



UNIFIED PLANNING WORK PROGRAM FY2027

JANUARY 1, 2027 – DECEMBER 31, 2027

APPROVED:

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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 2027 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 2027 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 2027 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.

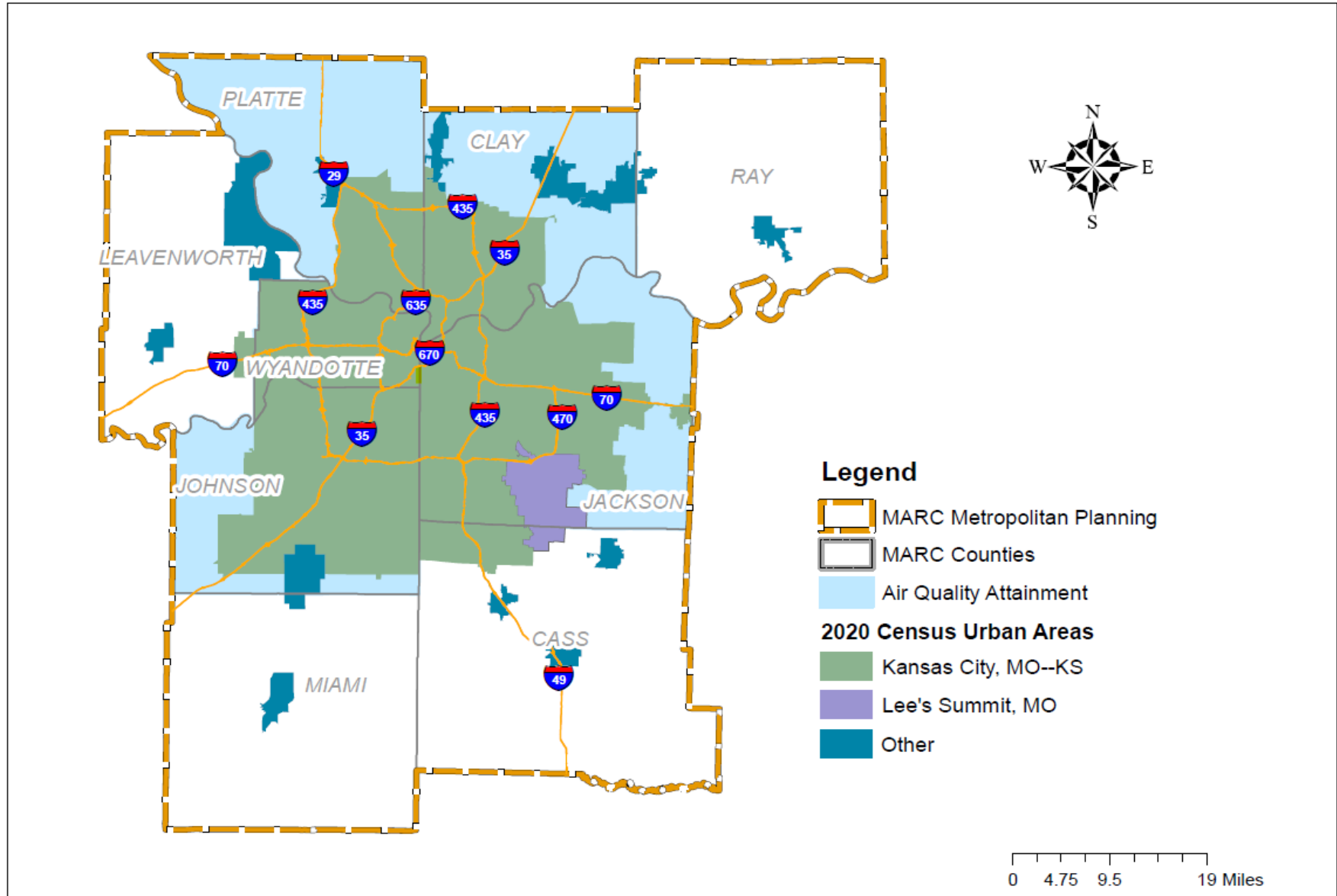
The MARC metropolitan planning organization (MPO) encompasses a population of over 2.0 million people and consists of the entirety of nine counties: Johnson, Leavenworth, Miami and Wyandotte Counties in Kansas, and Cass, Clay, Jackson, Platte and Ray Counties in Missouri and a small portion of Lafayette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

