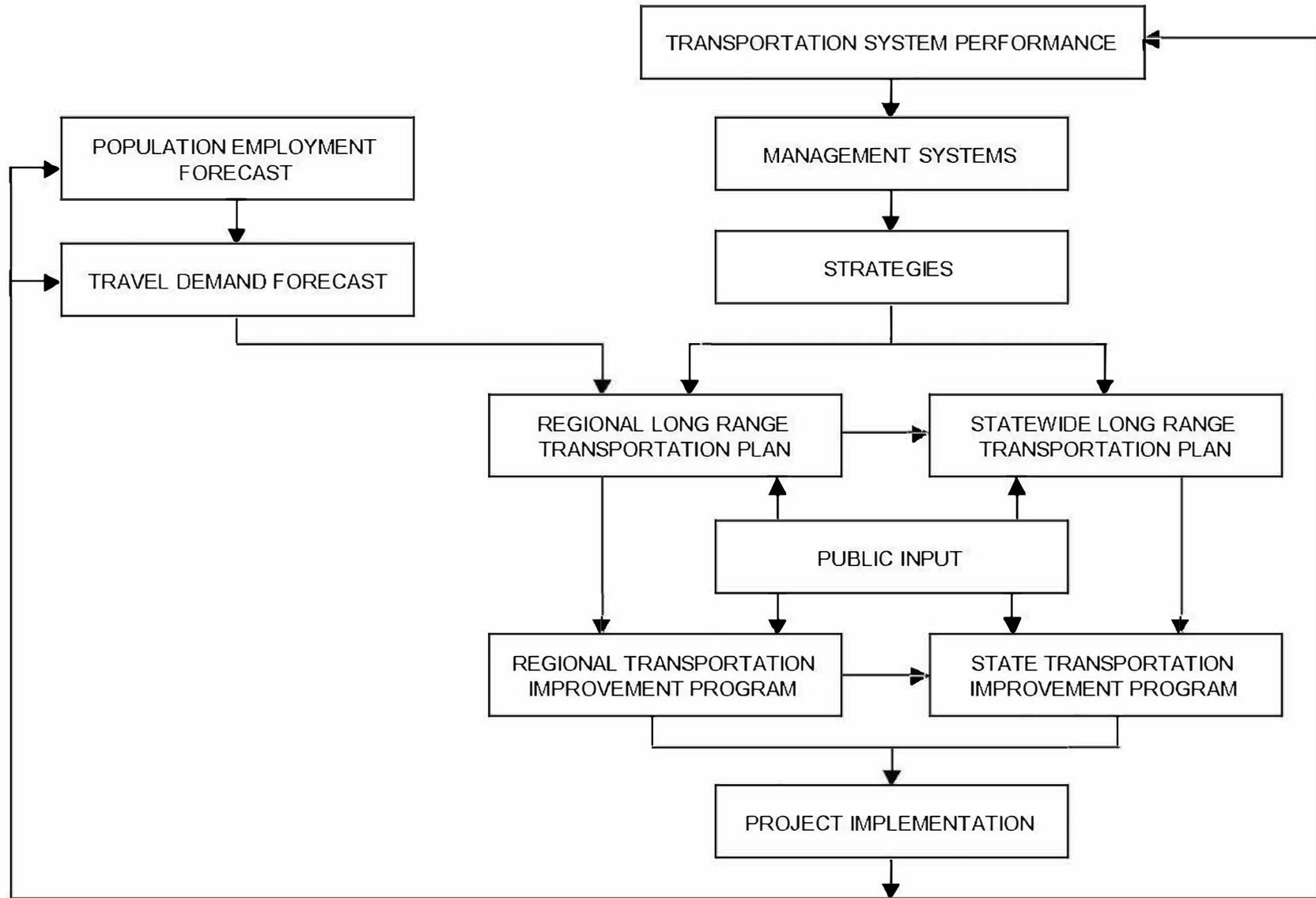
## Legend

- MARC Metropolitan Planning
- MARC Counties
- Air Quality Attainment
- 2020 Census Urban Areas**
  - Kansas City, MO--KS
  - Lee's Summit, MO
  - Other



## Figure 2 – Transportation Planning Process

Unified Planning Work Program



The region's current air quality status does not require the MTP and TIP to conform to a state implementation plan (SIP) for air quality. However, as standards become more stringent, the potential exists for Kansas City to be designated as nonattainment and significant work is required to be prepared for such a designation. In order to perform required conformity analysis on the MTP and TIP, the newest emissions model (currently MOVES2015) requires ongoing maintenance and data collection to keep all inputs current and relevant. All criteria pollutant ambient air quality standards are required to be reviewed every five years, and although a revised ozone standard was issued in 2015, no determination on MARC's air quality status has been made.

Once projects are included in the current year of the TIP, they may proceed to implementation, which in turn results in changes in system condition, and performance that may be reflected in the management systems and performance monitoring activities. These changes, as well as new land use, population and employment forecasts, require periodic updates to the MTP. Because of the region's current status as an air quality attainment area, MARC updates the MTP on a 5-year cycle. If the region is redesignated to non-attainment for ozone, the MTP will be updated every four years.

The transportation planning process must consider projects and strategies that address the following factors identified in the IJA:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism

## **Products**

The major products of the transportation planning process, in addition to the UPWP, are the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). Numerous special reports, corridor/subarea studies, and analyses on a wide variety of transportation issues are also produced on a regular basis.

Metropolitan Transportation Plan (MTP). The MTP is the centerpiece of the metropolitan transportation planning process, and MARC has developed a number of Metropolitan Transportation Plans since its inception. In June of 2025, MARC approved a major update to *ConnectedKC 2050*, the region's current MTP. *ConnectedKC 2050* is built around the vision of a sustainable metropolitan area and promotes the identification of and investment in nodes and corridors of activity. *ConnectedKC 2050* articulates a broad

set of region-wide transportation goals, policies and strategies that address transportation's role in areas such as place-making, public health, and energy use. The plan is financially constrained, reflecting only funding that is currently available or can reasonably be expected to be available during the plan's time frame, and it identifies major transportation investments through the year 2050. In addition, MARC advanced strategies reflected in the Clean Air Action Plan and incorporated these into MTP policies, goals, and strategies. The MTP must be completely updated at least every five years but may be revised more frequently if necessary. The next major update of the MTP will be completed in 2030.

Transportation Improvement Program (TIP). The TIP is a prioritized list of transportation projects proposed for implementation during the next five years. Projects included in the TIP must be consistent with the MTP, and are submitted for consideration by local government agencies, state transportation agencies, local transit operators or by MARC. The TIP must cover at least four years, although MARC produces a five-year TIP and processes amendments on a quarterly cycle. The TIP is financially constrained in each year of the program, meaning that the funding identified for transportation projects in a given year cannot exceed the amount reasonably expected to be available to the region under existing federal, state, and local programs. Prior to adoption of the TIP, MARC provides an opportunity for public review and comment. No regionally significant project, regardless of funding source, or any project utilizing federal transportation funds may proceed to implementation unless it is included in the TIP. The TIP must be completely updated every four years, based on the last date of approval by the Federal Highway Administration and the Federal Transit Administration. MARC currently updates the TIP under a two-year cycle, and the 2026-2030 TIP was completed in 2025.

### **Advisory Committees**

MARC's transportation work is in large part accomplished through the engagement with several policy, planning and programming committees composed of a variety of regional stakeholders. The MARC committee structure was modified in 2025 to address concerns related to efficiency and complexity. These modifications resulted in the consolidation of several committees and the creation of topical roundtables. The major committees involved in the transportation planning process are described below (see Figure 3):

Total Transportation Policy Committee (TTPC). TTPC provides policy-level input to the Board of Directors on significant transportation issues, programs, and projects, and serves as the primary focal point for MARC's overall transportation planning program. Membership on the TTPC includes elected officials and staff representatives from local counties and municipalities, as well as representatives from the Kansas City Area Transportation Authority, the Kansas Department of Transportation (KDOT), the Missouri Department of Transportation (MoDOT), and non-voting representatives from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Air Quality Forum (AQF). AQF provides policy input on MARC's air quality programs, including transportation-related issues such as conformity procedures, mobile source inventories, and transportation control measures. The AQF plays a lead role in the development of the region's air quality strategy, including the Kansas City portion of the state implementation plan (SIP) for air quality. Membership includes representatives from local governments, the Missouri Department of Natural Resources, the Kansas Department of Health and Environment, the Missouri Department of Transportation, the Kansas Department of Transportation, and other related stakeholders.

## Timeline for updating required MPO plans and documents

	2026				2027				2028				2029				2030				2031			
	Q1	Q2	Q3	Q4																				
<b>Metropolitan Transportation Plan</b> Update required June 2030																								
<b>Transportation Improvement Program</b> Approved biannually in October																								
<b>Unified Planning Work Program</b> Approved annually in November																								
<b>Coordinated Public Transit - Human Services Transportation Plan</b> Update required December 2030																								
<b>Title VI of the Civil Rights Act of 1964 Manual</b> Update required December 2028																								
<b>Limited English Proficiency Plan</b> Update required December 2028																								
<b>Disadvantaged Business Enterprise Program</b> Update required September 2027																								
<b>Public Participation Plan</b> Update required December 2026																								

Climate and Environment Council (CEC). The CEC is a collaborative, action-oriented committee that will guide the implementation of the Kansas City Regional Climate Action Plan. This committee is jointly supported by MARC and Climate Action KC.

Sustainable Places Policy Committee (SPPC). The SPPC provides leadership and policy advice to the MARC Board of Directors in regional sustainable development. Under the guidance of the SPPC, MARC collaborates with local communities to update and implement land-use strategies that support transportation, equity, environment, and conservation principles.

Planning Committees. The planning committees report to the TTPC and focus on carrying out the continuing, cooperative, and comprehensive performance-based multimodal transportation planning process required under federal regulation. The planning committees include the Technical Advisory Committee, Destination: Safe Coalition, and the Mobility Advisory Committee . Membership on these committees is a mixture of elected officials, local government and transit agency staff members, state and federal officials, and representatives from various community groups.

Programming Committees. Three committees provide guidance in the programming of federal transportation funds.

- Two Programming Committees, one each for Kansas and Missouri, are composed of local government and transit agency staff members, federal and state DOT staff, and representatives

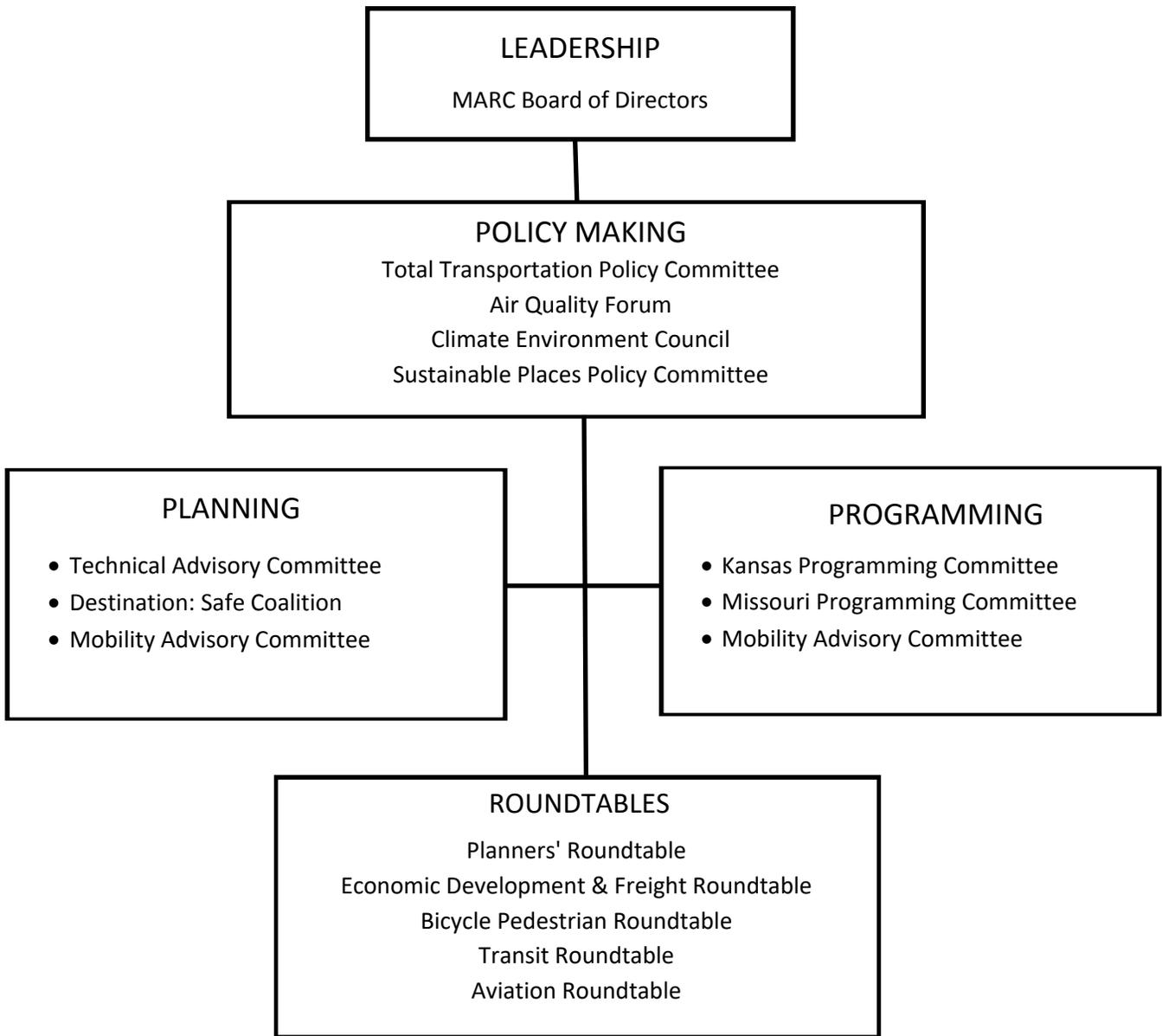
from various community groups. The committees prioritize Federal Highway Administration (FHWA) funds suballocated to the Kansas City region for inclusion in the MTP and TIP. These funds include the Carbon Reduction Program (CRP), Congestion Mitigation/Air Quality Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives Program (TA). Separate committees are maintained for each state since the federal funds are apportioned at the state level and must be spent within that state.

- The Mobility Advisory Committee is co-administered by MARC and the Kansas City Area Transportation Authority. The committee addresses issues regarding enhanced mobility in the Kansas City region and evaluates and prioritizes FTA Section 5310 program projects.

Roundtables. A series of topical roundtables provides opportunities for networking and coordination, identification of emerging issues, and may serve as the basis for the creation of ad hoc working groups to provide support for activities related to the metropolitan planning process. These roundtables will initially include the Planners' Roundtable, Economic Development and Freight Roundtable, Bicycle Pedestrian Roundtable, Transit Roundtable, and Aviation Roundtable.

Technical Forecast Committee. The Technical Forecast Committee is a standing committee composed of local government representatives in the fields of planning, public works, and community development, as well as community/private sector representatives. The committee provides technical support in developing regional demographic forecasts, strategies, and policy evaluation.

# MARC Transportation/Air Quality Committee Structure



## **Public Involvement**

MARC's Public Participation Plan was approved in 2023 and is scheduled to be updated in 2026. The Public Participation Plan describes MARC's objectives in conducting public engagement activities, explains how public participation processes will be conducted in conjunction with major products, and identifies a set of techniques and strategies that MARC will draw from in developing specific public engagement activities/processes, including visualization techniques.

## **Agency Roles and Responsibilities**

As the Metropolitan Planning Organization (MPO) and the designated air quality planning agency for the region, MARC has the lead responsibility to ensure that the transportation planning process is being carried out in accordance with federal and state regulations. Several other partner agencies play key roles in the transportation planning process, as discussed below.

State DOTs. MARC works cooperatively with the Missouri Department of Transportation (MoDOT) and the Kansas Department of Transportation (KDOT) in carrying out all of its transportation planning activities. State representatives serve on the Total Transportation Policy Committee, as well as the various modal and programming committees. Both state DOTs have planning offices with personnel designated as liaisons for metropolitan planning and programming.

State DOTs are responsible for a number of activities that affect the metropolitan planning process. They are charged with the development of Statewide Long-Range Transportation Plans, which are to reflect the Metropolitan Transportation Plan developed by MARC. Each state DOT also develops a statewide transportation improvement program (STIP), which must embody the TIP developed by MARC for the Kansas City metropolitan area. Accordingly, both state DOTs participate actively in the process by which projects are prioritized and included in the region's TIP.

The state DOTs also serve as additional linkages between MARC and federal transportation agencies (i.e., the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Aviation Administration (FAA)). While MARC has direct contact with these agencies, some communications with federal agencies, particularly those involving formal federal actions, are channeled through the state DOTs. The state DOTs also provide grant oversight of MARC's federal planning funds.

