

Connected KC 2050 Amendment #1

2026-2030 Transportation Improvement Program

Public Comments and Responses

Comment #1 – Transit

"We need more robust public transportations in Kansas City and the region. We can't even get around the metro area by bus right now with some municipalities opting out of KCATA. And the areas with coverage, a lack of frequency makes relying on the bus impracticable. I also think more regional public transportation options will increase ridership of area public transportation forms. We need more frequency of current Amtrak routes and more Amtrak routes. I think a no brainer is downtown KC to KCI, through St Joe and to Omaha. This would attract business, spark tourism and make living in the greater downtown, midtown and plaza area (with the presence of a frequent streetcar) without owning a vehicle realistic. It would also help grow the density of these areas. There are airports in Milwaukee, Burbank and Newark who have successful integration with Amtrak stops we should look to as a model in Kansas City."

Comment #2 –Transit

"I believe that MARC should include more programming and provide a higher priority of public transportation above roadways and highways for private vehicles. There should be an investment being set aside for rail transit in the future that would connect our region beyond a streetcar that is only connective of KCMO's core."

Response to Comments #1 & #2

Thank you for your recent comment regarding the proposed 2026-2030 Transportation Improvement Program. We shared your comments with the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

Expanded transportation options are a key goal of the region's transportation plans, and two recent efforts highlight this. In June 2025, the MARC Board of Directors adopted an update to ConnectedKC 2050, the metropolitan transportation plan for the Kansas City region. This plan identifies multiple strategies by which communities across the region can provide a range of transportation choices to allow for ease of travel as well as public health and environmental benefits.

Also in 2025, MARC and partners will advance a [Smart Moves Transit and Mobility Plan Update](#). This plan details the transit system vision for the Kansas City area and will include an assessment of existing services, prioritization of existing and new routes services and programs, identification of potential capital and operating costs for system enhancement and review of governance and funding models for system enhancement. This work will be conducted with the assistance of local stakeholders and the public and we encourage your involvement and input as the update moves forward.

We look forward to your continued participation in the regional transportation planning

process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

Comment #3 – K-10

"On behalf of the city of De Soto, I want to express strong support for Amendment #1, specifically the \$59.8 Million in funding for the Lexington Avenue K-10 interchange. This is a critical interchange supporting increasing workforce commutes not only for the Panasonic facility, but for upcoming construction projects including the \$10 Billion Mt. Sunflower data center project and other future large-scale industrial developments at the Astra Enterprise Park."

Comment #4 – K-10

"On behalf of the De Soto Chamber of Commerce and EDC we would like to encourage you to Update Amendment 1. The Lexington and K-10 interchange no longer functions well for the City. We've had substantial business growth with the expansion of Merck Animal Health and the construction of Panasonic Energy. In addition, there are several companies looking at De Soto for an expansion that would add even more congestion to this interchange. It has certainly been challenging during all the recent construction, but it will only get worse as employment levels increase. Sincerely, Tim Holverson, President."

Comment #5 – K-10

"Custom Foods, Inc has over 120 employees and has nearly 20 semi loads of inbound/outbound every day. This interchange has become dangerous for our employees, vendors and customers as we supply the nation with food every day. Making this interchange upgrade a priority will add greatly to the safety of employees, vendor partners, and clients in the area while supporting business sustainability in DeSoto, KS."

Comment #6 – K-10

"The more improvements to the K-10 corridor and the interchanges will be hugely beneficial to the community and business in the area. Astra Enterprise Park and Kessinger Hunter are in full support."

Comment #7 – K-10

Re: Support for Update Amendment #1 – K-10 & Lexington Avenue Interchange Project

Dear Members of the MARC Board,

As Superintendent of USD 232 (De Soto), I am pleased to support Update Amendment #1 to the Connected KC 2050 plan, specifically endorsing the proposed reconfiguration of the K-10 & Lexington Avenue interchange (Project KA-6549-04).

Our operations employ nearly 1,400 workers from across Johnson County and the Kansas City Metropolitan area, and we welcome nearly 7,500 students to our schools each day. Reliable, efficient highway access is crucial not only for our workforce but also for the

safety of our students. The Lexington Avenue interchange is an essential piece of infrastructure that will:

- Improve workforce access by reducing congestion and providing safer, more reliable routes for daily commuters.
- Support continued growth of large-scale industrial and commercial investment in and around De Soto.
- Enhance quality of life for employees and residents alike by improving safety and easing traffic on local streets.

The interchange is crucial considering the scale of current and upcoming industrial projects in De Soto. This project will help De Soto continue to grow sustainably while boosting the economic prosperity of the entire Kansas City region.

We respectfully urge MARC to adopt Update Amendment #1 and prioritize the Lexington Avenue interchange in the 2026–2030 Transportation Improvement Program. Thank you for your leadership in advancing infrastructure that supports regional growth and safety.

Sincerely,
Cory L. Gibson
Proud Superintendent of USD 232

Comment #8 – K-10

Re: Support for Update Amendment #1 – K-10 & Lexington Avenue Interchange Project

Dear Members of the MARC Board,

As one of the largest employers in De Soto, we are pleased to submit this letter of support for Update Amendment #1 to the Connected KC 2050 plan, specifically the planned reconfiguration of the K-10 & Lexington Avenue interchange (Project KA-6549-04).

Our operations employ hundreds of workers from across Johnson County and the Kansas City metro. Reliable, efficient highway access is critical not only for our workforce but also for the suppliers, contractors, and partners who rely on safe and dependable connections to our facility. The Lexington Avenue interchange is an essential piece of infrastructure that will:

- Improve workforce access by reducing congestion and providing safer, more reliable routes for daily commuters.
- Support continued growth of large-scale industrial and commercial investment in De Soto.
- Strengthen regional competitiveness by enabling efficient freight movement and connecting our operations with the broader Kansas City market.
- Enhance quality of life for employees and residents alike by improving safety and easing traffic on local streets.

The interchange is especially important given the scale of current and future industrial projects in De Soto, including our own ongoing investment. This project will ensure that De Soto can continue to grow sustainably while contributing to the economic prosperity of the entire Kansas City region.

We respectfully urge MARC to adopt Update Amendment #1 and prioritize the Lexington Avenue interchange in the 2026–2030 Transportation Improvement Program. Thank you

for your leadership in advancing infrastructure that supports regional growth and opportunity.

Sincerely,

Amy Peterson
Vice President of Human Resources
Huhtamaki, Inc.

Comment #9 – K-10

"As the owners of Astra Enterprise Park in De Soto, we strongly support this initiative. This area will be a major contributor to the growth of commerce in western Johnson County."

Response to Comments #3 - #9

Thank you for your recent comment regarding the proposed First Amendment to Connected KC 2050, the metropolitan transportation plan for the Kansas City region. We shared your comments with the Kansas Department of Transportation, the MARC Total Transportation Policy Committee and the MARC Board of Directors for their consideration.

We appreciate your support and interest in this project. Currently, the project is in the conceptual design stage and the Kansas Department of Transportation is working on traffic modeling and evaluating interchange design options in order to arrive at a final preferred option. It is anticipated that a public meeting for the project will be held in the future.

We look forward to your continued participation in the regional transportation planning process and encourage you to review the [Guide to Transportation Decision Making](#). This guide is designed to help area residents understand the complex process of transportation decision making and learn how they can more effectively provide input.

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council