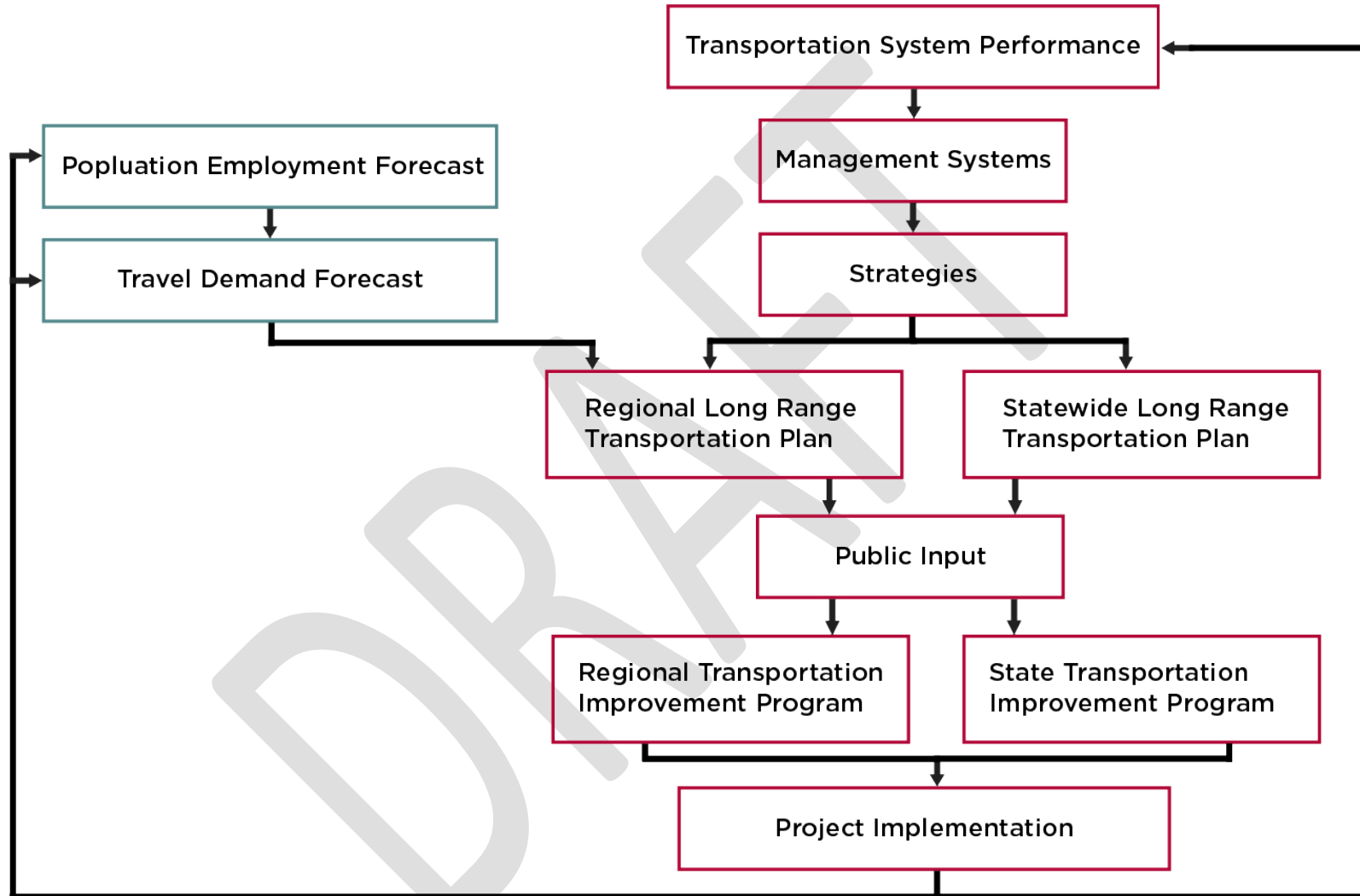
The MTP provides the basis for development of the Transportation Improvement Program (TIP), which is a financially constrained list of projects to be funded and implemented over the next five years. The TIP must be consistent with the MTP. After approval by MARC, the TIP is approved by the Governors,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

MARC Regional Boundaries



The most recent update to the Metropolitan Planning Boundary was approved by the Governor of Missouri on October 17, 2023

Figure 2 - Transportation Planning Process



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

	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Metropolitan Transportation Plan Update required June 2030																								
Transportation Improvement Program Approved biannually in October																								
Unified Planning Work Program Approved annually in November																								
Coordinated Public Transit – Human Services Transportation Plan Update required December 2030																								
Title VI of the Civil Rights Act of 1964 Manual Update required December 2028																								
Limited English Proficiency Plan Update scheduled for December 2028																								
Disadvantaged Business Enterprise Program Update required September 2027																								
Public Participation Plan Update required December 2029																								

Document/Plan	Timeline/Schedule	Notes
Metropolitan Transportation Plan	Q3 2027 to Q2 2030	Update required June 2030
Transportation Improvement Program	Q2-Q4 2027; Q2-Q4 2029; Q2-Q4 2031	Approved biennially in October
Unified Planning Work Program	Q2-Q4 annually, 2027-2032	Approved annually in November
Coordinated Public Transit-Human Services Transportation Plan	Q1-Q4 2030	Update required December 2030
Title VI Manual	Q1-Q4 2028; Q1-Q4 2031	Update scheduled December 2028
Limited English Proficiency Plan	Q1-Q4 2028; Q1-Q4 2031	Update required December 2028
Disadvantaged Business Enterprise Program	Q2-Q3 2027; Q2-Q3 2030	Update required September 2027
Public Participation Plan	Q1-Q4 2029; Q1-Q4 2032	Update required December 2029

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.

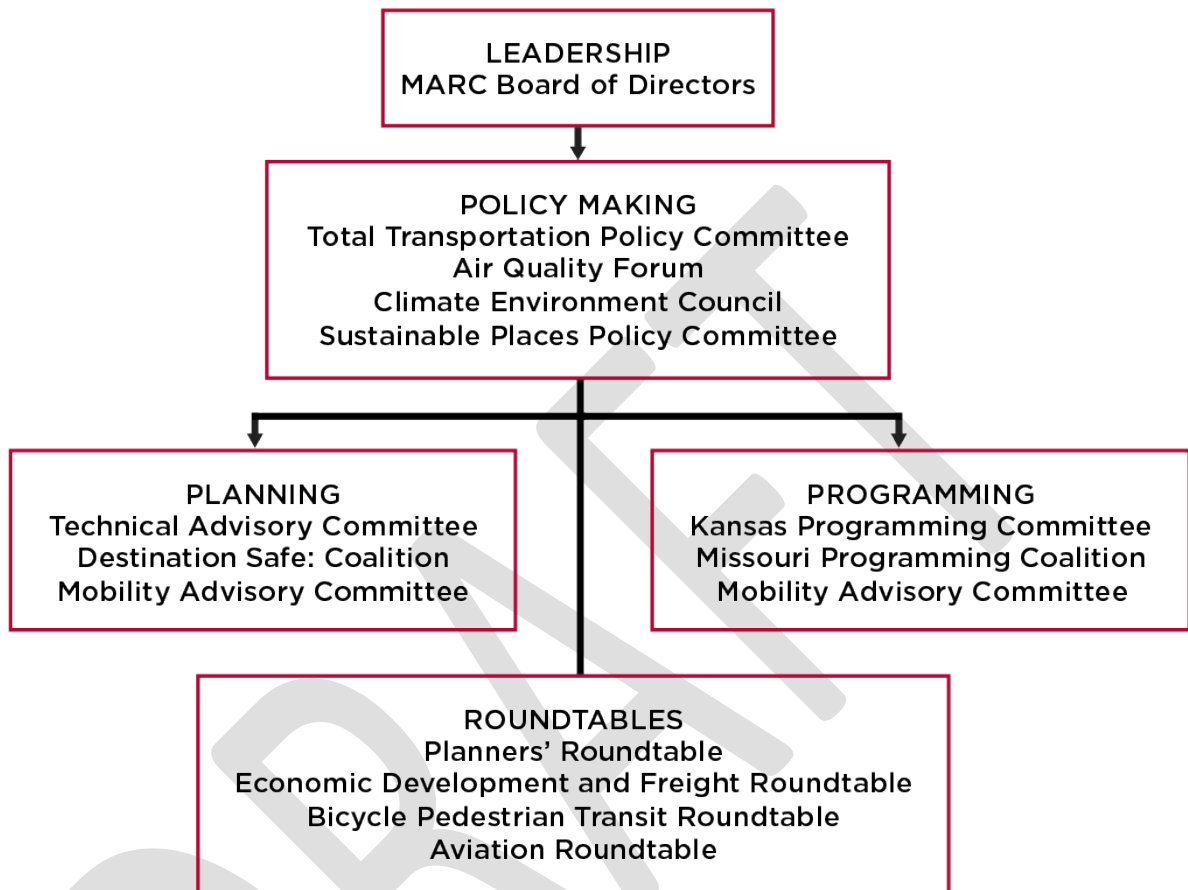
Programming Committees. Three committees provide guidance in the programming of federal transportation funds.