State Air Quality Agencies. The Missouri Department of Natural Resources (MDNR) and the Kansas Department of Health and Environment (KDHE) have overall responsibility for compliance with the Clean Air Act, including development and adoption of state implementation plans (SIPs). Both agencies have formally designated MARC as the lead planning agency for air quality in the Kansas City metropolitan area. As a result, MARC plays a lead role in developing mobile and stationary source emissions inventories, identifying, and analyzing potential air quality strategies, and drafting SIP revisions for the region. These products are then submitted to MDNR and KDHE for review and approval. Both state air quality agencies serve on MARC's Air Quality Forum.

Public Transit Agencies. The bistate Kansas City Area Transportation Authority (KCATA) is the largest provider of public transportation in the Kansas City metropolitan area. In addition, three local governments provide substantial public transportation services: Johnson County, Kan., operates Johnson

County Transit; the city of Independence, Mo., operates IndeBus; and the Unified Government of Kansas City, Kan., and Wyandotte County operates Unified Government Transit/UGT.

The KCATA operates several of the Unified Government Transit routes directly. Further, KCATA provides contract management and planning services for both the Unified Government and the City of Independence transit.

A fifth transit operator, the Kansas City Streetcar Authority, began streetcar service in downtown Kansas City, Mo. in 2016. These five transit agencies submit projects to MARC for inclusion in the TIP and carry out many of the transit-related planning activities contained in the Unified Planning Work Program.

## **MAJOR TRANSPORTATION PLANNING INITIATIVES**

The work elements identified in the UPWP are intended to assist the region in informing, refining, enhancing, or implementing elements of the MTP. Appendix A reflects how work elements relate to the MTP's goals and objectives. The following is a brief discussion of the major transportation planning initiatives that are reflected in the 2026 UPWP.

- Respond to planning provisions in the IJJA – Tasks 1.1, 2.2, 3.5, 3.9, 4.1, and 5.10
- Suballocated federal funds programming – 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 – Task 3.4 and 3.5
- Housing and Transportation Coordination Study – Task 5.10
- Completion of the regional activity-based travel demand model– Task 3.1
- Completion of the Regional Bikeway Plan Update – Task 3.5
- Completion of the Smart Moves Transit Plan update – Task 3.5
- 2026 Travel Patterns After Action Assessment – Task 5.11
- Natural Hazard Transportation Risk Assessment Phase 2 – Task 5-12
- Metrogreen Network Assessment – Task 5.13

**FFY 2026 UNIFIED PLANNING WORK PROGRAM  
MID-AMERICA REGIONAL COUNCIL  
WORK ELEMENT/TASK DESCRIPTIONS**

**1.0 Program Support and Administration**

**1.1 Transportation Administration – Lead Agency: MARC**

Objectives

- To provide overall management of MARC's transportation planning program and ensure compliance with applicable federal and state requirements.
- To administer all applicable federal funding and activities in a prudent and lawful manner.
- To ensure that all grants and contracts are administered to allow timely completion of scheduled activities and products.
- To support the various transportation and related committees and ensure communications among and between the committees.
- To manage and develop staff contributing to transportation planning activities.

Background/Previous Work

MARC has managed the metropolitan transportation planning process in compliance with applicable federal and state requirements since being designated as the MPO in 1974. The region's transportation planning process was reviewed in 2025 and certified as to its compliance with all applicable laws and regulations, in accordance with federal transportation planning requirements.

Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Committee Support.* Support MARC's transportation policy, planning, programming and special committees with agendas, meeting logistics, maintenance of membership and miscellaneous communications (monthly).
2. *ACTIVITY: Legislative Tracking.* Monitor state/federal legislative activities related to transportation programs and modify/update MARC policy positions; respond to new regulations issued to implement new legislation (as needed).
3. *ACTIVITY: Personnel.* Complete annual staff evaluations (December). Conduct staff recruitments (as needed); Staff development and training (monthly), which could include training on the MPO process and products, modal planning, performance measurement, operations, and management, connected and autonomous vehicles, linkages between transportation and related planning topics, and functional skills related to data, software, management, fiscal processes, facilitation, communication, and customer service.
4. *ACTIVITY: Procurement.* Conduct third party contract procurement and provide pre- and post-award contract administration (as needed).
5. *ACTIVITY: On-Call Planning Consultant:* Access services of previously procured on-call planning consultants in support of miscellaneous planning tasks (as needed).
6. *ACTIVITY: Operations.* Support operating expenses (training, meeting expenses, advertising, travel, supplies, etc.) to conduct the metropolitan planning process (ongoing).
7. *ACTIVITY: DBE.* Implement all aspects of the DBE program ensuring MARC is compliant with federal regulations (ongoing).
8. *ACTIVITY: UPWP Invoicing.* Monitor the preparation and submittal of invoices to state

- departments of transportation (monthly).
9. *ACTIVITY: Title VI Program.* Maintain the Title VI plan and other relevant plans under Title VI (ongoing).
  10. *PRODUCT: UPWP and Progress Reports.* Prepare annual Unified Planning Work Program and Budget (October); Prepare Quarterly UPWP progress reports (Apr, Jul, Oct); Prepare prior year Annual Progress Report per 23 CFR 420.117(b) (Mar).
  11. *PRODUCT: Title VI and DBE Reports.* Participate in training, monitor regulation, and prepare reports as needed (ongoing).

## 1.2 Public Participation – Lead Agency: MARC

### Objectives

- To gain meaningful input into the transportation and related planning processes from people with varied knowledge and ideas.
- To provide opportunities for convenient public access, review and comment on regional planning and programming documents, as well as the data and forecasts on which they are based.
- To incorporate public input into plans, programs, and other products of the metropolitan planning process.
- To document official actions (review, approval, adoption, and amendments) of transportation and air quality planning processes and related public review, as well as special studies and other projects that could result in significant changes to these processes.
- To comply with federal public participation requirements.

### Background/Previous Work

MARC's public participation procedures call for early and continuous consultation with community stakeholders and the public. MARC uses tools like the MARC website, social media channels, and email newsletters to provide information and announce opportunities for input to MARC's planning efforts. Public meetings are also integral to this process.

MARC's public participation activities are carried out through a Public Participation Plan that outlines strategies to increase the effectiveness of MARC's current public involvement activities, and notes that ongoing investigation of best practices will be used to make sure the full range of public engagement activities is considered for each project. MARC most recently updated the Public Participation Plan in 2023.

### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Engagement.* Actively engage public and private community stakeholders, the public and the media as outlined in the Public Participation Plan (monthly); evaluate effectiveness (Dec).
2. *ACTIVITY: Formal Public Review and Comment.* Provide information for public review and comment, document public input and agency response, and provide to decision makers (ongoing).
3. *ACTIVITY: Publications/Documents.* Develop issue-specific fact sheets and presentations (as needed); design written reports for publication (as needed); distribute the "Guide to the Transportation Planning Process" (ongoing).
4. *ACTIVITY: Speaking engagements.* Provide subject matter experts and materials for presentation when requested by partners and other organizations. This includes presentations related to MARC's own outreach efforts (as needed).

5. *PRODUCT: Public Participation Plan.* Update the Public Participation Plan (PPP) to meet federal requirements (Dec).
6. *PRODUCT: Calendar and Announcements.* Maintain transportation-related meetings and events on public online calendars (monthly). Create HTML invitations to advertise transportation events (as needed).
7. *PRODUCT: Digital Media and Communication.* Develop and maintain digital media content and web- based communication tools, such as web sites, web pages, social media accounts, email blasts etc., for public engagement, general communications, plans and programs, and their related products (ongoing).
8. *PRODUCT: Website news articles.* Post news articles to marc.org (as needed).

**2026 Budget for Program Support and Administration**

1.1	Transportation Administration	\$816,770
1.2	Public Participation	\$267,576
<b>Total</b>		<b>\$1,084,346</b>

**2.0 LONG-RANGE PLANNING**

**2.1 Land Use, Demographic and Comprehensive Planning – Lead Agency: MARC**

Objectives

- To support a planning process that engages community stakeholders and the public in dialogue about regional goals and objectives, along with how best to achieve them through the integration of the region’s transportation investments, land use decisions, and environmental conservation efforts.
- To promote local and regional land use, community development, and economic development policies consistent with the goals and objectives adopted by the MARC Board of Directors and included in the Metropolitan Transportation Plan.
- To maintain and improve the social, economic, demographic, geographic, and land use data systems that facilitate the above and are necessary to conduct metropolitan transportation planning.
- To communicate development changes and their implications to elected officials, business leaders, civic groups, community organizations, and city, county, and staff agency personnel.
- To promote Sustainable Places and Transit-Supportive Development principles through dialogue, presentations, analysis of data and practices, maintenance of the MARC website, and development of tools to assist local communities.
- To encourage sustainable development and greater housing choices in the metropolitan area, reducing travel demand.
- To support the integration of housing planning within transportation planning work through coordination with regional stakeholders and other housing policy professionals.
- To support community design and transportation and mobility options that support improved public health.
- To support local officials and others working together to address extreme weather events and broader goals of sustainability to advance the vision of the Kansas City area becoming America’s Green Region.

Background/Previous Work

In June 2025, the MARC Board of Directors adopted an update to Connected KC 2050, the regional metropolitan transportation plan. The update continues the pursuit of concentrated development along activity centers and corridors throughout the region, includes current projections for population growth and financial capacity, and refines regional transportation projects through 2050.

Connected KC 2050 supports specific policy direction related to regional growth and development and outlines a clear direction towards developing integrated land use, transportation, and environmental strategies as a mechanism to pursue a more sustainable future. The Sustainable Places Policy Committee, a policy level committee created by the MARC Board of Directors, guides this work and advises the MARC Board regarding regional development and changing demographics.

The development of detailed strategies and forecasts rests upon a host of data sets, analytical capabilities, and public engagement capacities that must be continually maintained, often as a joint effort between MARC and its member local governments or partner organizations. These include (list is not exhaustive):

#### Data

- Aerial orthoimagery, flown metro-wide every 2 years by MARC on behalf of the region's cities and counties to provide the basis for geographically accurate local land use data.
- Parcel-level land use file, maintained by counties and integrated by MARC, to provide current land use, and additional attributes such as square feet, year built and value.
- Planned land use, maintained by cities and counties, and integrated by MARC to represent the collective future imagined by area local governments.
- Street centerlines, names, and addresses, as well as address points, maintained by cities and counties and integrated by MARC to accurately geocode buildings and employers to Transportation Analysis Zones (TAZ) and other geographic areas.
- Social, economic, and demographic data, maintained by a wide variety of federal, state, and local agencies, as licensed from private sources, and aggregated by MARC to monitor changing trends by location or characteristic.
- MetroGreen, the regional trails and greenway plan.
- Natural Resources Inventory, NRI land cover data that classifies land cover into four classifications: impervious, barren, vegetated, and water. A variety of sub-classifications exist for the impervious and vegetated cover which offer enhanced ecosystem understanding.<sup>1</sup>

#### Analytical Capabilities

- Geographic Information Systems to maintain, integrate, and analyze the geographically based data sets above.
- Statistical analysis software to analyze the above data sets and to estimate the parameters on various models.
- Modeling and visualization software to help translate technical data inputs into meaningful measures, and to visually display data for improved understanding and public awareness.

#### Public Engagement Capacities

- Data on MARC's web site through <https://www.marc.org/data-and-maps> ., MARC supports KC Rising's Data and Analytics Resource Team (DART), providing technical assistance to aid the design of the metric system for tracking social and economic progress, update the metrics annually, and present the metrics to area elected officials, business, and community leaders.
- MARC hosts a regional planners' roundtable, which generally meets quarterly as a forum for local planners to discuss common issues of concern and to learn about best practices.<sup>1</sup>
- MARC convenes a "Planning Director's Luncheon" as a forum for sharing of expertise, best practices, and provide updates on important planning, development, and other local activities.<sup>1</sup>
- MARC's KC Communities for All Ages works to facilitate aging in place and aging in community for the region's senior community. This regional initiative furthers conversation about land use and transportation that creates communities that welcome all ages.<sup>1</sup>
- MARC continues the First Suburbs Coalition, which addresses neighborhoods, commercial areas, and infrastructure issues and policies to promote sustainable communities and healthy environments.<sup>1</sup>

- MARC facilitates a gathering of local GIS professionals (KC Metro GIS), including representatives from state and local government, to share expertise and collaborate on data development and sharing opportunities.<sup>1</sup>
- MARC coordinates periodic meetings of data professionals working in cities, non-profits, and public health agencies to discuss the development of data and tools that help keep policy makers abreast of key trends and performance metrics.

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Technical Analysis.* Maintain, update, and improve data sets, analytical capabilities and public engagement capacities as described above, as well as active committees overseeing them (ongoing).
2. *ACTIVITY: Data – Parcel Land Use.* Update parcel data from county assessors annually for use in UrbanSim and other analyses (ongoing).
3. *ACTIVITY: American Community Survey (ACS), Population Estimates Program (PEP) and 2030 Census data.* Prepare databases to absorb the data, download the latest data as it becomes available, and make extracts accessible to local governments and residents via MARC’s website. (ongoing).
4. *ACTIVITY: 2026 Aerial Project.* In partnership with area local governments, conduct the 2026 aerial project. Continue to produce digital orthophotography for participating jurisdictions from 2024 aerial project. (ongoing).
5. *ACTIVITY: Planning Tools.* Continue to help local governments incorporate into their own planning and development processes the tools developed in the Creating Sustainable Places program and the Natural Resources Inventory. Participate in the National Consortium for Scenario Planning to keep abreast of best practices and aid the tool development (ongoing).
6. *ACTIVITY: Economic and Workforce Indicators.* To develop and support critical land use inputs into the travel demand forecasting models, MARC will develop and maintain a series of economic and workforce indicators in support of improved integrated planning. MARC will publish data and reports describing and analyzing the region’s economy and workforce on its website (ongoing).
7. *ACTIVITY: Update KC Rising Support.* Support KC Rising, the community’s civic collaborative focused on improving regional economic prosperity, by participating in its Talent Pipeline Management (TPM) initiative to understand the workforce needs of key industry clusters and develop collaborative approaches to addressing their workforce challenges. (ongoing).
8. *ACTIVITY: Population Indices for Transportation.* Continue to improve MARC’s ability to understand, explain, and visualize various population indices and their relationship to transportation, collecting new data and developing new tools as needed. (ongoing)
9. *ACTIVITY: Sustainable Places Policy Committee:* The committee meets approximately six times a year to review and recommend policies and actions to the MARC Board regarding the environment, land use and changing demographics. Additionally, the committee provides oversight to the Planning Sustainable Places program and will develop and oversee a process for engaging local stakeholders regarding the definitions for centers and corridors. (ongoing).
10. *ACTIVITY: Centers and corridors outreach.* Conduct engagement activities to incorporate jurisdictional input in the identification of local centers and corridors for regional planning and prioritization (Dec).
11. *ACTIVITY: Smart Moves 3.0:* Integrate SM3.0 analysis findings into land use, demographic, and comprehensive planning to inform and refine transit-supportive development principles and practices (ongoing).
12. *ACTIVITY: Public Engagement – Data Access:* Maintain an open data strategy and/or platform that allows greater searchability, ease of access, and use of data maintained to support regional planning efforts (ongoing).

13. *ACTIVITY: Data – Employment:* Using data from the University of Wisconsin (Your Economy Time Series), maintain an establishment-level employment file to augment official figures from BLS (ongoing).
14. *ACTIVITY: Housing Data.* Collect, organize, and make accessible via the MARC website the wide range of data related to housing access, affordability, and quality, especially as it relates to access to jobs and transit for households with fewer cars than workers (ongoing).
15. *ACTIVITY: Housing Analysis.* Analyze the housing data in relationship to employment, considering cost, characteristics of workers and households, and financial and policy barriers to increasing the supply of housing. Generate reports describing issues related to increasing the availability of workforce housing in more parts of the region at more price points (ongoing).
16. *ACTIVITY: Housing Research.* Research emerging housing policies in other regions of the United States and regional housing activities to further collaboration, funding opportunities, and planning for regional housing needs (ongoing).
17. *ACTIVITY: Sustainable Land Use Resource:* Continue to expand the online reference resources available for the region and integrate examples and findings from the centers and corridors definition process and the Planning Sustainable Places program (ongoing).
18. *PRODUCT: Activity Center Map:* With input from the Technical Forecast Committee and Sustainable Places Policy Committee, continue to refine and update the regional activity center map to reflect the most current data and policy direction (ongoing).

## 2.2 Metropolitan Transportation Plan – Lead Agency: MARC

### Objectives

- To maintain a Metropolitan Transportation Plan (MTP) for the Kansas City Metropolitan Area.
- To integrate the MTP with the statewide long-range plans, funding priorities, and transportation programs developed by KDOT and MoDOT.
- To facilitate continued community dialogue concerning regional development and mobility and transportation goals, policies, strategies, and priorities reflected in the MTP.
- To measure progress related to the goals and performance measurements outlined in the MTP.