- 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 subcommittee of the Sustainable Places Policy 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 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 2027 UPWP.

- Respond to planning provisions in the IJIA – Tasks 1.1, 2.2, 3.5, 3.6, 4.1, and 5.10
- Suballocated federal funds programming – Task 4.1
- Development of the 2028-2032 Transportation Improvement Program - 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 – Tasks 3.4 and 3.5
- Regional Transportation Safety Planning - Task 3.7
- Completion of the Housing and Transportation Coordination Study – Task 5.10
- Completion of the regional Activity-Based Travel Demand model– Task 3.1
- Completion of the 2026 Travel Patterns After Action Assessment – Task 5.11
- Completion of the Natural Hazard Transportation Risk Assessment Phase 2 – Task 5.12
- Metrogreen Network Assessment – Task 5.13
- Smart Moves KC Rail Planning Baseline Study – Task 5.14

**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 the state departments of transportation (monthly).

9. *ACTIVITY: Title VI Program.* Maintain the Title VI plan and other relevant plans under Title VI (ongoing).
10. *ACTIVITY: KDOT Title VI Program Review:* Prepare for and participate in a review of the Title VI program by the Kansas Department of Transportation (Oct).
11. *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).
12. *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 2026.

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: Calendar and Announcements.* Maintain transportation-related meetings and events on public online calendars (monthly). Create HTML invitations to advertise transportation events (as needed).
6. *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).

2027 Budget for Program Support and Administration		
1.1	Transportation Administration	\$973,000
1.2	Public Participation	\$247,000
	Total	\$1,220,000

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 including:

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.¹

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 and issue specific forums for knowledge exchange and sharing of best practices including the Aviation Roundtable, the Freight Economy Forum, and the Bike Pedestrian Transit Roundtable. Each one of these forums meets three times per year.
- MARC convenes an annual "Planning Director's Luncheon" as a forum for sharing of expertise, best practices, and provide updates on important planning, development, and other local activities. Additionally, MARC staff coordinate a communication channel throughout the year for planning directors to discuss regional and local issues.¹
- 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.¹
- MARC continues the First Suburbs Coalition, which addresses neighborhoods, commercial areas, and infrastructure issues and policies to promote sustainable communities and healthy environments.¹
- 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.¹
- 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: 2028 Aerial Project.* In partnership with area local governments, solicit proposals and prepare for the 2028 aerial project. Continue to produce digital orthophotography for participating jurisdictions from 2026 aerial project. (ongoing).
5. *ACTIVITY: Planning Tools.* Continue to help local governments incorporate into their own planning and development processes the tools developed through the Creating Sustainable Places program, Natural Resources Inventory, and participation in the National Consortium for Scenario Planning (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 engagement.* 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:* Integrate SM 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 evaluate the 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: Initiate Plan Update.* Develop workplan for technical and community engagement processes to update the MTP by June of 2030 (June).
3. *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).

2027 Budget for Long Range Planning		
2.1	Land Use, Demographic & Comprehensive Planning	\$594,330
2.2	Metropolitan Transportation Plan	\$305,500
	Total	\$899,830

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 nine hundred 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. In 2025, MARC initiated work to transition the regional travel demand model to an activity-based travel demand model. This work is expected to be completed in 2027.

Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: 2060 Regional Forecast.* Using the REMI model, develop a new regional forecast of population, households and employment that extends the horizon year from 2050 to 2060 (Dec)
2. *ACTIVITY: Land use Model Data.* Develop/acquire the data needed to support UrbanSim model, which may require developing new kinds of data, as needed. Continue to update and maintain future land use and development project pipeline data from local governments. (ongoing).
3. *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)
4. *ACTIVITY: Recalibrate the UrbanSim model.* Using a newly developed modelling platform, respecify the variables used by UrbanSim to improve its sensitivity to transportation and housing policy changes. (Dec)
5. *ACTIVITY: Land Use Forecast.* Using the new UrbanSim specification, develop a draft land use forecast suitable to begin testing with MARC's existing four-step model and its new Activity-Based Model. Evaluate this forecast against the prior land use forecast and begin review by local governments (Dec).
6. *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).
7. *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).
8. *ACTIVITY: Travel Model Webpage.* Maintain the online model forecast map (ongoing).
9. *ACTIVITY: Participate in Activity Sim Consortium* (ongoing).
10. *ACTIVITY: Traffic Forecasts.* Prepare socioeconomic and network inputs for future-year forecasts. Establish MARC standard traffic forecast for every decade (2030-2060) (Dec).
11. *ACTIVITY: Provide model 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 MARC Model (ongoing)
12. *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 maps to allow users to view information. Issue Call for Changes to the Functional Classification system once per year (ongoing).
13. *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)
14. *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).
15. *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).
16. *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).

17. *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).
18. *PRODUCT: Activity-Based Travel Demand Forecast Model:* Complete the development and implementation 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: TIP Management System.* Development and implementation of a management system for the Transportation Improvement Program that provides better integration with the metropolitan transportation plan and geographic information systems; improved analysis tools, an updated user interface, role based access control, and potential new tools for external users (Dec).

7. *PRODUCT: Transportation Data and Technology Strategic Plan.* Implement the short- range strategic plan outlined in the MPO data/technology needs assessment (ongoing).
8. *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.

From 1978 through 2004, 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 conducted 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, PM_{2.5} 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.
- Convening of a Mobility Hub Workgroup to develop mobility hub implementation strategies.

Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Engagement and Information.* Conduct active transportation and transit/ mobility services related public involvement and information 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: Regional Bikeway Plan Update Follow-Up Activities.* Continue implementation of the Regional Bikeway Plan Update through activities such as, but not limited to, prioritization of the implementation of the Regional Bikeway Network, periodic updates to the Regional Bikeway Network, and assessment of partner agency needs for bikeway implementation.
5. *ACTIVITY: Programming.* Conduct programming processes for bicycle/pedestrian and transit related funding programs; administer funds as necessary (ongoing).
6. *ACTIVITY: Smart Moves* Continue to integrate a range of mobility and land use strategies into planning efforts and committee work plans in accordance with the Smart Moves plan (ongoing).
7. *ACTIVITY: Funding.* Support transit and other community leadership on initiatives which advance a sustainable funding structure for the development of the regional transit and mobility system (ongoing).
8. *ACTIVITY: Transit Planning.* In cooperations with regional transit providers, continue to refine regional transit plans (ongoing).
9. *ACTIVITY: Mobility Research.* Identify issues and needs around alternative transportation & mobility options, which benefit from and utilize active transportation infrastructure. Coordinate with partner agencies as needed to promote safe utilization of these options (ongoing).

10. *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 Policy:* Review and update the regional complete streets policy (Dec).
2. *ACTIVITY: Major River Crossing Policy:* Review and update the regional major river crossing policy (Dec).
3. *PRODUCT: Complete Streets Handbook:* Update the Complete Streets Handbook (Dec).

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 IIJA, 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-Douglas 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. 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 IIJA TPM Measures.* Coordinate with planning partners and various committees, to support development of performance targets for the measures defined in the IIJA 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: Regional Freight Plan:* Pursue implementation activities identified in regional freight plan with local and state partners including development of targeted strategies around complete streets, loading operations, and freight management (ongoing).
5. *ACTIVITY: Freight Data Analysis:* Evaluate local key infrastructure needs and freight data through maintenance of the Freight Data Atlas (ongoing).
6. *ACTIVITY: Freight Forecasting:* Develop forecasts of local infrastructure needs, investment priorities, and interaction with land-use to increase project readiness for funding opportunities (ongoing).
7. *ACTIVITY: Congestion Management Process Policy.* Review and update congestion management process policy (Dec).
8. *ACTIVITY: ITS Architecture Maintenance.* Process periodic updates and amendments to the Regional ITS architecture and public interface (ongoing).
9. *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).
10. *ACTIVITY: Compliance:* Ensure compliance with the IIJA and other state and federal programs and policies (as needed).

11. *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)
12. *PRODUCT: Truck Parking Analysis.* Completion of work 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 (Jun).
13. *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 IIJA 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 provided by FHWA through an IIJA discretionary grant allowed MARC 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 embrace the Safe System Approach that creates a holistic approach to reducing transportation-related fatalities and serious injuries for all road users. The CSAP serves 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 Engagement and Information Campaign.* Implement the annual Public Information Campaign program through paid and owned media and make safety information and activities available to stakeholders and the public (ongoing).

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).

2027 Budget for System Management		
3.1	Transportation Modeling/Forecasting	\$919,000
3.2	Transportation Research & Database Management	\$726,400
3.3	Air Quality Planning	\$103,000
3.4	Safe and Accessible Transportation Options	\$625,500
3.5	Complete Streets Activities	\$90,500
3.6	Performance Based Planning	\$354,000
3.7	Transportation Safety Planning	\$183,500
	Total	\$3,001,900

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. *PRODUCT: 2028-2032 Transportation Improvement Program.* Develop the 2028-2032 TIP in accordance with federal regulations (Oct).
5. *PRODUCT: Project Tracking.* Prepare Annual Listing of Obligated Projects per 23 CFR 450.332 (Dec).

2027 Budget for Programming		
4.1	Transportation Improvement Program	\$180,000
	Total	\$180,000

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 2027, 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 planning and engineering for future Streetcar expansion. 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: 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. Current Sponsored/Partner Projects Include:*
 - 31st St Transit Accessibility Plan (Sponsor)
 - Leavenworth County Mobility Plan (Sponsor)
 - Cass County Mobility Plan (Sponsor)
 - 75th Street Fast and Frequent Plan (Partner with Johnson County Transit)
4. *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. *ACTIVITY: Suballocated Grant Pursuits. In coordination with municipalities, KCATA is pursuing capital and operations funding on four pursuits for the FY 29/30 Suballocated Call for Projects. KCATA will coordinate with FTA and partners to advance these Operations and Capital Projects*
 - 101 Fast & Frequent (CMAQ) – Increasing frequency on the 101 Route from every 30 minutes to every 20 minutes. Funding supports Operational Costs. Partnered with KCK.
 - ADA Bus Stop Improvement Project (STBG) – 50 Bus Stops prioritized by metrics such as ridership and existing amenities. All are located on the Missouri side and within the boundaries of Kansas City, Missouri and North Kansas City, Missouri.
 - Clean Bus Purchase/Replacement (CRP and STBG) – Two separate submittals for a total of thirty new bus purchases.
6. *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. If selected for PSP funding, we will move forward with proposed planning projects (ongoing).*
7. *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: KCMO Five-Year Transit Plan.* This plan will be the final deliverable of the ongoing Route Restoration Study. Outlines a five-year vision for the adjustment or expansion of routes, changes to route frequency, introduction of new routes, integration of on-demand transit solutions, and potential TOD opportunities (Mar).
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 the potential to make significant connections between densely populated areas (ongoing).

5.4. 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 2027*
2. *ACTIVITY: Advanced Conceptual Engineering (Including NEPA) – Q1 2028*
3. *PRODUCT: FTA CIG Ratings Request Package – Q3 2027*
4. *PRODUCT: Study Complete – Q4 2028*

5.5. Short Range Transportation Planning: Johnson County Transit Service Planning and Implementation – Lead Agency: Johnson County Transit

Objectives

Consistent with the Johnson County Transit (JCT) Strategic Plan, JCT continually evaluates its services to ensure they are efficient, sustainable, and responsive to community needs. During 2026, JCT is evaluating potential service changes, with a Title VI service analysis and associated public engagement conducted during 2026. Any service changes would be subject to public comment and consideration by the Johnson County Transportation Council (JCTC) and the Board of County Commissioners (BoCC).

The objective of this work element is to conduct service planning and implementation activities in 2027 that follow from the 2026 evaluation. Depending on the outcomes of that process, this work may include service design, coordination with partners, customer transition planning, and monitoring, so that any adopted changes are implemented in an orderly manner that maintains access for riders.