### Background/Previous Work

In June 2025, MARC updated *Connected KC 2050*, the Metropolitan Transportation Plan (MTP) for greater Kansas City. The updated MTP includes a detailed policy framework, an identified regional land use direction supporting regional activity centers and corridors, detailed listings of transportation needs, and underlying population and employment forecasts. Development of this plan included a deliberate “Needs Assessment” process, development of an online “story maps” tool, use of social media platforms to engage with the public, and scenario analysis of transportation networks and land use growth scenarios to test sensitivity of our transportation models.

### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Plan Implementation.* Continue the implementation of strategies and policy priorities outlined in *Connected KC 2050* (ongoing).
2. *ACTIVITY: Training.* Conduct targeted training programs through the Academy for Sustainable Communities supporting *Connected KC 2050* implementation activities and strategies. Topics to be covered may include, but are not limited to, transportation safety, pedestrian and bicycle counting, resilience, and mobility planning (ongoing).
3. *ACTIVITY: MTP Database.* Review and evaluate the structure of the MTP database and make enhancements that improve ability to report, summarize and visualize both spatial and non-spatial data. (ongoing)

4. *PRODUCT: Manage MTP.* Process plan amendments (as needed).

**2026 Budget for Long Range Planning**

2.1	Land Use, Demographic & Comprehensive Planning	\$576,863
2.2	Metropolitan Transportation Plan	\$309,907
<b>Total</b>		<b>\$886,770</b>

**3.0 SYSTEM MANAGEMENT**

**3.1 Modeling/Forecasting Activities – Lead Agency: MARC**

Objectives

- Development and refinement of model methodology and tools to support regional goals and objectives as adopted by the MARC Board of Directors.
- Implement advance modeling development in response to priority policy analysis and comprehensive regional planning questions.
- Provide regional travel forecast and modeling analysis to partners.

Background/Previous Work

An accurate, state-of-the-practice suite of economic, demographic and transportation forecasting tools must be maintained to identify needed infrastructure improvements as well as gauge the impacts of regional policies and investments. Over the last several years, MARC has improved its in-house modeling capacities. These include:

- A continually enhanced and updated regional economic and demographic model to provide long- range forecasts of metropolitan Kansas City’s total population by age, income, and employment by industry.
- A land use forecasting model that utilizes detailed parcel-level current land use, an aggregation of local land use plans, and calibrated location choice models to provide forecasts of households, population, and employment at the level of census blocks, which are then aggregated to traffic analysis zones (TAZs).
- A GIS-based land use scenario model that also uses current and future land use plans along with financial information on building costs and rents to create and evaluate economically feasible development alternatives in activity centers and corridors.
- An improved and augmented set of advanced four-step travel demand models that explicitly model the regional multi-modal travel forecast. The travel models are built based on the observed behavior of people. That behavior was measured from the results of the MARC household travel survey.

In June 2025, the MARC Board of Directors adopted an update to the regional metropolitan transportation plan that included a new set of population, household, and employment forecasts that provide the land use inputs into the travel demand models used for the update to Connected KC 2050 and the metropolitan transportation planning process in general.

While these adopted forecasts provide an accurate estimate of trends, local governments and regional decisionmakers desire a model that would allow testing of policies to cluster development around existing and planned nodes and corridors as indicated in local comprehensive plans. A primary policy tool is the use of incentives to reduce the cost of redevelopment in the desired areas. This then requires a model that adequately models land markets, both the supply side (developer behavior) and the demand side (household and employer behavior), to estimate and forecast prices and rents as well as development costs and rates of return. To model developer behavior, such a model must

evaluate the profitability development in one area vs. another, which in turn requires detailed information below the block level, i.e., at the parcel and building level. In 2024, MARC implemented a version of UrbanSim that begins to allow for this level of analysis and policy testing.

Starting in 2016, MARC has completed model updates, which included updating the model TAZ system from 900 zones to 2400 zones, updated land use data from 2010 Census and 2015 ACS and LEHD, and updated transit routes with the new RideKC system. MARC completed a regional household travel survey in 2019 and began to calibrate the travel model using the survey results in 2021. The calibrated MARC 2019 travel model was made available in 2022. The calibrated travel model was used to evaluate long-range regional scenario planning strategies. The added functions of select link analysis and split zone ability provide a more detailed traffic forecast and help transportation engineers to design their projects for construction. In 2024, MARC expanded the Transportation Demand Forecast Model (TDFM) to support the inclusion of Ray County into the MARC MPO and the Pioneer Trails Regional Planning Commission (PTRPC) in developing their long-range transportation plan and other regional planning initiatives. This expansion now includes all counties within the Missouri Department of Transportation's Kansas City district, and the updated thirteen-county model has supported the update of Connected KC 2050 and has provided comprehensive traffic forecasts and modeling services. These efforts have further contributed to the regional freight study completed in 2025, MoDOT's statewide studies, and the planning activities for both PTRPC and MARC

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Land use Model Data.* Develop/acquire the data needed to support UrbanSim model. Continue to update and maintain future land use and development project pipeline data from local governments. (ongoing).
2. *ACTIVITY: Land Use Model Development.* Working with the developer, continue to maintain and improve the UrbanSim model to produce realistic policy responses to planned transportation and economic development projects, as well as to changes in zoning or financial incentives offered by local governments. This work will be performed in conjunction with the Housing and Transportation Coordination Plan to ensure the model specification maximizes the ability of the land use model to examine the impact of the strategies the plan identifies as priorities. (ongoing)
3. *ACTIVITY: Land Use Forecast.* Evaluate and update the land use forecast to maintain consistency with current development trends and update as determined to be necessary. (ongoing).
4. *ACTIVITY: Land Use-Travel Model Integration.* Continue development of a methodology for integrating the land use and travel models. The outcome of this effort will produce a system of feedback loops between the models, where the results of one are used as inputs for the other (ongoing).
5. *ACTIVITY: Travel Demand Model.* Maintain, update, and operate MARC Travel Demand Model and its applications. On-call consultant will be accessed in support of this task (ongoing).
6. *ACTIVITY: Data Acquisition.* Acquire data sets necessary for model enhancements (ongoing).
7. *ACTIVITY: Travel Model Webpage.* Maintain the online model forecast map (ongoing).
8. *ACTIVITY: Traffic Forecasts.* Establish MARC standard traffic forecast for every decade (2030-2050) (Dec).
9. *ACTIVITY:* Provide modeling analysis to support the evaluation of the project impact for the MTP and TIP. The analysis will assess whether the effects of proposed project vary across different population groups by using the updated MRC Model (ongoing)
10. *ACTIVITY: Maintain Functional Classification System.* Develop and maintain the functional classification system of roadways through coordination with local cities, counties and the state departments of transportation. Maintain interactive web map to allow users to view information. Issue Call for Changes to the Functional Classification system twice per year (ongoing).
11. *ACTIVITY: Model Support.* Provide the Travel Model package and MARC modeling technical support to consultant teams working on the major projects for the MARC partners (ongoing)
12. *ACTIVITY: Air Quality Modeling.* Develop data input files for use in the latest EPA approved air quality emissions model MOVES. Provide analysis support to regional emission and resilience

assessment analysis. (ongoing)

13. *ACTIVITY: Modeling support and data requests.* Provide ongoing small area or project level of traffic forecast assistance to regional partners and support modeling needs of miscellaneous project studies. The data provided includes transportation model runs, network assignments, analysis and reports and impact assessments for local and regional planning efforts (as needed).
14. *ACTIVITY: Technical Capacities.* Research, develop, and test model-based transportation performance evaluation tools and improve the capacity to produce multi-modal travel forecasts and analysis (ongoing).
15. *ACTIVITY: Model Users Group.* Organize meetings for the region's travel model users to facilitate information sharing, promote best practices, and encourage consistent modeling approaches (ongoing).
16. *ACTIVITY: Activity-based Travel Demand Forecast Model:* Complete the development of a new, next generation Activity-based Travel Demand Forecast Model (ABM) model to support ongoing plan development. The ABM Model will provide a more detailed understanding of travel behavior by simulating activities that lead to trips, allowing for in depth analysis of travel patterns. (Dec).

### **3.2 Transportation Research and Database Management – Lead Agency: MARC**

#### Objectives

- To collect, maintain and analyze data on transportation and travel behavior within the region to facilitate transportation planning and decision-making.
- To acquire, maintain and analyze data in support of system performance measures.
- To support data management and governance functions including internal processes, hardware and software systems, and technical capacities of MARC staff.
- To promote better understanding of transportation patterns and trends among member jurisdictions and the public.
- To conduct analysis and research in support of goals, objectives and strategies identified in Connected KC 2050.
- To respond to requests for information from local, state, and private agencies and members of the public.

#### Background/Previous Work

To better understand transportation and travel behavior within the region, MARC regularly collects and analyzes data through special surveys initiated locally or available through federal, state, or private sources. Examples of prior data collection efforts include the 1996, 2000, 2007, and 2012 Travel Time Studies, the 1998 and 2002 Vehicle Occupancy Studies, the 2004 and 2019 Household Travel Surveys, the 2005 On-Board Transit Survey, and the 2007 External Survey.

Data pertaining to transportation that is routinely tracked and reported, such as traffic counts, transit ridership, crashes, aircraft activity and expenditure of funds for maintenance and expansion of transportation facilities, are kept on file in databases at MARC.

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Transportation Planning Research.* Research and explore emerging issues, best practices, analytical tools, and general information related to transportation planning (ongoing).
2. *ACTIVITY: Data Collection.* Research, access and obtain data sets needed to achieve program objectives; maintain access to KDOT and MoDOT databases (ongoing).
3. *ACTIVITY: Database Management.* Maintain databases and documentation for both spatial and non-spatial data; refine and improve data management processes; coordinate with internal and

external partners on data governance issues (ongoing).

4. *ACTIVITY: Data Analysis.* Process data collected through surveys and special studies for use in planning, programming, management, and marketing of transportation services and projects (ongoing).
5. *ACTIVITY: Data Distribution.* Disseminate data to MARC member jurisdictions, other interested agencies, and the public; develop tools and services to publish data and information online (ongoing).
6. *PRODUCT: Transportation Data and Technology Strategic Plan.* Implement the short- range strategic plan outlined in the MPO data/technology needs assessment (ongoing).
7. *PRODUCT: Research Reports.* Prepare miscellaneous, periodic research reports and analyses on transportation and land-use trends and related information as prompted by emerging issues (as needed).

### **3.3 Air Quality and Weather Responsive Infrastructure Planning – Lead Agency: MARC**

#### Objectives

- To ensure that transportation plans and programs support regional air quality, emissions reduction, and associated weather-responsive infrastructure planning objectives.
- To remain prepared for the possibility that the region may become subject to air quality/ transportation conformity requirements under the eight-hour ozone and PM2.5 standard if the region (or portions of) is designated as a nonattainment area.
- To support the mobile source emission reduction goals of the Kansas and Missouri State Implementation plans, the regional Clean Air Action Plan, and the Regional Climate Action Plan.
- To promote compliance with the National Ambient Air Quality Standards for ozone and PM2.5.
- To build stakeholder support for initiatives that mitigate air pollution and greenhouse gases caused by cars and trucks.
- To coordinate regional air quality plans and programs with other transportation planning processes.
- To facilitate implementation of transportation-related, weather-responsive infrastructure strategies articulated in the metropolitan transportation plan and the Regional Climate Action Plan.

#### Background/Previous Work

MARC serves as the designated Section 174 agency for the bistate Kansas City area, coordinating the development of state air quality plans and providing opportunities for local governments to participate in the development of these plans. MARC's air quality responsibilities include coordination, planning, technical analysis, public information, and education. This work element encompasses the transportation component of MARC's air quality planning program. Previous work included an update of the mobile source emissions inventory and budgets for inclusion in the Kansas City SIPs for ground-level ozone.

As a one-hour nonattainment and maintenance area, the Kansas City region was required to conform its MTP and TIP to mobile source emissions budgets in the Kansas and Missouri State Implementation Plans (SIPs). MARC, as the metropolitan planning organization for the Kansas City region, was responsible for developing the conformity analyses, for getting approval from federal, state, and local agencies on the methodologies and assumptions used to demonstrate conformity, and for seeking public comment on the analyses. The work was carried out to ensure that mobile source emissions projected for future years would not exceed limits prescribed in the SIPs.

In May 2005, the Kansas City region was designated attainment for the eight-hour ozone standard. When the one-hour ozone standard was revoked on June 15, 2005, the region ceased to be subject to federal transportation/air quality conformity requirements. In 2007, the region experienced

violations of the eight-hour 85ppb ozone standard, and in response, the states of Kansas and Missouri began to implement contingency measures in their ozone SIPs. Under the current (2020) ozone standard (70 ppb) the Kansas City region has been classified as unclassifiable/attainment for all counties.

In March 2005, the MARC Board of Directors approved a regional Clean Air Action Plan that includes voluntary strategies for reducing emissions from a variety of sources, including cars and trucks. Some of the mobile source measures in the plan include gas cap testing; retrofitting diesel engines on buses, heavy duty trucks and locomotives; electrifying truck stops to enable drivers to idle their rigs less; and promoting the use of idling reduction policies for public and private fleets. While some of these elements could be implemented at little or no cost, many of them are capital intensive and will require public or private funds to be realized. Comprehensive updates were completed in both 2011 and 2018.

Since 2008, MARC has worked with MDNR and KDHE to administer Clean Diesel grants from EPA to local projects to reduce on- and off-road heavy- duty diesel emissions, including projects involving rail and freight transport. MARC has also applied on behalf of large fleets for this funding and will continue to work with Kansas City area fleets on reducing diesel emissions.

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Technical Analysis.* Maintain and update the regional MOVES model, including obtaining and working with appropriate entities, to collect local data as needed (ongoing).
2. *ACTIVITY: Committee Support.* Convene the Air Quality Forum, and other necessary subcommittees to review and discuss air quality issues, conformity analyses/determinations and related planning assumptions and methodologies (as needed). Engage with the Climate and Environment Council as needed to facilitate implementation of priority strategies (ongoing).
3. *ACTIVITY: Engagement.* Engage area chambers of commerce, economic development councils, industry and trade associations, local governments, public health agencies, transit agencies, environmental organizations, and other relevant stakeholders in efforts to implement CAP/CAAP mobile source elements (ongoing).
4. *ACTIVITY: Fleet Engagement.* Provide technical, planning, and analytical support to local governments' and transit agencies' efforts to reduce mobile source emissions of ozone precursor, PM2.5 and other emissions, particularly from fleets (ongoing).
5. *ACTIVITY: Technical Analysis.* Analyze air quality benefits and infrastructure resulting from regional transportation policy evaluation, initiatives, and studies (ongoing).
6. *ACTIVITY: Climate Action Plan.* Integrate air quality and weather-responsive infrastructure priorities and initiatives into the work of all relevant committees and work plans, as appropriate (ongoing).
7. *ACTIVITY: Clean Air Action Plan and Climate Action Plan Integration.* Work with air quality stakeholders to include GHG co-pollutants reductions for applicable measures in the Climate Action Plan .
8. *PRODUCT: Air Quality Status Updates.* Inform Air Quality Forum, other relevant committees, and relevant stakeholders on the region's air quality status (ongoing).

### **3.4 Safe and Accessible Transportation Options– Lead Agency: MARC**

#### Objectives

- To develop, maintain and implement regional planning strategies which advance transportation mobility through Connected KC 2050.
- To facilitate transportation policies that integrate safe and accessible transportation solutions with community development needs in the region.

- To foster efforts through engineering best practices, public education, and traffic enforcement to improve safety.
- To support efforts to address and advance data collection.
- To support advancement of technical analysis tools that address mobility planning and programming needs.
- To provide transportation planning support across MARC's related initiatives and programs.
- To improve local and regional mobility and expand modal choice through increased active transportation, transit and mobility services availability, enhanced communication and public education, and improved coordination.
- To reduce traffic congestion and improve air quality.

#### Background/Previous Work

MARC, in cooperation with regional stakeholders, has a long history of developing innovative solutions to address regional transportation challenges. Recent initiatives have included:

- Development of a MetroGreen Action Plan, which included a regional greenway trail system of over 1,100 miles consisting of three distinct corridor types (streams, utility/rail-to-trail, and roadway) leading to the formation of ad-hoc and formal coalitions around corridor planning;
- Development and adoption of "Best Practices: 2012 Local Planning and Design Guide" in conjunction with the local chapter of the American Public Works Association;
- Implementation of the Active Transportation Regional Counting Program ;Adoption of the MARC Complete Streets Policy;
- Creation of a Complete Streets Policy Handbook as a resource for local jurisdictions on how to adopt and implement complete streets policies in communities.
- Adoption of the Greater Kansas Regional Bikeway Plan, expanding regional roadway corridors to a system over 2,000 miles while adding 128 miles of MetroGreen streams corridors in Miami County.
- Adoption of the Regional Pedestrian Policy Plan to synthesize a regional vision of walkability through best practices for policies, plans, and programs related to enhanced coordination of regional and local efforts.
- Development and refinement of strategies focused on successful implementation of the Smart Moves plan;
- Ongoing public information and education regarding the benefits of investing in public transit;
- Creation Mobility Advisory Committee;
- Completion of Smart Moves 3.0 and development of short term "investment strategies, and;
- Convening of a Mobility Hub Workgroup to develop mobility hub implementation strategies.