Background/Previous Work

JCT operates fixed route, commuter express, microtransit, and paratransit services under the RideKC regional brand. The JCT Strategic Plan directs staff to use the plan as a guide in developing and maintaining services and aligning them with available funding. As part of that ongoing work, JCT is evaluating potential service changes during 2026 to support the long-term sustainability of the transit system. The service analysis supporting this evaluation is being completed in 2026 and is not duplicated in this element.

Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Service and Implementation Planning:* Detailed service design for any adopted changes, including paratransit service structure, microtransit service parameters, and fixed route and commuter service adjustments (Jan-Jun 2027).
2. *ACTIVITY: Partner and Contractor Coordination:* Coordination with affected jurisdictions, KCATA and RideKC regional partners, service contractors, and human service agencies (Jan-Aug 2027).
3. *ACTIVITY: Customer Transition Planning:* Development of transition support for affected riders as needed, including direct notification, travel alternatives information, mobility management referrals, and accommodations for paratransit customers (Jan-Jun 2027).
4. *ACTIVITY: Operating Procedures and Public Information:* Development of updated operating procedures, schedules, and rider information materials, including translated materials consistent with the JCT Language Assistance Plan (Jan-Jun 2027).
5. *ACTIVITY: Monitoring and Reporting:* Monitoring of ridership, service performance, and impacts on Title VI protected populations following any service adjustments; reporting to JCTC and the BoCC (Jun-Dec 2027).
6. *PRODUCT:* Service planning documentation for any adopted service changes, including transition planning, updated operating procedures and rider information, and a monitoring summary (Dec 2027).

5.6. 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).

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 through November 2026).
2. *ACTIVITY: Public Engagement.* : Develop and execute a robust and effective public engagement strategy to facilitate broad public input into the Plan (ongoing through November 2026).
3. *ACTIVITY: Develop Conceptual Layouts and Costs.* Synthesize all inputs and leverage professional expertise and best practices to develop alternatives. (Complete).
4. *ACTIVITY: Coordination.* Coordinate with project partners and FHWA on changes to the interstate system and compliance with NEPA. (Ongoing through November 2026).
5. *PRODUCT: Final Conceptual Plan and Cost Estimate.* Develop the final plan report, including implementation recommendations and supporting maps and graphics (January 2027).

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 - September 2028).

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 (Complete).
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. (Complete).
8. *PRODUCT: PEL Questionnaire.* Completion of a PEL questionnaire for submittal to FHWA (September 2026).
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. (June 2027)
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. 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.

In 2026 a review of existing conditions was conducted, which included 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. Work was also advanced to develop a business plan to synthesize MARC transportation planning efforts with housing.

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 (Mar).
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).
7. *PRODUCT*: Post completion of housing/transportation coordination plan, conduct supplemental housing needs assessment and tool development for local governments (Dec).

5.11. 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 brought thousands of visitors to Kansas City. It was anticipated that all multi-modal transportation systems would move a greater number of people throughout Kansas City than ever before. This combination of factors served as a stress test 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: Pre Event Metrics*. Document & quantify travel patterns pre-summer of 2026, including auto trips, multimodal trips, micromobility services, park and ride locations, safety, congestion, and reliability metrics (Complete).
2. *ACTIVITY: Service Availability*. Document transportation services & activity centers for residents/visitors during summer of 2026 (Complete).
3. *ACTIVITY: Data Collection*. 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. (Complete)
4. *PRODUCT: Final Report*. Develop a final report that captures changes in travel patterns throughout summer of 2026 and develops any conclusions and recommendations of the assessment (March 2027).

5.12. 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 proactively address disruptive transportation challenges and enhance regional resilience.

Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Stakeholder Engagement.* Engage transportation system stakeholders, community stakeholders, and committees to guide study progress (ongoing).
2. *ACTIVITY: Consultant Procurement.* Complete procurement for professional services to evaluate risks and vulnerabilities in the regional transportation system (Feb).
3. *PRODUCT: Final Report.* 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).

5.13. 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. Noteworthy 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 24 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 2027.

Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Consultant Support.* Complete procurement for professional services to support overall effort (Mar).
2. *ACTIVITY: Stakeholder Engagements.* Engage interested community stakeholders to guide plan update efforts through such activities as individual stakeholder assessments, focus groups, and community workshops (ongoing).

3. *ACTIVITY: Network Assessment.* Conduct a network assessment to evaluate regional progress on plan implementation since 2002 (Jun).
4. *ACTIVITY: System Analysis.* Analyze and prioritize system gaps to catalyze implementation and to create system-level connectivity (Oct).
5. *PRODUCT: Final Report.* Completion of phase one report, providing a summary of findings and recommendations for subsequent work in phase two. (Dec).

5.14. SmartMoves KC Rail Corridor Feasibility Assessment – Lead Agency: MARC

Objectives

This project will establish baseline information to help the region better understand potential future rail transit opportunities identified in the Smart Moves KC plan. The study will compile planning-level information for fixed-guideway transit technologies that may be relevant to Smart Moves Fast & Frequent corridors, including modern streetcar, light rail, and commuter rail. The resulting information may support future planning discussions, corridor screening, or policy decisions, but this activity is not intended to initiate project planning, environmental review, engineering, or implementation for any specific corridor.

Key objectives include:

- Develop planning-level capital cost per mile and operating cost per service hour ranges for modern streetcar, light rail, and commuter rail service.
- Prepare project development roadmaps outlining typical phases, studies, approvals, and implementation steps required to advance rail transit projects.
- Conduct a high-level suitability assessment of Smart Moves Fast & Frequent corridors based on population and employment density, activity centers, land use patterns, and regional connectivity.
- Identify potential federal, state, local, and private funding sources suitable for different corridor types and development contexts.
- Develop conceptual rail service scenarios and order-of-magnitude cost estimates for key regional destinations, including Kansas City International Airport (KCI), future Royals and Chiefs stadium locations, and other major activity centers.

Background/Previous Work

The Smart Moves KC plan identifies a network of Fast & Frequent transit corridors intended to serve as the backbone of the region's future transit system. While previous planning efforts have identified priority corridors and transit investments, the region lacks a consistent set of planning resources to support corridor screening, project development, technology selection, and funding strategy development. This project will provide implementation-oriented tools and guidance to support future corridor studies, funding pursuits, and project advancement efforts.

Activities and Products (Estimated Completion Dates)

1. *ACTIVITY: Rail Transit Cost and Service Benchmarks.* Develop planning level capital and operating cost ranges for streetcar, light rail, and commuter rail projects and prepare benchmark information for vehicles, stations, and implementation schedules (Jun).
2. *ACTIVITY: Rail Project Development Toolkit.* Develop implementation roadmaps describing major project development phases, including planning, environmental review, engineering, funding, and construction (Jun).
3. *ACTIVITY: Corridor Suitability Assessment.* Evaluate Smart Moves Fast & Frequent corridors using regional data related to density, land use, employment concentrations, activity centers, connectivity, and transit-supportive development potential (Oct).
4. *ACTIVITY: Funding and Finance Matrix.* Identify potential funding and financing tools, including FTA programs, USDOT grants, local funding mechanisms, transportation development districts, value capture tools, and public-private partnership opportunities (Oct).

5. *ACTIVITY: Conceptual Service Scenarios.* Develop planning-level rail service concepts and order-of-magnitude cost estimates for (Dec):
 - Connections to major destinations along Smart Moves Fast & Frequent corridors;
 - Downtown Kansas City to KCI Airport;
 - Downtown Kansas City to future Royals stadium locations;
 - Downtown Kansas City to future Chiefs stadium locations; and
6. *PRODUCT: Final Report.* Completion of a final report and implementation toolkit documenting (Dec):
 - Cost and operating benchmarks;
 - Project development roadmaps;
 - Corridor suitability findings;
 - Funding and financing strategies;
 - Conceptual service scenarios; and
 - Recommendations for future corridor studies and project development priorities.

2027 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 Uniting Kansas City Through Transit	\$4,500,000
5.5	JCT Service Planning and Implementation	\$400,000
5.6	UGTD Facility Planning and Site Selection Study	\$500,000
5.7	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood	
5.8	US-71 Reconnecting Neighborhoods	\$1,323,275
5.9	MoDOT Traffic Studies	\$7,500,000
5.10	Housing and Transportation Coordination Plan	\$500,000
5.11	2026 Travel Patterns After Action Assessment	\$100,000
5.12	Natural Hazard Transportation Risk Assessment - Phase 2	\$35,000
5.13	Metrogreen Network Assessment	\$445,000
5.14	SmartMoves KC Rail Corridor Feasibility Assessment	\$100,000
	Total	\$17,327,300

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 2027 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 2027 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, 5.3, 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, 2.2)
- Public Participation Activities (Tasks 1.2, 2.2, 3.4)
- Programming (Task 4.1)
- Safety and Security Planning Activities (Task 2.2, 3.7)

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, 5.3, 5.4, 5.5, 5.6, 5.7)
- Land-Use and Comprehensive Planning Activities (Tasks 2.1, 2.2)
- 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, 5.3, 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, 2.2)
- 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, 5.3, 5.4, 5.6, 5.7)
- 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, 5.3, 5.4, 5.5, 5.6, 5.7)
- Land-Use and Comprehensive Planning Activities (Tasks 2.1, 2.2)
- Active Transportation Planning and Bike/Ped Planning and Promotion Activities (Tasks 3.4, 3.5)

APPENDIX B

MAJOR WORK ACCOMPLISHMENTS IN 2026

Planning and Project Development

- Completed and adopted an 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.
- Initiated the second phase of the Natural Hazard Transportation Risk Assessment.
- Completed an update of the SmartMoves regional transit plan.
- Supported regional efforts to provide transportation services for the 2026 World Cup.
- Conducted ongoing updates of the Functional Classification system.
- Initiated a review of the Functional Classification review procedures and policies in cooperation with KDOT, MODOT and FHWA.
- Updated the System Performance Report addressing MARC voluntary and FHWA required performance measures and targets.
- Completed and adopted the Destination Safe Comprehensive Safety Action Plan funded through FHWA Safe Streets & Roads for All (SS4A) program.
- Completed the Bistate Sustainable Reinvestment Corridor Plan funded through a USDOT RAISE planning grant.
- Engaged the Sustainable Places Policy Committee (SPPC) on Regional Centers and Corridors definition work.
- Completed and adopted an update of the Regional Bikeway Plan.
- Produced annual fatality reports with updated format to incorporate historical data.
- Developed the annual Destination Safe Social Media Campaign Strategy Outreach Plan.
- Implemented a new Destination Safe Crash Data Dashboard.
- Maintained the regional Critical Urban Freight Corridors.
- Incorporated performance targets and performance management activities into the Transportation Improvement Program.
- Responded to 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.

Programming

- Completed and approved seven amendments to the 2026-2030 Transportation Improvement Program (TIP).
- Prepared the 2026 Annual Listing of Obligated Projects.
- Conducted calls for projects for FFY 2029-2030 Congestion Mitigation/Air Quality (CMAQ), Carbon Reduction Program (CRP), Surface Transportation Block Grant Program (STBG), and Surface Transportation Block Grant – Set Aside (TA) program funds.
- Conducted a call for projects for FTA Section 5310 funding.
- 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
- Participated in MoDOT's Bridge Formula Program funding process.

Public Engagement

- Completed an update to the region's Public Participation Plan.
- Hosted webinars and training programs related to transportation, the built and natural environment, and other planning issues for regional professional development.

- Conducted public comment periods for MTP, TIP, UPWP, the Public Participation Plan and various funding calls for projects.
- Completed several public engagement events (public workshop, pop-events, listening sessions, SafeAcross training session) for the Destination Safe Comprehensive Safety Action Plan (CSAP).

Management and Administration

- Prepared the 2025 Unified Planning Work Program Year-end report.
- Prepared 2026 Unified Planning Work Program Quarterly Reports.
- Completed/approved two amendments to the 2026 Unified Planning Work Program.
- Completed/approved the 2027 Unified Planning Work Program.