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Engagement, Outreach and Education.* Conduct active transportation and transit/mobility services related public involvement and education programs to address emerging issues related to safe and accessible transportation modes including, but not limited to, cross cutting sectors such as transportation access, mobility, Smart Moves, economic development and transit-oriented land use planning (ongoing).
2. *ACTIVITY: Facility Inventory.* Work with stakeholders and across MARC departments to maintain inventories of local bicycle/pedestrian built facilities to support regional active transportation planning and programming efforts (ongoing).
3. *ACTIVITY: Regional Trails & Bikeways Map.* Produce the bi-annual Greater Kansas City Regional Trails & Bikeways Map using MARC's bikeways facilities data (Dec).

4. *ACTIVITY: Programming.* Conduct programming processes for bicycle/pedestrian and transit related funding programs; administer funds as necessary (ongoing).
5. *ACTIVITY: Smart Moves 3.0.* Continue to integrate a range of mobility and land use strategies into planning efforts and committee work plans in accordance with the Smart Moves 3.0 plan (ongoing).
6. *ACTIVITY: Funding.* Work with transit and other community leadership to develop a process focused on a sustainable funding structure for the development of the regional transit and mobility system (ongoing).
7. *ACTIVITY: Transit Planning.* In cooperations with regional transit providers, continue to refine regional transit plans (ongoing).
8. *ACTIVITY: Mobility Research.* Identify best practices around emerging transportation & mobility options, which benefit from and utilize active transportation infrastructure. Provide resources for partner agencies to advance utilization of these technologies (ongoing).
9. *PRODUCT: Transit Data and Products.* Develop enhanced transit planning resources including travel demand modeling data, GIS data, route maps, and communication products (ongoing).

**3.5 Complete Streets Activities – Lead Agency: MARC** *This task is utilizing the 2.5% set aside of Safe and Accessible Transportation Options FHWA Planning funds for the Mid-America Regional Council and the FTA waiver of match requirements for Complete Streets Activities. This task is 100% federal funding and requires no matching funds.*

Objectives

- To increase safe and accessible options for multiple travel modes for people of all ages and abilities.

Background/Previous Work

The Infrastructure Investment and Jobs Act (IIJA) provides new tools and resources that allow states and local governments to implement Complete Streets. This includes a requirement that states, and metropolitan planning organizations use at least 2.5 percent of their FHWA planning funds on activities related to Complete Streets or travel on foot, by bike, in a vehicle or using public transit.

Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Complete Streets Network Assessment.* Continue work on the Complete Streets Network Assessment. Work will focus on steadily expanding the assessed network, improving the Assessment methodology, gathering the data needed for any changes to the methodology, and integrating the Assessment into planning and programming processes. (ongoing).
2. *ACTIVITY: Greater Kansas City Regional Bikeway Plan Update.* Complete a major update for the Regional Bikeway Plan, including a revised Regional Bikeway Network and other important regional bicycle planning priorities (March).
3. *ACTIVITY: Smart Moves Transit and Mobility Plan Update.* Complete an update of the Smart Moves plan, including an assessment of implementation of the current plan, exploration of new smart moves route recommendations, ridership increases, integration with other travel modes, and review of governance and funding models for system enhancement with the assistance of local stakeholders including transit agencies (June).

**3.6 Performance Based Planning – Lead Agency: MARC**

Objectives

- To establish, update, and maintain performance measurement targets in accordance with federal regulations.
- To coordinate the selection of performance targets by the state DOTs, MARC, and the region’s transit agencies to ensure consistency, as appropriate.

- To continue to implement and refine a process for monitoring regional congestion, demand management, and system management strategies in accordance with federal regulations.
- To improve integration of regional traffic operations and management initiatives with the metropolitan transportation planning process.
- To manage, maintain and refine the Regional Intelligent Transportation Systems (ITS) Architecture
- To integrate performance measures, congestion management, and the Regional ITS Architecture with the Metropolitan Transportation Plan and the Transportation Improvement Program.
- To actively participate in corridor studies and provide input reflecting regional goals, policies, and priorities.
- To facilitate an open, ongoing discussion of regional aviation issues among aviation professionals, regional elected leadership, and local, state, and federal officials

#### Background/Previous Work

Under the IJJA, states, transit agencies, and metropolitan planning organizations (MPO's) continue to follow a performance-based approach to transportation decision-making that support the national goals of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. USDOT developed a process for establishing performance targets and reporting on progress towards achieving those targets through the federal rulemaking process. State DOTs, transit agencies, and MPOs shall coordinate, to the maximum extent practicable, on the establishment and reporting of performance targets. Furthermore, MARC has chosen to develop additional performance measures that align with the policy goals identified in Connected KC 2050, the region's metropolitan transportation plan.

In 2025, MARC completed Connected Freight KC 2050, a regional freight study done in partnership with Lawrence-Douglass County Metropolitan Planning Organization and Pioneer Trails Regional Planning Commission. This study provided updated data regarding freight tonnage, travel, and forecasts, as well as identifying future trends that may impact the region and the planning processes to address them. In order for the region to remain relevant with national and regional freight goals and objectives, it is imperative that we continue to identify those forces impacting the region.

As the MPO for a Transportation Management Area (TMA), MARC, in cooperation with the two state DOTs, is responsible for developing a Congestion Management Process (CMP) for the metropolitan area and integrating it with the metropolitan transportation planning process.

MARC supports corridor studies whenever major transportation improvements are proposed in the region and will play an active role in coordinating and facilitating them. These studies are viewed as an integral part of the metropolitan transportation planning process and may be a precedent or companion to NEPA environmental and alignment or operational studies. In some instances, other studies are undertaken to develop, evaluate, and select strategies for improving the performance of the region's transportation network.

In compliance with federal transportation planning requirements, MARC adopted the first version of the Regional Intelligent Transportation Systems (ITS) Architecture for the Kansas City metropolitan area in 2004, completed updates to the architecture in 2012 and 2018, and reviewed the architecture in 2024. The Regional ITS Architecture provides a specific, tailored structure for facilitating institutional agreement and technical integration for the implementation of ITS projects in the region by defining how systems functionally operate and the interconnection of information exchanges that must take place between these systems to accomplish transportation services.

### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Coordinate to Develop Performance Targets for IJJA TPM Measures.* Coordinate with planning partners and various committees, to support development of performance targets for the measures defined in the IJJA and related federal rulemaking. (ongoing)
2. *ACTIVITY: Planning Products:* Incorporate the Congestion Management Process, Performance Targets and Monitoring, and Regional Freight planning with the MTP, TIP, ITS Architecture, and other planning products as appropriate. (ongoing)
3. *ACTIVITY: Congestion Management Process.* Continue data collection, analysis, maintenance, and reporting in support of the CMP (ongoing).
4. *ACTIVITY: ITS Architecture Maintenance.* Process periodic updates and amendments to the Regional ITS architecture and public interface (ongoing).
5. *ACTIVITY: Planning for Operations.* Educate partner agencies, elected and other local officials, and the community about the requirements and benefits of TSM&O practices. Work with regional partners to develop concepts for regional projects involving information, communication, and technology applications in transportation (ongoing).
6. *ACTIVITY: Compliance:* Ensure compliance with the IJJA and other state and federal programs and policies (as needed).
7. *ACTIVITY: Study Coordination.* Ensure compliance with MARC policy regarding the initiation, conduct and review of major corridor studies in cooperation with federal, state, and local agencies; ensure findings from studies are reviewed by key MARC committees and incorporated into the region's plans and programs as appropriate (ongoing).
8. *ACTIVITY: Truck Parking Analysis.* Coordination with regional partners to identify key locations for improved truck parking facilities and move forward with planning and strategies identified in the Regional Freight Plan (Dec).
9. *PRODUCT: Annual Performance Measurement Report.* Produce the annual report that measures progress related to the goals and performance measurements outlined in *Connected KC 2050*, including progress towards achievement of IJJA targets (Dec)

### **3.7 Transportation Safety Planning – Lead Agency: MARC**

#### Objectives

- To promote a data-driven process which elevates safety across all modes and prioritizes transportation network investments in the Kansas City region.
- To update the 2022-2027 Transportation Safety Plan into a Comprehensive Safety Action Plan (CSAP), conduct a Vulnerable Road User (VRU) Assessment, and develop a crash data dashboard with FY2023 Safe Streets & Roads for All (SS4A) funds.
- To foster communication and regional collaboration among local, state, and national safety stakeholders on transportation safety issues in the Kansas City region.
- Foster a culture of safety by working with safety partners to share and reinforce messages with the public, which both encourage and enforce safe travel behavior.

#### Background/Previous Work

In 2022, work was completed to adopt the *2022-2027 Transportation Safety Plan*, the active document used by the Destination Safe Coalition. Along with annual data from KDOT and MoDOT, this plan guides the focus of the coalition's work as well as the strategies used to address traffic safety concerns in the region.

The Destination Safe region has not been achieving its annual fatality and serious injury reduction targets. To further the Coalition's commitment to reducing transportation-related fatalities and serious injuries, MARC and the Destination Safe Coalition applied for and received FY2023 Safe

Streets & Roads for All (SS4A) funds. The SS4A funds are provided by FHWA through an IJA discretionary grant. MARC and Destination Safe will use the funds to update the 2022-2027 Transportation Safety Plan into a Comprehensive Safety Action Plan (CSAP), conduct a Vulnerable Road User (VRU) Assessment, and develop a crash data dashboard. These efforts will embrace the Safe System Approach that, together, create a holistic approach to reducing transportation-related fatalities and serious injuries for all road users. Once complete, the CSAP will serve as a blueprint for addressing traffic safety concerns and improving transportation safety in the Destination Safe Region.

Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Coalition Support.* Collaborate with safety partners on transportation safety issues in the Kansas City region, including, but not limited to, engaging additional stakeholders, attending Coalition meetings, holding task team meetings, promoting events that incorporate transportation safety and conducting meetings of the Destination Safe Coalition (Jan, March, May, July, Sept, Nov, or as needed).
2. *ACTIVITY: Technical Support.* Provide support and general direction for the Destination Safe Task Teams (as needed).
3. *ACTIVITY: Special Safety Studies.* Conduct safety data analyses as part of project area studies, corridor studies, and other program activities (as needed).
4. *ACTIVITY: Public Information & Education.* Implement the annual Public Information & Education program through paid and owned media (ongoing), make safety information and education available to stakeholders and the public.
5. *ACTIVITY: Support State Calls for Projects.* Promote calls for projects for traffic safety programs funded by the Kansas and Missouri Departments of Transportation and provide other support as needed (June).
6. *PRODUCT: Biannual Fatality Report.* Provide two safety/fatality reports per year to the Destination Safe Coalition and TTPC (Jun and Dec).
7. *PRODUCT: Annual Safety Performance Measure Targets.* Update the safety performance measure targets based on the 2022-2027 Transportation Safety Plan as well as current data (Feb).

**2026 Budget for System Management**

3.1	Transportation Modeling/Forecasting	\$1,355,194
3.2	Transportation Research & Database Management	\$650,094
3.3	Air Quality Planning	\$115,927
3.4	Safe and Accessible Transportation Options	\$522,526
3.5	Complete Streets Activities	\$236,817
3.6	Performance Based Planning	\$359,725
3.7	Transportation Safety Planning	\$148,807
<b>Total</b>		<b>\$3,389,090</b>

**4.0 PROGRAMMING**

**4.1 Transportation Improvement Program – Lead Agency: MARC**

Objectives

- To develop a detailed and financially realistic program of transportation projects drawn from all elements of the community, which is consistent with the Metropolitan Transportation Plan and financially realistic.

- To evaluate and prioritize projects according to procedures approved by various MARC programming committees.
- To ensure opportunities for public input, review, and comment related to the *TIP*.
- To foster an understanding of the *TIP* process among member jurisdictions, and to effectively communicate the approved *TIP* to the public.
- To effectively process *TIP* modifications actions (Amendments/Administrative Modifications).

Background/Previous Work

MARC produces the regional *Transportation Improvement Program (TIP)* in cooperation with the Kansas and Missouri Departments of Transportation, local governments, and public transportation agencies. The *TIP* is a staged, five-year list of surface transportation projects proposed for federal, state, and local funding that documents how the Kansas City region prioritizes the limited transportation resources available for the various needs of the region . In 2025, MARC approved the 2026-2030 *TIP* in compliance with federal transportation law.

Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: TIP Maintenance.* Maintain the 2026-2030 *TIP* through communications with project sponsors, timely processing of requested administrative modifications, and any other necessary changes; process quarterly *TIP* amendments (Jan, Apr, Jul) and special *TIP* amendments (as needed).
2. *ACTIVITY: Programming.* Complete the process to determine funding priorities for suballocated federal funds and provide ongoing staff support to MARC’s programming committees. Evaluate and prioritize projects according to procedures approved by various MARC committees (Dec).
3. *ACTIVITY: Performance Measurement.* Work with MARC’s planning partners to address the requirements that the *TIP* make progress toward achieving established performance targets as required per 23 CFR 450.326(c) and 23 CFR 450.326 (d). (ongoing).
4. *ACTIVITY: TIP Database Transition.* Continue exploration of a new database structure to better provide for integration with the metropolitan transportation plan and geographic information systems; provide an updated user interface and potential new tools for external users (Dec).
5. *PRODUCT: Project Tracking.* Prepare Annual Listing of Obligated Projects per 23 CFR 450.332 (Dec).

**2026 Budget for Programming**

4.1	Transportation Improvement Program	\$228,610
<b>Total</b>		<b>\$228,610</b>

**5.0 PLANS AND STUDIES**

**5.1 RideKC Short-Range and Ongoing Transportation Planning – Lead Agency: KCATA**

Objectives

- Develop technical route service plans and short-term service recommendations to appropriately adjust and improve KCATA route services in the community. This includes monitoring and measuring the performance of transit service on an ongoing basis.
- In coordination with regional partners, provide planning and administrative support for regional transit services to ensure a comprehensive, cooperative, and continuing transportation planning process, while pursuing local and regional planning projects that integrate land use and transportation as well as advance transit infrastructure planning.

## Background/Continuous Work

This ongoing program will support KCATA staff and consultant work related to planning processes and initiatives anticipated in 2022, including implementation of service improvements recommended by recent regional and local planning efforts and construction projects.

### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Service Monitoring and Improvement.* Based on ongoing monitoring and performance assessments, continue service and infrastructure planning efforts to improve the efficiency of transit service and to accommodate changing needs and demands in the region. KCATA has built an advanced reporting tool to be used to provide up-to-date live data to its community partners and the public in the form of a live dashboard embedded in the RideKC website (ongoing).
2. *ACTIVITY: RideKC Service Restoration Planning.* Due to operator shortages and other pandemic related effects RideKC has been forced to reduce service across the region. The KCATA, along with partner agencies, have begun a planning process to identify service restoration priorities of our community partners, the public, and operations staff (ongoing).
3. *ACTIVITY: Community Planning and Development.* Coordinate with local communities on development review and transportation projects impacting access to transit services; provide data and planning expertise as needed to improve the connection between land use and transportation planning (ongoing).
4. *ACTIVITY: Local Planning Projects.* Serve as liaison and subject matter experts on transportation and land use planning efforts across the region. Serve on steering and advisory committees to advance key projects to improve transportation services and ridership potential (as needed).
5. *ACTIVITY: Regional Marketing.* Continue implementation and marketing of the RideKC brand and services to passengers and the public, including the creation and distribution of materials, signage, attending community events, and providing high-quality passenger information in multiple formats (ongoing).
6. *ACTIVITY: Mobility Services and Job Access:* Plan, implement, and market Microtransit and other flexible services to fill gaps in the fixed-route network and expand job access, in coordination with local partners (ongoing).
7. *ACTIVITY: Federal Programs and Reporting:* KCATA Planning is the lead for the coordination, collection, and submittal of data to the National Transit Database, as well as the development of Title VI programs, analyses, and monitoring activities (ongoing).

## **5.2 RideKC Long-Range Transit and Capital Planning – Lead Agency: KCATA**

### Objectives

- Develop service and capital improvement plans and related cost estimates to address critical and unmet needs. This includes planning for bus rapid transit corridor investments, improved pedestrian access to transit services, fare collection systems, asset management systems, and other needs and initiatives.