Other

- Implemented the recommendations developed in 2025 to streamline MARC's transportation committee structure.
- Hosted the Green Commute Challenge, an employer-based alternative transportation contest.
- Ran the 2026 Ozone Season outreach and education campaign targeting older adults, minorities, families with children, rural residents in the region, and the public.
- 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 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.
- Hosted a meeting of metropolitan planning organizations from Iowa, Kansas, Missouri, and Nebraska in conjunction with American Planning Association Quad State planning conference.
- 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	\$134,108				\$342,854	\$496,038			\$973,000
1.2	Public Participation	\$34,045				\$87,034	\$125,921			\$247,000
2.1	Land Use, Demographic & Comprehensive Planning	\$81,917				\$209,442	\$302,991			\$594,330
2.2	Metropolitan Transportation Plan	\$42,107				\$107,649	\$155,744			\$305,500
3.1	Transportation Modeling/Forecasting	\$126,667				\$323,827	\$468,506			\$919,000
3.2	Transportation Research & Database Management	\$100,123				\$255,966	\$370,331			\$726,400
3.3	Air Quality Planning	\$14,196				\$36,294	\$52,510			\$103,000
3.4	Safe and Accessible Transportation Options	\$86,214				\$220,406	\$318,880			\$625,500
3.5	Complete Streets Activities¹					\$39,862	\$50,638			\$90,500
3.6	Performance Based Planning	\$48,792				\$124,739	\$180,469			\$354,000
3.7	Transportation Safety Planning	\$25,292				\$64,659	\$93,549			\$183,500
4.1	Transportation Improvement Program	\$24,809				\$63,426	\$91,765			\$180,000
5.1	RideKC Short-Range and Ongoing Transportation Planning				\$80,000			\$400,000	FTA 5307	\$480,000
5.2	RideKC Long-Range Transit and Capital Planning				\$130,000			\$650,000	FTA 5307, 5309	\$780,000
5.3	RideKC Green Corridor Planning Investments²							\$514,045	FTA Route Planning Restoration	\$514,045
5.4	Uniting Kansas City Through Transit³							\$4,500,000	USDOT RAISE	\$4,500,000
5.5	Johnson County Transit Service Planning and Implementation				\$80,000			\$320,000	FTA 5307	\$400,000
5.6	UGTD Facility Planning and Site Selection Study				\$100,000			\$400,000	FTA 5307	\$500,000
5.7	Reconnecting Kansas City: Repairing Connections for Kansas City's Westside Neighborhood²				\$264,655			\$1,058,620	FHWA Reconnecting Communities Pilot Program	\$1,323,275
5.8	US-71 Reconnecting Neighborhoods²				\$2,500,000			\$5,000,000	USDOT-RAISE	\$7,500,000
5.9	MoDOT Traffic Studies			\$440,334						\$440,334
5.10	Housing and Transportation Coordination Plan²	\$13,783				\$35,237	\$50,980			\$100,000
5.11	2026 Travel Patterns After Action Assessment²	\$4,824				\$12,333	\$17,843			\$35,000
5.12	Natural Hazard Transportation Risk Assessment - Phase 2¹	\$9,648			\$75,000	\$24,666	\$35,686	\$300,000	KDOT PROTECT	\$445,000
5.13	Metrogreen Network Assessment	\$13,783				\$35,237	\$50,980			\$100,000
5.14	Smart Moves KC Rail Corridor Feasibility Assessment	\$20,675				\$52,855	\$76,470			\$150,000
E.1	Operation Green Light				\$600,000			\$2,400,000	FHWA STBG	\$3,000,000
E.2	Air Quality Public Education				\$148,750			\$595,000	FHWA CMAQ	\$743,750
E.3	WAY TO GO							\$470,000	FHWA CMAQ	\$470,000
E.4	Active Transportation Programs				\$19,000			\$76,000	FHWA CMAQ	\$95,000
E.5	Planning Sustainable Places Program				\$325,000			\$1,300,000	FHWA STBG	\$1,625,000
		\$780,983	\$0	\$440,334	\$4,322,405	\$2,036,466	\$2,939,301	\$17,983,665		\$28,503,154

(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	\$428,567	\$544,433	\$973,000
1.2	Public Participation	\$108,793	\$138,207	\$247,000
2.1	Land Use, Demographic & Comprehensive Planning	\$261,778	\$332,552	\$594,330
2.2	Metropolitan Transportation Plan	\$134,561	\$170,939	\$305,500
3.1	Transportation Modeling/Forecasting	\$404,784	\$514,216	\$919,000
3.2	Transportation Research & Database Management	\$319,958	\$406,462	\$726,420
3.3	Air Quality Planning	\$45,367	\$57,633	\$103,000
3.4	Safe and Accessible Transportation Options	\$275,508	\$349,992	\$625,500
3.5	Complete Streets Activities ¹	\$39,862	\$50,638	\$90,500
3.6	Performance Based Planning	\$155,924	\$198,076	\$354,000
3.7	Transportation Safety Planning	\$80,824	\$102,676	\$183,500
4.1	Transportation Improvement Program	\$79,282	\$100,718	\$180,000
5.10	Housing and Transportation Coordination Study	\$44,046	\$55,954	\$100,000
5.11	2026 Travel Patterns After Action Assessment	\$15,416	\$19,584	\$35,000
5.12	Natural Hazard Transportation Risk Assessment - Phase 2	\$30,832	\$39,168	\$70,000
5.13	Metrogreen Network Assessment - Phase 1	\$44,046	\$55,954	\$100,000
5.14	Smart Moves KC Rail Planning Baseline Assessment	\$66,069	\$83,931	\$150,000
Total		\$2,535,617	\$3,221,133	\$5,756,750
A.	Total Capital Outlay Subject to Matching Funds Requirements	\$2,495,755	\$3,170,495	\$5,666,250
5.9	MoDOT Traffic Studies		\$440,334	
B.	Total Value of Direct Cost Activities	\$0	\$440,334	\$440,334
Total Value of MARC 2027 Transportation Planning Program (A+B)		\$2,495,755	\$3,610,829	\$6,106,584
Federal CPG Share/Reimbursement (80%)		\$1,996,604	\$2,888,663	\$4,885,267
Non-Federal Share (20%) ²		\$499,151	\$722,166	\$1,221,317
Value of Direct Cost Match ³			\$440,334	\$440,334
Cash Outlay Needed to Complete Match Requirements		\$499,151	\$281,832	\$780,983
Total CPG Expenditure including activities not subject to match requirements		\$2,036,466	\$2,939,301	\$4,975,767

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

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

³ The value of MoDOT Traffic Studies makes an additional \$352,267 (\$440,334 x .80) of Federal CPG (MO) funding available for budgeted actual cost. The total direct cost value amount of \$500,000 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 87.3% (\$4,885,267/\$5,666,250 =86.2%).