### Background/Previous Work

KCATA has recently completed bus rapid transit planning projects on two SmartMoves corridors and is preparing for upcoming plans for additional corridors. KCATA will also be assisting other entities with transit-related planning projects and implementation activities, including for the improvement of passenger amenities and bike/pedestrian accessibility.

### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Streetcar Expansion:* Continue to assist the Kansas City Streetcar Authority and the

City of Kansas City with continued planning and engineering of the planned north and south expansions of the RideKC Streetcar route. KCATA Planning assistance is primarily focused on the integration of the bus network around this rail spine (ongoing).

2. *ACTIVITY: Bus Rapid Transit Project Development & Implementation Activities:* Begin activities related to advanced planning, conceptual engineering, environmental review, and assessment of funding opportunities for Independence Avenue corridor (ongoing).
3. *ACTIVITY: East West Transit Study:* The East West Transit study is a bi-state project that seeks to identify a high-capacity fast and frequent transit corridor between the two anchor locations of KU Medical Systems in Kansas City, Kansas and the Truman Sports Complex in Kansas City, Missouri (Jun).
4. *ACTIVITY: Planning Sustainable Places.* Provide assistance and guidance to Planning Sustainable Places projects throughout the region to achieve local and regional objectives for multimodal transportation (as needed) If selected for PSP funding, we will move forward with proposed planning projects.
5. *ACTIVITY: Transit Oriented Development Planning.* In coordination with municipalities, develop plans and implementation of TOD policies and specific plans to build and encourage appropriate development on key high-capacity transit corridors and activity centers (ongoing).

### **5.3 RideKC Green Corridor Planning Investments – Lead Agency: KCATA**

#### Objectives

- Combine green transit investment and sustainable public infrastructure to address community needs.
- The planning studies included in this project will provide additional analysis in preparation for the introduction of Battery Electric Buses (BEB's), further reducing greenhouse gas emissions to provide a healthier environment for those frequenting the corridor most.
- Improve mobility and access while combating extreme weather events.

#### Background/Previous Work

KCATA has recently completed bus rapid transit planning projects on two SmartMoves corridors and is preparing for upcoming plans for the RideKC Green Corridor.

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Route Restoration Study.* Continue work on a comprehensive route restoration study. This project will include updates to KCATA's Comprehensive Service Analysis, a Multi-Modal Service Connection Plan, Regional Service Improvement Plan, and updates to KCATA Bus Stop Guidelines.
2. *ACTIVITY: Blue Ridge Corridor TOD and Transit Corridor Study.* Recommendation of location of western and eastern termini transit centers to serve as the near term fast and frequent layover locations and development of land use plan and market feasibility for potential transit-oriented development activation (ongoing).
3. *ACTIVITY: Bi-State Sustainable Reinvestment Corridor.* Conduct a planning study to connect four cities across a 2-mile-long corridor along the north side of the region. KCATA serves as a project partner. This corridor has potential to make significant connections between densely populated areas (ongoing).

### **5.4 RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts – Lead Agency: KCATA**

#### Objectives

- Explore innovative funding and planning models to ensure zero fare transit is sustainable.
- The study will assess the economic and health impacts of zero fare in Kansas City.
- Develop a model to extend zero-fare service and ensure sustainability of local funds

## Background/Previous Work

This project will evaluate KCATA's zero-fare transit policy that has demonstrated the potential to reduce vehicle trips, improve air conditions, and improve the health and economic status of Kansas City residents. This project will build on recommendations from MARC's recent Zero Fare Impact Analysis.

## Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Zero Fare and bus use.* Select three comparison cities based on confounders that will include baseline ridership, sociodemographic and environmental variables. Describe changes in ridership in each of the comparison cities to show how their ridership levels change over time as compared with KCMO. The purpose of this analysis is to conduct a detailed but straightforward comparison that may be preferred by some decision makers (Mar).
2. *ACTIVITY: Zero-fare impact on access to healthcare and employment.* Test whether bus users experience improvements in access to healthcare and employment using a quasi-experimental design (Jun).
3. *ACTIVITY: Educational Walk Audits & Focus Groups.* Participants from the priority census tracts will be recruited to participate in the walk audit and in-depth focus groups (Jun).
4. *PRODUCT: Zero-Fare Impact Plan Development:* Analyze the data collected to develop a plan to report the impacts of zero-fare on health and economic indicators for individuals living in the census tracts of interest. Develop recommendations to ensure sustainability of funding for zero-fare using a community-based approach (Oct).

## **5.5 Uniting Kansas City Through Transit (East West Transit Study) – Lead Agency: KCATA**

### Objectives

- Conduct advanced planning to confirm preferred transit mode along the corridor.
- Advanced conceptual design that incorporates complete streets elements for bike, pedestrian, transit, and vehicle traffic.
- Finalizing NEPA documentation.
- Federal Transit Agency CIG Program ratings request package.

### Background/Previous Work

No recent study has analyzed the feasibility of high-capacity connections to the streetcar spine and existing north-south MAX services crossing the state line between Kansas and Missouri. The streetcar extension south to 51st Street and Brookside Boulevard and north to the Berkley Riverfront makes an east-west connection much more impactful to areas on both sides of the streetcar spine. This study is necessary to examine an east-west connection's technical and financial feasibility and will help determine the next steps to make it a reality.

### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Advanced Planning (Finalize LPA) – Q1 2026*
2. *ACTIVITY: Advanced Conceptual Engineering (Including NEPA) – Q1 2027*
3. *PRODUCT: FTA CIG Ratings Request Package – Q3 2026*
4. *PRODUCT: Study Complete – Q1 2027*

## 5.6 Bi-State Sustainable Reinvestment Corridor – Lead Agency: MARC

### Objectives

- Integrate, refine, and update existing transportation and related plans for this corridor,
- Complete project development and environmental documentation for its zero-emission transportation elements and
- Complete advanced conceptual engineering to 15-30% design for one or more high-capacity transit routes with supporting mobility services, mobility hubs, sidewalk and bikeway connections, and related improvements in preparation for major capital investments
- Accelerate implementation and demonstrate the potential of integrated investments in zero-emission transit, green infrastructure, affordable housing, workforce development, childcare access, and other basic services to enhance neighborhood vibrancy, affordability, and connectivity as a model for other corridor-based programs.
- Create a strong community-backed and market-focused framework for private investment in promising but under-achieving neighborhoods, business districts and activity centers.
- Ensure the long-term integrity of key educational institutions and civic and cultural assets along the corridor.

### Background/Previous Work

MARC has been supporting efforts among the cities of Independence, Kansas City, MO and the Unified Government of Wyandotte County/Kansas City, KS to coordinate development of a bistate corridor connecting key activity centers and promising neighborhoods in need of reinvestment and mobility services along State and Independence Avenues from Village West in Wyandotte County to Truman Square in Independence.

This initiative will develop strategies to invest in coordinated, comprehensive transportation, housing, workforce, broadband, public safety, and economic development strategies to support growth along the corridor. Focused investment along and connected to this corridor will enhance its capacity to catalyze growth and opportunity throughout the Kansas City area using sustainable strategies.

MARC is working with the Kansas City Area Transportation Authority and local government partners along the corridor to apply for planning funds to position the corridor for future federal Small Starts, MEGA or RAISE capital grants for zero-emission transportation investments such as electric bus rapid transit, mobility hubs, pedestrian and bicycle facilities and electric charging stations. The proposed project would include robust community engagement to complete corridor planning, environmental clearances, and preliminary engineering to 30% design for the transportation elements of the corridor.

### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Procure consulting services.* Complete consultant procurement process for Phase 2 of the project (Complete).
2. *ACTIVITY: Community Engagement.* Continue community engagement within the corridor (ongoing).
3. *ACTIVITY: Conceptual Feasibility Study.* Develop preliminary program of projects, conceptual capital and operation costs and conceptual benefit cost analysis (Complete).
4. *ACTIVITY: Environmental Studies.* Initiate preliminary National Environmental Policy Act (NEPA) work for transportation-related elements (Sept 2026).
5. *ACTIVITY: Transit Element Scoring.* Initiate Small Starts Rating development for transit elements (Dec 2026).

## **5.7 Reconnecting Kansas City: Repairing Connections for Kansas City’s Westside Neighborhood – Lead Agency: City of Kansas City, Missouri Public Works**

### Objectives

The Reconnecting Kansas City initiative is designed to address the issues created by the infrastructure programs of the past, and specifically will:

- Plan for the replacement of the aging I-35 viaduct.
- Designate and design multimodal connections within the Westside community and with the central business district.
- Create design solutions for Beardsley Road, connecting the Westside with the imminent economic and residential development in the West Bottoms.

### Background/Previous Work

In previous generations, federal infrastructure programs were designed and constructed to further divide the Westside community from the central business district and bisect the neighborhood. In the late 1960s, I-35 was constructed at the eastern border of the neighborhood, cutting off connections between the residents and businesses in the Westside and the Central Business District. I-670 was constructed through the Westside in January 1990, bisecting the area creating a northern and southern section of the community. These infrastructure programs, combined with the railroad construction earlier in the century has created a community that is more disconnected and divided than any other community in Kansas City.

This project is complemented by several completed and ongoing projects including:

- Greater Downtown Area Plan
- Connected KC 2050
- Reconnect the Westside and Revitalization Plan
- West Pennway Community Street Redesign
- Southwest Boulevard Transportation Study, PSP initiated in 2023.

### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Project Management.* Manage the overall project execution, coordination, cost control, and quality control process (ongoing).
2. *ACTIVITY: Public Engagement.* : Develop and execute a robust and effective public engagement strategy to facilitate broad public input into the Plan (ongoing).
3. *ACTIVITY: Develop Conceptual Layouts and Costs.* Synthesize all inputs and leverage professional expertise and best practices to develop alternatives. (March 2025).
4. *ACTIVITY: Coordination.* Coordinate with project partners and FHWA on changes to the interstate system and compliance with NEPA. (July 2025).
5. *PRODUCT: Final Conceptual Plan and Cost Estimate.* Develop the final plan report, including implementation recommendations and supporting maps and graphics (January 2026).

## **5.8 US-71 Reconnecting Neighborhoods Project – Lead Agency: City of Kansas City, Missouri**

### Objectives

The US-71 Reconnecting Neighborhoods Project will address critical traffic safety issues, enhance multi-modal connectivity, and mitigate the environmental, economic, and health impacts of the highway corridor on the abutting community. The study will be conducted in close collaboration with the City of Kansas City, Missouri, MoDOT, and key stakeholders in the affected community. The project will include a thorough analysis of

the corridor, extensive public outreach efforts, development of potential solutions, and identification of a course forward for a safer, more connected, and more equitable community.

The US-71 Reconnecting Neighborhoods Project will develop a clearly articulated plan and vision for the future through Planning and Environmental Linkages Study (PEL), Environmental Analysis, and Conceptual Design phases that will put this project on the path to construction in the coming years.

### Background/Previous Work

The construction of US-71 Highway created new challenges for the community. The corridor has seen increased traffic, longer pedestrian travel times, and dangerous intersections where many pedestrians are hurt and killed. This has led to a need to improve safety and connectivity along this vital travel route. The US-71 Reconnecting Neighborhoods PEL Study seeks to address these challenges, ensuring better connectivity, and building a safe environment for all residents.

### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Extensive Public Engagement.* Comprehensive public engagement will ensure the alignment of project outcomes with the neighborhood's community needs and aspirations. Engagement approach will encompass a wide range of strategies, from hosting open forums and stakeholder consultations to leveraging digital platforms for broader reach. (Ongoing – Feb 2024 - Jan 2027).
2. *ACTIVITY: Existing Conditions Assessment.* Traffic and pedestrian counts, traffic analysis, travel demand modeling, crash data, land use patterns, socio-economic data, multi-modal connectivity, and extensive engagement with the public. The existing conditions assessment will include review and analysis of current social, environmental, and economic conditions in the study area. This includes demographics, air quality, noise, traffic impacts, waterways and streams, historic properties, park impacts, land uses, and others. (Complete).
3. *ACTIVITY: Alternative Selection Criteria.* Development of objective and measurable criteria will be developed in this task of the PEL study. Having these high-level, preliminary criteria will allow project leaders, stakeholders, and members of the community to differentiate between multiple transportation improvement alternatives (Complete).
4. *ACTIVITY: Screening of Alternatives.* Project will identify a range of potential strategies and alternatives that would mitigate the negative impacts of the existing facility to traffic flow, surrounding neighborhoods, bicycle/pedestrian connectivity, and safety (Apr 2025).
5. *ACTIVITY: Address Consent Decree.* Coordination with the legal team to ensure the necessary information, data, and reports to the legal team are produced. (Feb 2026)
6. *ACTIVITY: Agency Coordination.* Coordination will be an important part of the NEPA analysis phase of the project. The City of Kansas City and MoDOT will work closely with all agencies that are likely to have impacts from the proposed project. (Ongoing Feb - 2024 - Jan 2027).
7. *PRODUCT: Purpose and Need Statement.* Identification of the challenges and issues in the study area and justification for why a project is necessary to improve the transportation facilities in the project area. (Sept 2025).
8. *PRODUCT: PEL Questionnaire.* Completion of a PEL questionnaire for submittal to FHWA (Aug 2025).
9. *PRODUCT: NEPA Class of Action Determination.* Coordination with FHWA on the determination of the NEPA class of action. This phase and the overall US-71 Reconnecting Neighborhoods Project will conclude with a Record of Decision (ROD) or Finding of No Significant Impact (FONSI), depending on the NEPA class of action determination. (Oct 2026)

10. *PRODUCT: Conceptual Engineering Design. Development of 30% conceptual engineering design plans. (May 2027).*

## 5.9 MoDOT Traffic Studies – Lead Agency: MoDOT

### Objectives

- To analyze traffic characteristics to support management of the transportation system.
- To produce and maintain various traffic databases and reports in order to recommend solutions to improve and enhance the safety of the regional transportation system.

### Background/Previous Work

MoDOT traffic personnel perform various technical duties associated with updating and maintaining the traffic volume, speed, and accident data. This includes analyzing data for causes and recommending remedial action on the transportation system within the MARC boundary. Personnel also assist in developing long- range and short-range projects to relieve congestion by addressing roadway management, congestion management, incident management, roadway access management, and traffic signal network management.

### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Data Collection and Analysis.* Support, review, and analyze traffic and safety data to identify concerns and recommend solutions (ongoing).
2. *ACTIVITY: Research and review requests for improvements to the state highway system* (ongoing).
3. *ACTIVITY: Safety Program:* Perform Road Safety Audits, Identify High Hazard segments, intersections, and corridors. Identify strategies and make recommendations for improvements (ongoing).
4. *PRODUCT: Traffic Studies and Reports.* Regularly research improvements or impacts of improvements to the safety and operations of MoDOT's system. Develop traffic study reports outlining findings and/or recommending approvals. Conduct studies such as multi-way stop studies, speed studies, safety studies, and traffic impact studies. Review and analyze recommendations of the Regional Arterial Management System – Operation Green Light (OGL) and study potential solutions at various intersections (ongoing).

## 5.10 Destination Safe Comprehensive Safety Action Plan– Lead Agency: MARC

### Objectives

The U.S. DOT's FHWA issued a Notice of Funding Opportunity to solicit applications for Safe Streets and Roads for All (SS4A) grants. Funds for the fiscal year 2023 SS4A grant program are awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

The purpose of SS4A grants is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and refinement and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators. The program provides funding to develop tools to help strengthen a community's approach to roadway safety and save lives.

MARC and the Destination Safe Coalition are committed to reducing transportation-related fatalities and serious injuries in our region. To further this commitment MARC will develop a Comprehensive Safety Action Plan and conduct two supplemental planning activities, efforts will take a collaborative and coordinated approach with a focus on the following objectives:

- Identify historical crash trends and behaviors.
- Identify high-injury and high-risk intersections and corridors.
- Identify systemic countermeasures.
- Develop a list of action steps and strategies that address the region's transportation safety issues.
- Conduct public engagement and education activities.
- Identify opportunities to update MARC's Call for Project scoring/prioritization around safety.
- Develop a crash data dashboard to help community members analysis, identify, and prioritize safety issues and projects.
- Conduct a creative vulnerable road user assessment in a manner that builds upon and enhances work done by partnering agencies.

#### Background/Previous Work

MARC established the Destination Safe Coalition which unites federal, state, regional and local agencies to improve transportation system safety for 13 counties in Greater Kansas City. It is governed by a committee with representatives from local, regional, state, and federal agencies, emergency response, law enforcement, public health and nonprofit groups dedicated to transportation safety.

MARC and the Destination Safe Coalition have established a safety culture among transportation and public safety experts through the collaborative development of a 2022-2027 Transportation Safety Plan which incorporates strategies that are equitable and data-driven with the goal of achieving zero roadway deaths in the Kansas City region by 2050.

MARC develops annual safety reports which provide transparency to the public and stakeholders and illustrates the methods to measure progress towards the targets of the Transportation Safety Plan. As outlined in the Destination Safe 2022 Annual Safety Report, the region did not achieve its fatality reduction targets for 2021 which means more work is needed to fully embrace all elements of the Safe System approach that, together, create a holistic approach with layers of protection for all road users.

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY*: Project Management. (ongoing).
2. *ACTIVITY*: Public Engagement and Education. (ongoing).
3. *ACTIVITY*: Collaboration and coordination with other SS4A grant recipients with the Destination Safe Region. (ongoing).
4. *ACTIVITY*: Crash data analysis (i.e., historical trends, crash locations, network screening) with supporting graphs, charts, and maps. (ongoing).
5. *PRODUCT*: Vulnerable road users' assessment (i.e., crosswalk assessments, develop educational/information material, policy and process reviews). (Jun 2026).
6. *PRODUCT*: Crash Data Dashboard. (Jun 2026).
7. *PRODUCT*: Final SS4A Comprehensive Safety Action Plan, including analysis and recommendations identified in the above activities. (December 2026). Upon adoption plan to be updated every five years.

## 5.11 Housing and Transportation Coordination Plan – Lead Agency: MARC

### Objectives

MARC's Housing and Transportation Coordination Plan will develop strategies, projects, and regional goals to be considered in the metropolitan transportation planning process. The plan will help integrate housing, transportation planning, and economic development initiatives as outlined by the 23 USC 134(k)(C). The goal of this process is to guide strategies surrounding:

- Connections between housing and employment while mitigating commuting times.
- Aligning transportation improvements with housing needs, such as housing supply shortages, and proposed housing development.
- Coordinating planning for housing and transportation to address needs in relationship to household incomes within the metropolitan planning area.
- Expanding housing and economic development within the catchment areas of existing transportation facilities and public transportation services when appropriate, including higher-density development, as locally determined.
- Managing effects of growth of vehicle miles traveled experienced in the metropolitan planning area related to housing development and economic development.
- Increasing share of households with sufficient and affordable access to the transportation networks of the metropolitan planning area.

### Background/Previous Work

The Infrastructure Investment and Jobs Act (IIJA) that passed in 2021 added a provision to the Metropolitan Transportation Planning section of the U.S. Code Title 23 – Highways that allows for MPOs that serve a transportation management area (TMA) to develop a housing coordination plan that includes projects and strategies to be included in the metropolitan transportation planning process. In response to these changes, MARC added a housing policy goal to the update of Connected KC 2050 in 2025. This goal puts MARC into the position to move forward with coordinating housing and transportation planning. This plan will build on the MTP to address housing and transportation cost burden and increase attainability of housing by planning for and connecting housing to our region's activity centers and corridors.

### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY*: Conduct a review of existing conditions, including a geospatial analysis of the housing and transportation system, a policy analysis including peer "aspirational" regions, an economic analysis, and a suitability analysis for optimal housing locations (Jun).
2. *ACTIVITY*: Develop a business plan to synthesize MARC transportation planning efforts with housing (Sept).
3. *ACTIVITY*: Engage with regional stakeholders to guide and inform the planning process, including municipal representatives, private sector and non-profit agencies, and mobility agencies (Dec).
4. *ACTIVITY*: Establish goals and strategies for regional planning that coordinates housing and transportation demand (Dec).
5. *PRODUCT*: Technical resources on local planning for municipalities, developers, and other interested parties (Dec).
6. *PRODUCT*: Develop a final report that includes all deliverables, providing a comprehensive planning document in a cohesive, digestible format (Dec).

## 5.12 2026 Travel Patterns After Action Assessment – Lead Agency: MARC

### Objectives

The purpose of this After-Action Assessment is to evaluate changes in travel behavior for area residents and to synthesize information and data related to the anticipated influx of visitors to the region during the summer of 2026. This After-Action will document and quantify baseline travel patterns and compare those against regional

resident / visitor travel patterns over the course of the summer, including origin and destination of trips, mode/split, identification of roadway/highway bottlenecks, changes in travel volumes and speed in area roadways and highways, and other similar key performance areas.

#### Background/Previous Work

The Kansas City region has a complex transportation network where most trips are taken in private automobiles and where congestion is low and system reliability is high on our area roadways and highways. Walking and biking trips are increasingly more popular in certain parts of the region. Public transit services are provided by a variety of public transportation services across political jurisdictions, but recent funding struggles have challenged the region's ability to deliver a robust and interconnected transit system in the region.

In the summer of 2026 a major sporting event will bring thousands of visitors to Kansas City. It is anticipated that all multi-modal transportation systems will move a greater number of people throughout Kansas City than ever before. This combination of factors may serve as a stress system of our systems.

This After-Action Assessment would seek to capture data and stories around resident and visitor travel patterns and generate a listing of lessons learned for future use by regional partners.

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY*: Document & quantify travel patterns pre-summer of 2026, including auto trips, multimodal trips, micromobility services, park and ride locations, safety, congestion and reliability metrics (Jun).
2. *ACTIVITY*: Document transportation services & activity centers for residents/visitors during summer of 2026 (Jul).
3. *ACTIVITY*: Quantify key metrics through the summer of 2026 including transit ridership, delays, wait times, travel time & costs, TNC surge pricing, Amtrak services, accessibility, congestion, safety metrics, air quality, truck and rail congestion, etc. (Oct)
4. *PRODUCT*: Develop a final report that captures changes in travel patterns throughout summer of 2026 and develops any conclusions and recommendations of the assessment (Dec).

### **5.13 Natural Hazard Transportation Risk Assessment Phase 2 – Lead Agency: MARC**

#### Objectives

This work will launch a phased, multi-year study to conduct detailed analysis about:

- The risks and vulnerabilities to the region's transportation system due to extreme weather;
- Opportunities to mitigate community risks and vulnerabilities caused by the region's transportation system.

#### Background/Previous Work

The MARC Board of Directors adopted the Regional Climate Action Plan in March 2021. The plan included preliminary climate risk and vulnerability assessment of systems, assets, and services in various sectors. While the plan acknowledges that excessive heat, drought, and flooding will each be exacerbated by extreme weather, a more detailed analysis is required to understand how those issues affect and are affected by the region's transportation system.

In 2025 the first phase of the project was completed. The first phase consisted of extensive community outreach, including establishment of a steering committee and six focus group meetings. The first phase also developed a methodology to complete a resilience improvement plan for transportation systems in the Kansas City region based on a screening and project prioritization matrix and a structured risk assessment complete with scenario-driven analysis to proactive address disruptive transportation challenges and enhance regional resilience.

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY*: Engage transportation system stakeholders, community stakeholders and committees to guide study progress (ongoing).
2. *ACTIVITY*: *Complete procurement for professional services to evaluate risks and vulnerabilities in the regional transportation system (Feb).*
3. *PRODUCT*: Completion of phase two will result in a Natural Hazard Transportation Risk Assessment report. The study will provide a detailed summary of public engagement, asset inventory and hazard identification, determination of criticality, a vulnerability and risk assessment, and strategic recommendations for future planning and investment. The study is structured to offer strategic guidance and recommendations for future transportation plans and programs (Dec).

#### **5.14 Metrogreen Network Assessment – Lead Agency: MARC**

##### Objectives

This work will launch a phased, multi-year study to update MetroGreen, the regional greenway plan. The plan will:

- Facilitate development of alternative regional transportation infrastructure;
- Support transportation-focused natural hazard mitigation, especially related to flood risk reduction;
- Connect community assets and activity centers through an interconnected set of largely streamside corridors;
- Improve public health through active transportation and improved environmental quality.

##### Background/Previous Work

MetroGreen was initially developed by the Prairie Gateway Chapter of the American Society of Landscape Architects and Kansas State University in 1991. In 2002, MARC and many local jurisdictions adopted a newly developed regional MetroGreen Plan. Significant progress on plan implementation has helped the region make considerable progress toward alternative transportation, public health and environmental goals. MARC estimates that approximately 350 miles of the proposed 1,144 mile system have been built to date. Since 23 years have elapsed since the completion of the plan, MARC proposes to update the plan to ensure continued progress and community support. Work will be conducted in phases, beginning with greenway network assessment activities in 2026.

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY*: Complete procurement for professional services to support overall effort (Mar).
2. *ACTIVITY*: Engage interested community stakeholders to guide plan update efforts through such activities as individual stakeholder assessments, focus groups, and community workshops (ongoing).
3. *ACTIVITY*: Conduct a network assessment to evaluate regional progress on plan implementation since 2002 (Jun).
4. *ACTIVITY*: Analyze and prioritize system gaps to catalyze implementation and to create system-level connectivity (Oct).
5. *PRODUCT*: Completion of phase one report, providing a summary of findings and recommendations for subsequent work in phase two. (Dec).

#### **5.15 UGTD Facility Planning and Site Selection Study – Lead Agency: Unified Government Transportation Department**

##### Objectives

- Conduct a feasibility analysis and identify suitable site options within Wyandotte County for a new transportation operations and administrative facility

- Develop conceptual design layouts for a modern, purpose-built facility that accommodates current operations and future fleet expansion.
- Complete preliminary environmental review and documentation needed to support federal funding eligibility.
- Establish cost estimates and implementation strategies to prepare UGTD for future Section 5339 (or other capital) funding applications.
- Ensure the long-term sustainability, safety, and operational efficiency of UGTD’s service delivery by planning for a consolidated, dedicated campus.

Background/Previous Work

The Unified Government Transportation Department (UGTD) currently operates from a 16,500-square-foot facility constructed in 2001 and shared with three other Unified Government departments. The facility no longer meets operational demands due to fleet growth, space limitations, and the need for a purpose-built administrative and fleet maintenance environment.

UGTD’s fleet has expanded to include fixed-route, paratransit, microtransit (IRIS), non-emergency medical transportation, and bikeshare operations. The current facility lacks adequate storage capacity, climate-controlled vehicle housing, modern dispatching and operations space, and staff amenities necessary to support an expanding workforce and larger buses.

To address these challenges, UGTD seeks to undertake a comprehensive planning effort that will identify viable relocation sites; evaluate facility programming needs; develop conceptual facility layouts; and complete environmental analysis to position the project for future engineering and construction phases. This work represents the first major step toward developing a long-term transportation campus in Wyandotte County.

Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Site Feasibility and Location Analysis:* Identification and evaluation of potential sites within Wyandotte County (Q3 2026)
2. *ACTIVITY: Conceptual Facility Programming and Space Needs Analysis:* Document fleet, workforce, administrative, and operational requirements and develop a program of spaces (Q3 2026)
3. *ACTIVITY: Conceptual Design Development:* Develop and evaluate conceptual layouts and site plans for an administrative building and attached fleet garage, including expansion capacity (Q4 2026)
4. *ACTIVITY: Environmental Review:* Conduct preliminary environmental review on the preferred site and identify any potential impacts and NEPA documentation for future capital phases (Q4 2026 – Q1 2027)
5. *ACTIVITY: Cost Estimating and Funding Strategy:* Develop planning-level cost estimates for facility construction and site acquisition and identify potential funding sources (Q1 2027)
6. *PRODUCT: Final Planning Report:* Synthesize feasibility, environmental, conceptual design and cost findings and develop recommendations and implementation timeline (Q1 2027)

**2026 Budget for Plans and Studies**

5.1	RideKC Short-Range and Ongoing Transportation Planning	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning	\$780,000
5.3	RideKC Bi-State Green Corridor Planning Investments	\$514,045
5.4	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts	\$555,555
5.5	Uniting Kansas City Through Transit	\$4,500,000
5.6	Bi-State Sustainable Reinvestment Corridor	\$2,500,000

5.7	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood	\$1,323,275
5.8	US-71 Reconnecting Neighborhoods	\$7,500,000
5.9	MoDOT Traffic Studies	\$480,000
5.10	Destination Safe Comprehensive Safety Action Plan	\$500,000
5.11	Housing and Transportation Coordination Plan	\$300,000
5.12	2026 Travel Patterns After Action Assessment	\$250,000
5.13	Natural Hazard Transportation Risk Assessment - Phase 2 <sup>1</sup>	\$450,000
5.14	Metrogreen Network Assessment	\$50,000
5.15	UGTD Facility Planning and Site Selection Study	\$500,000
<b>Total</b>		<b>\$20,682,875</b>

<sup>1</sup> Project budget includes \$300,000 of KDOT PROTECT Program funding.

## Appendix A

### RELATIONSHIP BETWEEN UPWP PROJECTS AND MTP POLICY DIRECTION

MARC's current Metropolitan Transportation Plan (MTP), *ConnectedKC 2050*, creates a policy framework for transportation investments in the Kansas City region. The plan recognizes the vision of Greater Kansas City as a region of opportunity with a robust economy, healthy environment, and the social capacity to support the vitality of all its people, places, and communities. The outcomes identified in Connected KC 2050 focus on key elements that will help achieve that vision – vibrant, connected, and green places and successful, engaged, and healthy people supported by strong communities. The 2026 Unified Planning Work Program (UPWP) is designed to ensure the region focuses time and resources on these outcomes. Each desired outcome is shown below along with the specific actions included in the 2026 UPWP that address that part of the region's policy framework.

Access to Opportunity – Support a connected system that enables access to all activities, allowing people to succeed by removing transportation barriers.

- Transit Planning Activities (Tasks 3.4, 3.5, 5.1, 5.2, 5.4, 5.5, 5.6, 5.7)
- Active Transportation Planning and Bike/Ped Planning and Promotion Activities (Tasks 3.4, 3.5)
- Land-Use and Comprehensive Planning Activities (Tasks 2.1, 5.10)
- Environmental/Air Quality Planning Activities (Tasks 2.2, 3.3, 5.12, 5.13)
- Public Participation Activities (Tasks 1.2, 2.2, 3.4)
- Programming (Task 4.1)
- Safety and Security Planning Activities (Task 2.2, 3.7)

Public Health & Safety – Foster healthy communities and individuals by providing safe and secure places to live, walk, bike, roll, ride the bus and drive with clean air to breathe.

- Transit Planning Activities (Tasks 3.4, 3.5, 5.1, 5.2, 5.4, 5.5, 5.6, 5.7)
- Active Transportation planning and Bike/Ped Planning and Promotion Activities (Tasks 3.4, 3.5)
- Land-Use and Comprehensive Planning Activities (Tasks 2.1, 5.10)
- Public Participation Activities (Tasks 1.2, 2.2, 3.4)
- Safety and Security Planning Activities (Task 2.2, 3.7)
- Programming (Task 4.1)

Healthy Environment – Prioritize and support investments that reduce pollution and greenhouse gas emissions and preserve and restore ecosystem health.

- Environmental/Air Quality Planning Activities (Tasks 2.2, 3.3, 5.12, 5.13)
- Transit Planning Activities (Tasks 3.4, 3.5, 5.1, 5.2, 5.4, 5.5, 5.6, 5.7, 5.10)
- Land-Use and Comprehensive Planning Activities (Tasks 2.1, 5.10)
- Programming (Task 4.1)
- Active Transportation Planning and Bike/Ped Planning and Promotion Activities (Tasks 3.4, 3.5)
- Public Participation Activities (Tasks 1.2, 2.2, 3.4)

Transportation Choices -- Provide a range of transportation choices for communities across the region to allow for ease of travel as well as public health and environmental benefits.

- Transit Planning Activities (Tasks 3.4, 3.5, 5.1, 5.2, 5.4, 5.5, 5.6, 5.7)
- Active Transportation Planning and Bike/Ped Planning and Promotion Activities (Tasks 3.4, 3.5)

- Land-Use and Comprehensive Planning Activities (Tasks 2.1, 5.10, 5.11)
- Programming (Task 4.1)

Economic Vitality – Maintain a multimodal transportation system that supports the efficient movement of people and goods and promotes economic development.

- Major Corridor Planning (Tasks 3.4, 5.1, 5.2, 5.4, 5.10)
- Programming (Task 4.1)
- System Condition Performance Monitoring and Planning (Tasks 2.2, 3.6, 5.11)
- Goods Movement/Freight Planning (Task 3.6)

Housing – Reduce the housing/transportation cost burden for residents and increase attainability of housing by planning for and connecting housing to our region’s activity centers and corridors.