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 7/26	\$ 1,410,207	\$ 2,664,001	\$ 4,074,208
FY 2027 CPG Allocation	\$ 1,669,015	\$ 2,801,529	\$ 4,470,544
FY 2026 CPG funds expended (estimated 8/26-12/26)	\$ (831,550)	\$ (1,220,646)	\$ (2,052,196)
Total estimated CPG funds available for FY 2027 UPWP*	\$ 2,247,673	\$ 4,244,884	\$ 6,492,557
CPG funds programmed for FY 2027	\$ (2,036,466)	\$ (2,931,301)	\$ (4,967,767)
Remaining Unprogrammed CPG funds balance	\$ 211,207	\$ 1,313,583	\$ 1,524,790

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 \$211,207 of Kansas CPG funding and \$1,313,583 of Missouri CPG funding will be available for carryover to the next UPWP.

APPENDIX C - SCHEDULE 4

MoDOT BREAKDOWN OF DIRECT COSTS (Under development)

Title	Yearly Salary	Yearly Fringe	Yearly Total	% Eligible	Yearly Eligible
	Base**	59.74%			
Traffic Studies Staff					
Traffic Studies Specialist	69,999	41,818	111,817	50%	55,908
Sr. Traffic Studies Specialist*	78,499	46,895	125,394	25%	31,349
Int. Traffic Studies Specialist	78,507	46,900	125,407	60%	75,244
Sr. Traffic Studies Specialist	78,507	46,900	125,407	50%	62,703
Int. Traffic Studies Specialist	75,599	45,163	120,762	50%	60,381
Traffic Studies Specialist	69,999	41,818	111,817	50%	55,908
Total Traffic Eligible Costs	451,111	269,494	720,604		341,494
Blueprint for Safety Staff					
Admin. Technician	50,022	29,883	79,905	75%	59,929
Sr. Traffic Technician	48,718	29,104	77,822	50%	38,911
Total Blueprint Eligible Costs	98,740	58,987	157,727		98,840
Total UPWP Eligible Costs					440,334

*Yearly Salary Annualized for Wage Employee

**Projected 3Q/4Q 2026 and 1Q/2Q 2027 Salary/Fringes based on FY27 base salary + annual pay adjustments beginning July 2026 and FY27 fringe benefits percentage.

APPENDIX C – SCHEDULE 5

EQUIPMENT, SUBCONTRACTS & OPERATING EXPENSES

MARC CPG Subcontracts

UPWP Task	Project	Source	Amount
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 ¹	CPG	\$150,000
5.10	Housing and Transportation Coordination Plan ¹	CPG	\$100,000
5.11	2026 Travel Patterns After Action Assessment ¹	CPG	\$35,000
5.12	Natural Hazard Transportation Risk Assessment – Phase 2 ^{1,2}	CPG	\$70,000
5.13	Metrogreen Network Assessment	CPG	\$100,000
5.14	Smart Moves KC Rail Corridor Feasibility Assessment	CPG	\$150,000
Total Contractual			\$720,000
CPG – Consolidated Planning Grant			
¹ Activity continued from 2026			
² Activity also has PROTECT grant funding through KDOT			

MARC CPG Operating Expenses

UPWP Task	Project	Source	Amount
1.1	Contracted Service (Document Translation, etc.)	CPG	\$1,500
1.1	Software & Data Service Agreements (emme/2, REMI, ESRI, etc.)	CPG	\$150,000
1.1	In Region Travel	CPG	\$500
1.1	Out of Region Travel	CPG	\$35,000
1.1	Registration Fees (Conference, Training, etc.)	CPG	\$9,300
1.1	Meeting	CPG	\$2,000
1.1	Periodicals & Subscriptions	CPG	\$2,000
1.1	Agency Professional Memberships (1)	CPG	\$25,000
1.1	Classified Advertising/Printing	CPG	\$17,500
1.1	Courier/Overnight Delivery	CPG	\$200
1.1	Computers, Supplies & Equipment	CPG	\$35,500
1.1	Training (includes webinars)	CPG	\$8,000
Total Operating Expenses			\$286,500
1) For 2027 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	\$2,074,795
Fringe Benefits	CPG	\$1,113,127
Total Personnel Costs		\$3,187,922

MARC Other Costs

Indirect	CPG	\$1,138,088
Rent	CPG	\$103,740
Total Other Costs		\$1,241,828

APPENDIX D – 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.

SECTION I: INDIRECT COST RATES

RATE TYPES:		FIXED	FINAL	PROV. (PROVISIONAL)	PRED. (PREDETERMINED)
TYPE	EFFECTIVE PERIOD		RATE (%)	LOCATION	APPLICABLE TO
	FROM	TO			
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.

ORGANIZATION: Mid-America Regional Council

AGREEMENT DATE: 03/31/2025

SECTION I: FRINGE BENEFIT RATES**

<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

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 111, 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-05-07 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.
 - A. 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 11).
 - B. 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.

ORGANIZATION: Mid-America Regional Council

AGREEMENT DATE: 03/31/2025

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 (2CFR 200), and should be applied to grants, contracts and other agreements covered by 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)

(NAME)

(TITLE)

(DATE)

ON BEHALF OF THE GOVERNMENT:

DEPARTMENT OF HEALTH AND HUMAN SERVICES

(AGENCY)

Olulola O.

(SIGNATURE)

Olulola Oluborode

(NAME)

Director, Cost Allocation Services

(TITLE)

03/31/2025

(DATE)

HHS REPRESENTATIVE: Marcal Matthews

TELEPHONE: (212) 264-2069

APPENDIX E RELATED ACTIVITIES

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 the 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).
3. *ACTIVITY:* Conduct needs assessment with planning partners towards development of a Bicycle Facilities Guidance Manual.

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 2027, the eighth round of Planning Sustainable Places planning studies will be under way.

More information about the Planning Sustainable Places program and the related projects can be found at the [program webpage](#).

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 tour of the 2025 Vibrant Success Stories honorees will be scheduled to highlight the honored projects. (April/May).
3. *ACTIVITY: Procurement.* Complete procurement process for the studies that were selected for the 2027 round of Planning Sustainable Places funding (January–May)

2027 Budget for Related Activities		
E.1	Operation Green Light	\$3,000,000
E.2	Air Quality Public Education	\$743,750
E.3	WAY TO GO	\$470,000
E.4	Active Transportation Programs	\$95,000
E.5	Planning Sustainable Places Program	\$1,625,000
	Total	\$5,933,750