- Transit Planning Activities (Tasks 3.4, 3.5, 5.1, 5.2, 5.4, 5.5, 5.6, 5.7)
- Land-Use and Comprehensive Planning Activities (Tasks 2.1, 5.10)
- Active Transportation Planning and Bike/Ped Planning and Promotion Activities(Tasks 3.4, 3.5)

## **Appendix B**

### **MAJOR WORK ACCOMPLISHMENTS IN 2025**

#### Planning and Project Development

- Completed the 2025 Federal TMA Certification Review.
- Completed and adopted the 2025 update to the Connected KC 2050 metropolitan transportation plan.
- Completed a final draft to the 2025 update of the Coordinated Public Transit and Human Services Plan and released for public review and comment.
- Completed one amendment to Connected KC 2050.
- Developed and approved updated unfunded project priorities for Missouri.
- Completed a Regional Electric Vehicle Readiness Plan.
- Completed the Connected Freight 2050 Regional Freight Plan.
- Completed the first phase of the Natural Hazard Transportation Risk Assessment.
- Completed Phase 1 of the SmartMoves 3.0 update work including identification of priority routes and capital/operating costs, review of funding mechanisms and regional capacities to support enhancement to transit services. Launched Phase 2 of this work to conduct a Benefits/Cost Analysis.
- Supported regional efforts to provide transportation services for the 2026 World Cup.
- Conducted ongoing updates of the Functional Classification system.
- Updated the System Performance Report addressing MARC voluntary and FHWA required performance measures and targets.
- Updated Regional Population and Employment projections.
- Continued work on a Comprehensive Safety Action Plan funded through FHWA Safe Streets & Roads for All (SS4A) program.
- Completed Phase 1 and initiated Phase 2 of the Bistate Sustainable Reinvestment Corridor Plan funded through a USDOT RAISE planning grant.
- Engaged the Sustainable Places Policy Committee (SPPC) on: continued the Regional Centers and Corridors definition work.
- Updated data for MARC's Activity Center Map and vetted map with regional stakeholders.
- Continued MARC's Regional Counting Program for collecting bicycle/pedestrian counts. Loaned counting equipment to local governments assisted them with installation, data retrieval, and analysis. Researched potential opportunities for program expansion.
- Produced annual fatality reports with updated format to incorporate historical data on the Safety Blueprint priority areas.
- Developed the annual Destination Safe Social Media Campaign Strategy Outreach Plan.
- Developing a new Destination Safe Crash Data Dashboard (Public and Admin. Platforms)
- Maintained the regional Critical Urban Freight Corridors
- Incorporated performance targets and performance management activities into the TIP.
- Expanded the MARC regional travel model coverage from 8 to 13 counties, including Ray County and five counties from the Pioneer Trails Regional Commission area.
- Responded to nineteen travel model requests supporting key local projects and other planning activities.
- Continued the development of Activity-based Travel Demand Forecast Model that will support the development of the MTP2060 plan.
- Continued a Complete Streets Network Assessment which quantitatively assesses the completeness of a portion of roadway network in MARC region.

#### Programming

- Completed the 2026-2030 Transportation Improvement Program
- Completed and approved four amendments to the 2024-2028 Transportation Improvement Program(TIP)

- Prepared the 2025 Annual Listing of Obligated Projects
- Supported regional applications through letters of support for state economic development and cost share programs.
- Provided program management and oversight to ensure MARC's CMAQ, STBG, TA, and CRP programs met obligation expectations established by KDOT and MoDOT for these programs.
- Participated in MoDOT's Bridge Formula Program funding process.
- Conducted the FY26 Destination Safe Transportation Safety call for projects.

#### Public Engagement

- Hosted webinars and training programs related to transportation, the built and natural environment, and other planning issues for regional professional development.
- Completed an update to the "Guide to Transportation Making."
- Conducted public comment periods for MTP, TIP, UPWP, the Coordinated Public Transit and Human Services Plan and various funding calls for projects.
- Completed six pop-up events throughout the region for the Destination Safe Comprehensive Safety Action Plan
- Completed several public engagement events (public workshop, pop-events, listening sessions, SafeAcross training session) for the Destination Safe Comprehensive Safety Action Plan (CSAP).
- Hosted two open houses on the Connected KC 2050 update before plan adoption.
- Supported two meetings on the Bistate Sustainable Reinvestment Corridor in Kansas City, Kansas, and Independence, Missouri

#### Management and Administration

- Prepared the 2024 Unified Planning Work Program Year-end report.
- Prepared 2025 Unified Planning Work Program Quarterly Reports.
- Completed/approved three amendments to the 2025 Unified Planning Work Program.
- Completed/approved the 2026 Unified Planning Work Program.
- Completed an update to the regional Title VI Program Plan.
- Completed an update to the DBE Goal.

#### Other

- Evaluated MARC's transportation committee structure and processes and developed recommendations for streamlining of committee work. Launched effort to implement recommendations.
- Hosted the Green Commute Challenge, an employer-based alternative transportation contest.
- Ran the 2025 Ozone Season outreach and education campaign targeting older adults, minorities, families with children, rural residents in the region, and the public.
- Completed the Missouri Regional Pavement Preventive Maintenance program.
- Continued implementing traffic signal timing updates and managing the Operation Green Light Program.
- Promoted Walk to School Day, Walktober, and hosted the Walktober Challenge
- Promoted Bike to School Day, Bike Month, and hosted the Bike Month Challenge.
- Participated on MoDOT's Statewide Local Public Agency Advisory Committee.
- Participated in Missouri's Unified Certification Program (UCP).
- Participated on KDOT's Executive Safety Council.
- Participated on the Kansas State Transportation Innovation Council.
- Participated on the Kansas City Scout Board of Directors.
- Participated on the Kansas and Missouri's Public Transit Association's Board of Directors.
- Convened quarterly roundtable meetings of city/county planners in the region to discuss best practices and share events/announcements.

- Participated on the Greater Kansas City Chamber of Commerce (GKCCC) and Northland Regional Chamber of Commerce.
- Participated in the annual Kansas Association of Metropolitan Planning Organizations (KAMPO) meeting.
- Participated in the Kansas City American Planning Association Board of Directors.
- Provided regional travel forecast and modeling analyses to regional partners.

**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	\$100,473				\$288,674	\$427,623		\$816,770	
1.2	Public Participation	\$32,915				\$94,572	\$140,089		\$267,576	
2.1	Land Use, Demographic & Comprehensive Planning	\$70,962				\$203,886	\$302,015		\$576,863	
2.2	Metropolitan Transportation Plan	\$38,122				\$109,533	\$162,252		\$309,907	
3.1	Transportation Modeling/Forecasting	\$166,707				\$478,976	\$709,511		\$1,355,194	
3.2	Transportation Research & Database Management	\$79,970				\$229,768	\$340,356		\$650,094	
3.3	Air Quality Planning	\$14,261				\$40,972	\$60,694		\$115,927	
3.4	Safe and Accessible Transportation Options	\$64,277				\$184,680	\$273,569		\$522,526	
3.5	Complete Streets Activities <sup>1</sup>					\$100,696	\$136,121		\$236,817	
3.6	Performance Based Planning	\$44,251				\$127,140	\$188,334		\$359,725	
3.7	Transportation Safety Planning	\$18,306				\$52,594	\$77,907		\$148,807	
4.1	Transportation Improvement Program	\$28,122				\$80,800	\$119,688		\$228,610	
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 <sup>2</sup>							\$514,045	FTA Route Planning Restoration	\$514,045
5.4	RideKC Funding for Zero-Fare: Evaluating the Health and Economic Impacts <sup>2</sup>				\$55,555			\$500,000	FTA Areas of Persistent Poverty	\$555,555
5.5	Uniting Kansas City Through Transit <sup>2</sup>							\$4,500,000	USDOT RAISE	\$4,500,000
5.6	Bi-State Sustainable Reinvestment Corridor <sup>2</sup>				\$500,000			\$2,000,000	USDOT-RAISE	\$2,500,000
5.7	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood <sup>2</sup>				\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
5.8	US-71 Reconnecting Neighborhoods <sup>2</sup>				\$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 <sup>2</sup>	\$40,750	\$29,250		\$30,000			\$400,000	FHWA-SS4A	\$500,000
5.11	Housing and Transportation Coordination Plan	\$36,904				\$106,031	\$157,065			\$300,000
5.12	2026 Travel Patterns After Action Assessment	\$30,753				\$88,359	\$130,888			\$250,000
5.13	Natural Hazard Transportation Risk Assessment - Phase 2	\$9,225			\$75,000	\$26,508	\$39,267	\$300,000	KDOT PROTECT	\$450,000
5.14	Metrogreen Network Assessment	\$6,150				\$17,672	\$26,178			\$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
		\$782,150	\$29,250	\$480,000	\$5,071,585	\$2,230,863	\$3,291,554	\$18,668,165		\$30,553,567

(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	\$347,291	\$469,479	\$816,770
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	\$576,235	\$778,959	\$1,355,194
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 <sup>1</sup>	\$100,696	\$136,121	\$236,817
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 <sup>5</sup>	\$31,890	\$43,110	\$75,000
5.14	Metrogreen Network Assessment	\$21,260	\$28,740	\$50,000
<b>Total</b>		<b>\$2,663,404</b>	<b>\$3,600,413</b>	<b>\$6,263,817</b>
<b>A. Total Capital Outlay Subject to Matching Funds Requirements</b>		<b>\$2,562,708</b>	<b>\$3,464,292</b>	<b>\$6,027,000</b>
<b>Direct Cost Activities</b>				
2.1	Aerial Orthoimagery Flight	\$100,000		
5.9	MoDOT Traffic Studies		\$480,000	
<b>B. Total Value of Direct Cost Activities</b>		<b>\$100,000</b>	<b>\$480,000</b>	<b>\$580,000</b>
<b>Total Value of MARC 2026 Transportation Planning Program (A+B)</b>		<b>\$2,662,708</b>	<b>\$3,944,292</b>	<b>\$6,607,000</b>
Federal CPG Share/Reimbursement (80%)		\$2,130,167	\$3,155,433	\$5,285,600
Non-Federal Share (20%) <sup>2</sup>		\$532,542	\$788,858	
Value of Direct Cost Match <sup>3,4</sup>		\$100,000	\$480,000	
Cash Outlay Needed to Complete Match Requirements		\$432,542	\$308,858	\$741,400
<b>Total CPG Expenditure including activities not subject to match requirements</b>		<b>\$2,230,863</b>	<b>\$3,291,554</b>	<b>\$5,522,417</b>

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

<sup>2</sup> Match is a combination of cash and direct cost value for Kansas and Missouri CPG

<sup>3</sup> 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 83.1% federal.

<sup>4</sup> 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 91.1% federal.

Federal Funding as a percentage of total MARC (Kansas/Missouri shares) actual transportation planning costs is 87.7% (\$5,285,600/\$6,027,000 =87.7%).

<sup>5</sup> 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	\$ (2,230,863)	\$ (3,291,554)	\$ (5,522,417)
Remaining Unprogrammed CPG funds balance	\$ 175,289	\$ 948,913	\$ 1,124,202

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 \$175,289 of Kansas CPG funding and \$948,913 of Missouri CPG funding will be available for carryover to the next UPWP.

**APPENDIX C - SCHEDULE 4**  
**2026 ESTIMATED MODOT TRAFFIC STUDIES PROJECTED SALARIES**

Title	Yearly Salary Base**	Yearly Fringe 62.50%	Yearly Total	% Eligible	Yearly Eligible
Traffic Studies Staff					
Traffic Studies Specialist	67,307	42,067	109,374	50%	54,687
Sr. Traffic Studies Specialist*	78,499	49,062	127,561	60%	76,537
Int. Traffic Studies Specialist	72,692	45,433	118,124	60%	70,874
Sr. Traffic Studies Specialist	78,507	49,067	127,574	50%	63,787
Int. Traffic Studies Specialist	72,692	45,433	118,124	50%	59,062
Traffic Studies Specialist	67,307	42,067	109,374	50%	54,687
Total Traffic Eligible Costs	437,004	273,128	710,130		379,634
Blueprint for Safety Staff					
Admin. Technician	50,022	31,264	81,286	75%	60,965
Sr. Traffic Technician	48,718	30,449	79,167	50%	39,583
Total Blueprint Eligible Costs	98,740	61,712	160,452		100,548
<b>Total UPWP Eligible Costs</b>					<b>480,181</b>

\*Yearly Salary Annualized for Wage Employee

\*\*Projected 3Q/4Q 2025 and 1Q/2Q 2026 Salary/Fringes based on FY26 base salary + annual pay adjustments beginning July2025 and FY26 fringe benefits percentage.

**2026 Unified Planning Work Program  
Appendix D-SCHEDULE 5  
EQUIPMENT, SUBCONTRACTS & OPERATING EXPENSES**

**Mid-America Regional Council**

**MARC CPG Subcontracts**

<b>UPWP Task</b>	<b>Project</b>	<b>Source</b>	<b>Amount</b>
1.1	On-Call Planning Support	CPG	\$50,000
3.1	On Call Model Support	CPG	\$65,000
3.1	Activity Based Travel Demand Model Completion	CPG	\$700,000
3.5	SmartMoves Transit Plan Update Completion <sup>1</sup>	CPG	\$100,000
3.5	Regional Bikeway Plan Update Completion <sup>1</sup>	CPG	\$50,000
5.11	Housing and Transportation Coordination Plan	CPG	\$300,000
5.12	2026 Travel Patterns After Action Assessment	CPG	\$250,000
5.13	Natural Hazard Transportation Risk Assessment – Phase 2 <sup>2</sup>	CPG	\$75,000
5.14	Metrogreen Network Assessment	CPG	\$50,000
<b>Total Contractual</b>			<b>\$1,640,000</b>
CPG – Consolidated Planning Grant			
<sup>1</sup> Activity continued from 2025			
<sup>2</sup> Activity also has PROTECT grant funding through KDOT			

**MARC CPG Operating Expenses**

<b>UPWP Task</b>	<b>Project</b>	<b>Source</b>	<b>Amount</b>
1.1	Contracted Service (Document Translation, etc.)	CPG	\$1,500
1.1	Software & Data Service Agreements (emme/2, REMI, ESRI, etc.)	CPG	\$135,000
1.1	In Region Travel	CPG	\$500
1.1	Out of Region Travel	CPG	\$34,000
1.1	Registration Fees (Conference, Training, etc.)	CPG	\$9,000
1.1	Meeting	CPG	\$1,950
1.1	Periodicals & Subscriptions	CPG	\$2,000
1.1	Agency Professional Memberships (1)	CPG	\$9,000
1.1	Classified Advertising	CPG	\$17,000
1.1	Courier/Overnight Delivery	CPG	\$200
1.1	Computers, Supplies & Equipment	CPG	\$50,550
1.1	Training (includes webinars)	CPG	\$8,000
<b>Total Operating Expenses</b>			<b>\$270,200</b>
(1) For 2026 MARC professional memberships could include NARC (transportation program only), AMPO, Kansas City SmartPort, KPTA, MPTA, CTAA and Community Indicators Consortium, and the Association of Public Data Users among others.			

**MARC Personnel Costs**

Salary	CPG	\$1,985,123
Fringe Benefits	CPG	\$1,065,019
<b>Total Personnel Costs</b>		<b>\$3,050,142</b>

**MARC Other Costs**

Indirect	CPG	\$1,088,901
Rent	CPG	\$99,256
<b>Total Other Costs</b>		<b>\$1,188,157</b>

## STATE AND LOCAL GOVERNMENT RATE AGREEMENT

EIN: 430976432  
 ORGANIZATION:  
 Mid-America Regional Council  
 600 Broadway, Suite 200  
 Kansas City, MO 64105-1659

Date: 03/31/2025  
 FILING REF.: The preceding  
 agreement was dated  
 01/12/2024

The rates approved in this agreement are for use on grants, contracts and other agreements with the Federal Government, subject to the conditions in Section III.

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### SECTION I: INDIRECT COST RATES

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RATE TYPES:	FIXED	FINAL	PROV. (PROVISIONAL)	PRED. (PREDETERMINED)	
<u>TYPE</u>	<u>EFFECTIVE PERIOD</u>		<u>RATE(%)</u>	<u>LOCATION</u>	<u>APPLICABLE TO</u>
	<u>FROM</u>	<u>TO</u>			
FIXED	01/01/2025	12/31/2025	35.70	On Site	Head Start
FIXED	01/01/2025	12/31/2025	35.70	On Site	All Programs except Head Start
PROV.	01/01/2026	12/31/2028	35.70	On-Site	Head Start
PROV.	01/01/2026	12/31/2028	35.70	On-Site	All Programs except Head Start

\*BASE

Direct salaries and wages including all fringe benefits.

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**SECTION I: FRINGE BENEFIT RATES\*\***

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<u>TYPE</u>	<u>FROM</u>	<u>TO</u>	<u>RATE(%)</u>	<u>LOCATION</u>	<u>APPLICABLE TO</u>
FIXED	1/1/2025	12/31/2025	53.65	On Site	Regular Staff
FIXED	1/1/2025	12/31/2025	7.65	On site	Intern
PROV.	1/1/2026	12/31/2028	53.65	On-Site	Regular Staff
PROV.	1/1/2026	12/31/2028	7.65	On-Site	Intern

\*\* DESCRIPTION OF FRINGE BENEFITS RATE BASE:

Salaries and wages.

## **SECTION II: SPECIAL REMARKS**

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### TREATMENT OF FRINGE BENEFITS:

The fringe benefits are charged using the rate(s) listed in the Fringe Benefits Section of this Agreement. The fringe benefits included in the rate(s) are listed below.

### TREATMENT OF PAID ABSENCES:

The costs of vacation, holiday, sick leave pay and other paid absences are included in the organization's fringe benefit rate and are not included in the direct cost of salaries and wages. Claims for direct salaries and wages must exclude those amounts paid or accrued to employees for periods when they are on vacation, holiday, sick leave or are otherwise absent from work.

1. Grantee charges all costs direct to grants and/or contracts except the costs listed below:

A) Salaries and wages of agency-wide employees are as follows: Director of Finance and Administration, Accounting Manager, Accountant III, Accountant II (3), Accountant I (2), Human Resources Program Manager, Human Resources Coordinator II, Human Resources Coordinator, Administrative/Program Assistant, Receptionist/Accounting Clerk I, IT Program Director, Network Administrator II, Computer Support Specialist, Public Affairs Web Coordinator – All 100%; GTI Manager – 96%; Accountant II – 92%; Public Affairs Director – 90%; Grant Manager – 81%; Executive Director – 60%; Executive Assistant – 60%; Chief Innovation Officer – 55%; Grant Manager, Rideshare Assistant – 49%; Public Affairs Coordinator – 41%; Public Affairs Coordinator – 29%; Public Affairs Coordinator, Grant Monitor – 28%; GTI Program Assistant/Registrar – 18%; Public Affairs Outreach Coordinator – 11%; GTI Marketing Coordinator II – 10%, and; PS Tech Service Manager, PS Communications Tech II, and Director of Community Development – 1%.

B) For the Head Start rate, salaries and wages as shown above with the exception of the Executive Director.

C) Other Expenses – Administrative portion only: accounting/audit, automobile, bank charges, capital outlay, classified ads, contractual services, deliveries, depreciation, equipment rental, insurance, meeting/travel, memberships, storage, postage, printing, facilities, supplies, and training.

D) Leave and Fringe Benefits for above personnel only are included in the indirect cost pool.

E) Fringe Benefits: FICA, Pension, 401k Employer Match, Unemployment Compensation, Cafeteria Allowance, Health Insurance Subsidy, Educational Assistance, Disability Insurance, Vacation, Sick Leave, Holidays, Jury Duty, Funeral Leave, Emergency Leave, Transit Passes, Moving Expenses for New Hires.

2. The indirect cost rate(s) has/have been negotiated in compliance with the applicable Administration for Children and Families Program Instructions for the Head Start program (ACYF-PI-HS-05-01 and ACYF-PI-HS-08-03). ACYF-PI-HS-08-03, dated 5/12/2008, specifically defines "compensation" and limited the cost of "compensation charged to any federally funded program to zero for any staff whose "compensation" exceeded the rate payable for level II of the Executive Schedule. For 2022, the rate of compensation for an Executive Schedule Level II was \$203,700 per year. As of January 2023 the

Executive Schedule Level II rate was \$212,100. The Executive Schedule Level II rate was \$221,900 as of January 2024..

3. The rates in this rate agreement were reviewed in compliance with the HHS Grants Policy Statement applying a Salary Rate Limit (SRL) to indirect cost salaries & wages not exceeding the Executive Level II rate contained in the HHS Appropriations Act.

(1) For all awards subject to Executive Level II Salary Limitations as defined in the provisions of HHS Appropriation Act (PUB.L. No. 117-328, div. H, title II).

(2) For all awards not subject to the HHS Appropriation Act cited above.

4. Your next indirect cost and fringe benefit rate proposals based on actual costs for the fiscal year ending December 31, 2024 are due in our office by June 30, 2025.

Equipment means tangible personal property (including information technology systems) having a useful life of more than one year and a per-unit acquisition cost which equals or exceeds \$2,500.

**SECTION III: GENERAL**

**A. LIMITATIONS:**

The rates in this Agreement are subject to any statutory or administrative limitations and apply to a given grant, contract or other agreement only to the extent that funds are available. Acceptance of the rates is subject to the following conditions: (1) Only costs incurred by the organization were included in its indirect cost pool as finally accepted; such costs are legal obligations of the organization and are allowable under the governing cost principles; (2) The same costs that have been treated as indirect costs are not claimed as direct costs; (3) Similar types of costs have been accorded consistent accounting treatment; and (4) The information provided by the organization which was used to establish the rates is not later found to be materially incomplete or inaccurate by the Federal Government. In such situations the rate(s) would be subject to renegotiation at the discretion of the Federal Government.

**B. ACCOUNTING CHANGES:**

This Agreement is based on the accounting system purported by the organization to be in effect during the Agreement period. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this Agreement require prior approval of the authorized representative of the cognizant agency. Such changes include, but are not limited to, changes in the charging of a particular type of cost from indirect to direct. Failure to obtain approval may result in cost disallowances.

**C. FIXED RATES:**

If a fixed rate is in this Agreement, it is based on an estimate of the costs for the period covered by the rate. When the actual costs for this period are determined, an adjustment will be made to a rate of a future year(s) to compensate for the difference between the costs used to establish the fixed rate and actual costs.

**D. USE BY OTHER FEDERAL AGENCIES:**

The rates in this Agreement were approved in accordance with the authority in Title 2 of the Code of Federal Regulations, Part 200 (2 CFR 200), and should be applied to grants, contracts and other agreements covered by 2 CFR 200, subject to any limitations in A above. The organization may provide copies of the Agreement to other Federal Agencies to give them early notification of the Agreement.

**E. OTHER:**

If any Federal contract, grant or other agreement is reimbursing indirect costs by a means other than the approved rate(s) in this Agreement, the organization should (1) credit such costs to the affected programs, and (2) apply the approved rate(s) to the appropriate base to identify the proper amount of indirect costs allocable to these programs.

**BY THE INSTITUTION:**

Mid-America Regional Council

(INSTITUTION)



(SIGNATURE)

CAROL GONZALES

(NAME)

DIR. FINANCE & ADMINISTRATION

(TITLE)

5-13-25

(DATE)

**ON BEHALF OF THE GOVERNMENT:**

DEPARTMENT OF HEALTH AND HUMAN SERVICES

(AGENCY)

Olulola O.

Digitally signed by  
Olulola O. Oluborode -S

(SIGNATURE)

Date: 2025.05.08  
15:19:11 -04'00'

Olulola Oluborode

(NAME)

Director, Cost Allocation Services

(TITLE)

03/31/2025

(DATE)

HHS REPRESENTATIVE: Marcal Matthews

TELEPHONE: (212) 264-2069

## **Appendix E**

### **RELATEDACTIVITIES**

#### **E.1 Operation Green Light – Lead Agency: MARC**

##### Objectives

- Manage traffic signal operations on the arterial corridors included in Operation Green Light in cooperation with partner agencies.
- Support regional traffic incident management initiatives by managing traffic signal timing plans on the arterial corridors included in Operation Green Light.
- Maintain the regional shared wireless communication network.
- Maintain the regional Advanced Transportation Management System (ATMS) Software

##### Background/Previous Work

Operation Green Light is a regional effort to improve traffic flow and reduce vehicle emissions. Operation Green Light works with federal, state, and local agencies to operate and coordinate traffic signal timing plans and communication between traffic signal equipment across jurisdictional boundaries on over 750 traffic signals. Coordinating traffic signal systems can significantly reduce travel delays, reduce ozone precursor emissions, and provide a powerful tool to help manage incident-related congestion.

##### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Program management.* Activities included in this work include project management, stakeholder engagement, training, and all other work necessary to ensure the active prioritization of objectives to efficiently manage traffic signal infrastructure and control devices (ongoing)
2. *ACTIVITY: Signal Timing and Synchronization.* Activities include traffic data collection and analysis, field observation, controller programming and deployment, signal timing troubleshooting and traffic modeling and deployment(ongoing.)
3. *ACTIVITY: Regional network communications.* Activities include database management, repair tracking, field investigation, equipment procurement, server administration, contractor oversight and other activities associated with the system network(ongoing.)
4. *ACTIVITY: Regional ATMS system software.* Lead regular software development meetings to maintain and enhance the shared software system including servers and supporting systems.
5. *ACTIVITY: Engage regional traffic operations stakeholders in an assessment of strengths, weaknesses, opportunities, and threats to regional traffic operations initiatives.* (ongoing)

#### **E.2 Air Quality Public Education Program – Lead Agency: MARC**

##### Objectives

- Increase public awareness of ozone and PM2.5 pollution, its sources in the transportation sector and public health impacts.
- Increase public awareness of behaviors and practices that reduce ozone precursor and PM2.5 emissions.
- Administer ozone alert system to reduce emissions during high ozone days.
- Assist local governments and transportation agencies with strategies that reduce emissions.
- Implement the Clean Air Action Plan.
- Facilitate coordination between Kansas and Missouri air quality issues.

- Engage stakeholders in air quality policy, planning, and programming decisions (Air Quality Forum, subcommittees, and workgroups)

#### Background/Previous Work

MARC's Air Quality program was first created to support coordination between Kansas and Missouri's maintenance planning after the Kansas City area first violated EPA's 1971 1-hour ozone standard. Now classified as attainment for the ozone standards, the region continues to work on reductions in ozone precursor emission through voluntary strategies. MARC's Air Quality program, which is key element of the KS/MO SIPs and Clean Air Action Plan, promotes clean air through education and outreach and technical assistance, in addition to its role in continued coordination support between the state of Kansas and Missouri. In 2020, the Air Quality program began including PM2.5 pollution in its outreach and education work.

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY:* Conduct general and targeted public outreach and education about the health, environment, and economic impacts of ozone and PM2.5 pollution through media campaigns, organic social media, in-person outreach activities and webinars. (ongoing).
2. *ACTIVITY:* Engage employees through employers that take part in the Workplace Partnership Program's monthly newsletter. (ongoing)
3. *ACTIVITY:* Coordinate with local schools to distribute Idle Free Zones, as needed. (ongoing)
4. *ACTIVITY:* Assist local government and transportation agencies with technical assistance related to funding, calculating emissions, etc.- (ongoing)
5. *ACTIVITY:* Manage the Air Quality Forum, subcommittees, and workgroups. (ongoing)

### **E.3 WAY TO GO Program – Lead Agency: MARC**

#### Objectives

- Identify and implement ways to provide effective commuter resources that inform residents of their transportation options and encourage alternatives to driving alone, including carpooling, vanpooling, transit, bicycling, walking, and telecommuting.
- Create opportunities for WAY TO GO to help build social capital throughout the community.
- Increase the number of new WAY TO GO registrants and implement strategies that encourage residents to reduce their single occupant driving.
- Increase WAY TO GO's visibility and influence among area employers that are implementing or developing alternative transportation programs for their employees.
- Develop opportunities for collaborative outreach activities with other programs at MARC and outside agencies to maximize resources and avoid duplication of services.

#### Background/Previous Work

MARC administers WAY TO GO as an on-going program with services including an 816-842-RIDE commuter hotline, free online carpool matching, vanpool and transit referral, Guaranteed Ride Home service to registered participants and online bulletins to alert commuters to roadway construction projects and potential travel delays. Services for employers include on-site WAY TO GO promotions, in-house carpool matching and tracking of alternative transportation usage, as well as regional promotions like the Green Commute Challenge and Bike Month Challenge. WAY TO GO is included in the region's metropolitan transportation plan as a transportation demand management program.

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY:* Conduct a targeted business outreach campaign to inform employers of WAY TO GO's services and coordinate efforts with other transportation programs (ongoing).
2. *ACTIVITY:* Coordinate a regional carpool promotion to generate media coverage and greater awareness of carpooling (ongoing).
3. *ACTIVITY:* Coordinate and market the Green Commute Challenge employer contest to employers throughout the Kansas City region (Oct).
4. *ACTIVITY:* Coordinate and market the Bike Month Challenge to individuals in May (May).
5. *ACTIVITY:* Identify opportunities to offer incentives to commuters who use alternative forms of transportation (ongoing).
6. *ACTIVITY:* Continue refining a marketing strategy to promote online ridematching and other commuter resources to businesses, communities, and individual commuters (ongoing).
7. *ACTIVITY:* Continue offering and marketing the Guaranteed Ride Home program. (ongoing).
8. *ACTIVITY:* Inform and engage the public about carpooling through a region-wide carpool promotion (ongoing).
9. *ACTIVITY:* Publish updates and information on social media including Facebook and blog posts (ongoing).

#### **E.4 Active Transportation Programs – Lead Agency: MARC**

##### Objectives

- To increase the mode share of pedestrians and bicyclists through education and encouragement.

##### Background/Previous Work

Explore KC is MARC's campaign to promote the exploration of the Kansas City region by foot or bicycle while trying to increase the number of citizens that bike or walk to work, school, and other destinations, and for exercise. The campaign aims to improve air quality and lessen traffic congestion. Through this program, we seek to increase public awareness of bicycle and pedestrian facilities in the Kansas City region and the health benefits associated with safe walking and bicycling practices. The campaign provides resources for communities that promote Bike to Work Week and international Walk to School Week. Instructional materials are provided to targeted groups such as transit riders and bike commuters.

#### Activities and Products (Estimated Completion Dates)

1. *ACTIVITY:* Develop *Explore KC* campaigns for the spring and fall including media outreach, printed materials, and promotional giveaways (spring and fall).
2. *ACTIVITY:* Provide support for Regional Bike/Ped Count program through automated counter equipment and subscription service credits (ongoing).

#### **E.5 Planning Sustainable Places Program – Lead Agency: MARC**

##### Program Objectives

- To support and facilitate local government planning activities that supports the Metropolitan Transportation Plan (MTP) for the Kansas City Metropolitan Area.
- To integrate local and regional land use, transportation, and environmental planning.
- To facilitate continued public participation concerning regional development and mobility and transportation goals, policies, strategies, and priorities reflected in the MTP.
- To support the regional centers and corridors strategy.
- To facilitate the implementation of local and regional plans.

### Background/Previous Work

The Kansas City region's vibrant, green, and connected centers and corridors are central to both the Creating Sustainable Places initiative and Connected KC 2050, the region's long-range transportation plan.

In 2012, MARC's Total Transportation Policy Committee (TTPC) and the Creating Sustainable Places (CSP) Coordinating Committee launched Planning Sustainable Places (PSP), a combined initiative to provide communities with pre-development resources to advance sustainable projects in their corridors and centers. In 2026, the seventh round of Planning Sustainable Places projects will be concluding their studies and the call for projects in the programs eighth round will open in May.

More information about the Planning Sustainable Places program and the related projects can be found at the program webpage: <https://www.marc.org/transportation/transportation-programs/planning-sustainable-places>

### Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Program Support.* Continue the support of the overall Planning Sustainable Places Program including providing related local government planning and tools application support as necessary (ongoing).
2. *ACTIVITY: Planning Sustainable Places Project Tours:* A series of two to three tours will be scheduled to highlight additional projects.(April).
3. *ACTIVITY: Apply for 2029 Funding.* Develop and submit application for Surface Transportation Block Grant Program funds to fund the Planning Sustainable Places program for 2029. (Jan-July)
4. *ACTIVITY: 2027 Programming.* Project selection for the 2027 funding round will be conducted. (May - Sept).
5. *ACTIVITY: Procurement.* Initiate procurement process for the projects that were selected for the 2027 round of Planning Sustainable Places projects (April)

## **E.6 Lexington Road Engineering - Pedestrian – Lead Agency: City of Pleasant Hill, Missouri**

### Program Objectives

To conduct traffic analysis including intersection and bicycle/pedestrian safety and operational analysis to facilitate improvements through the construction of dedicated pedestrian path along Lexington Road from College Hill to 163<sup>rd</sup> Street.

### Background/Previous Work

The Lexington Road sidewalk project seeks to install sidewalks running north/south on Lexington Road, a busy street connecting neighborhoods to public areas of town. The project will especially benefit youths walking to and from schools and the sports complex. Currently, the only other north/south connection is located along Missouri Highway 7, a highly-trafficked thoroughfare running the length of the town. Public schools are located at the ends of each side of the project limits with the Pleasant Hill Recreation Complex located at the southern end. There is currently no safe off-road pedestrian conveyance. Pedestrians currently walk in the road or in privately-owned yards.

### Program Activities and Products (Estimated Completion Dates)

1. *ACTIVITY:* Survey and Base Mapping (February 2026)
2. *ACTIVITY:* Traffic Counts and Existing Conditions (April 2026)
3. *ACTIVITY:* Conceptual Designs and Cost Estimate (May 2026)
4. *PRODUCT:* TEAP Study Report (June 2026)

**2026 Budget for Related Activities**

E.1	Operation Green Light	\$1,700,000
E.2	Air Quality Public Education	\$346,875
E.3	WAY TO GO	\$150,000
E.4	Active Transportation Programs	\$45,000
E.5	Planning Sustainable Places Program	\$2,025,000
E.6	Lexington Road Engineering - Pedestrian	\$15,000
<b>Total</b>		<b>\$4,281,875</b>