



TRANSPORTATION IMPROVEMENT PROGRAM

Mid-America Regional Council
Transportation Department

2024-2028



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Signature page

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INTRODUCTION

Decisions about transportation investments in metropolitan areas require collaboration and cooperation among different levels of government and individual jurisdictions. The Transportation Improvement Program (TIP) documents how the Kansas City region prioritizes the limited transportation resources available for the various needs of the region. It includes a staged, five-year list of surface transportation projects proposed for federal, state and local funding within the metropolitan area. Inclusion in the TIP represents a major milestone in the project development process that enables a project to receive and expend federal funds.

Before discussing the process by which the TIP is developed and analyzed, it is important to gain familiarity with the metropolitan transportation planning process and the key elements developed by the process. A good place to begin is with the Mid-America Regional Council (MARC).

The Mid-America Regional Council

The Mid-America Regional Council (MARC) serves as the association of city and county governments and the metropolitan planning organization (MPO) for the bistate Kansas City region.

MARC seeks to build a stronger regional community through cooperation, leadership and planning. Through MARC's leadership, area jurisdictions and diverse community interests sit down together to address the region's problems and identify the opportunities for cooperative solutions. These efforts, in turn, enhance the effectiveness of local government.

As a voluntary association, MARC strives to foster better understanding and cooperation on issues that extend beyond the jurisdiction of a single city, county or state. These issues include transportation, early education, aging, emergency services, public safety and 911, environmental issues and additional programs.

MARC's Board of Directors consists of 33 locally elected leaders from the nine counties and the six largest cities in the region.

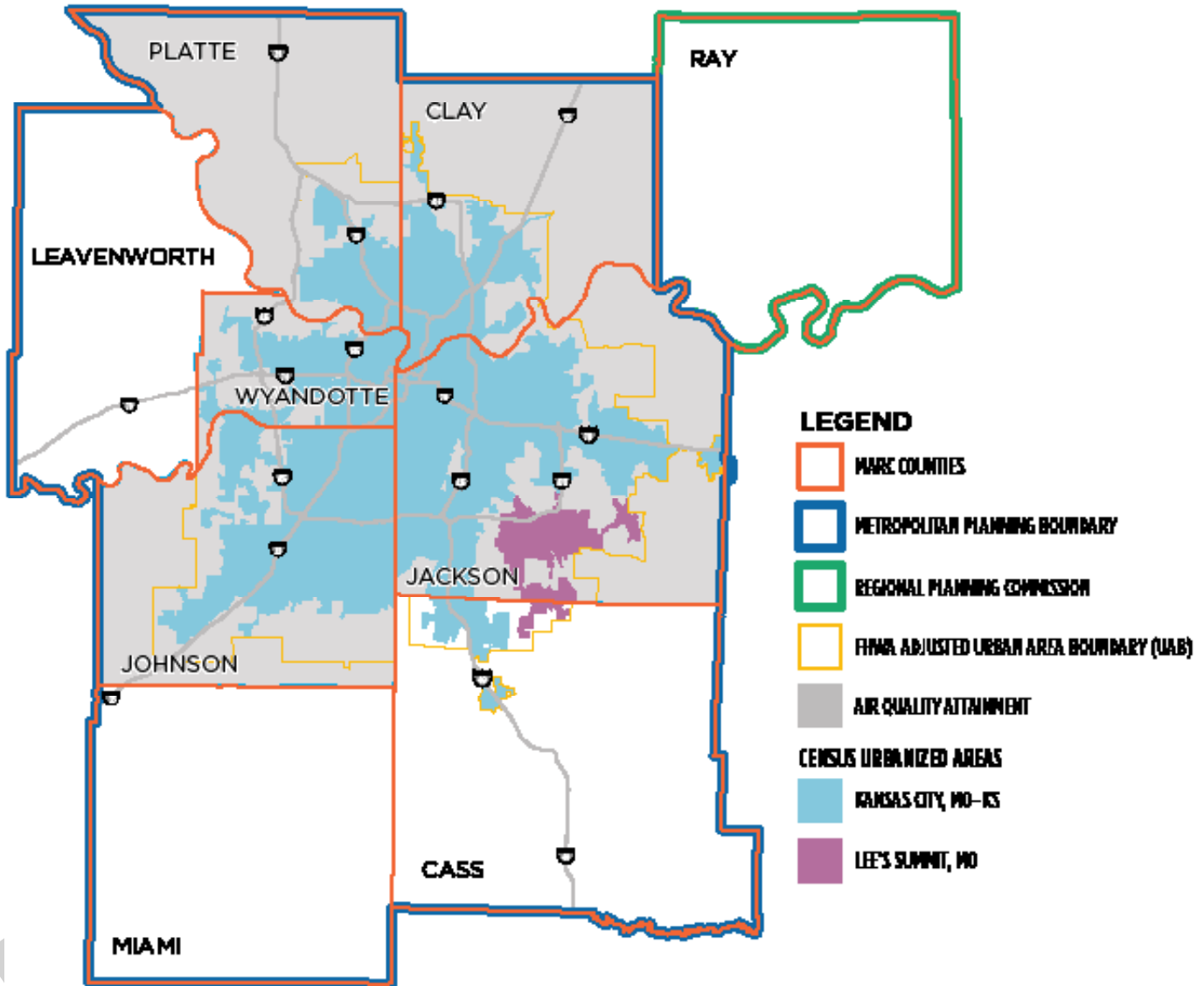
MARC plays an active leadership role in strengthening the metropolitan community by providing:

- A forum for addressing regional objectives and diverse community issues.
- Long-range planning and public policy coordination.
- Technical assistance and services that enhance the effectiveness of local government.

As the designated MPO for the Kansas City region, MARC is responsible for the development of plans and programs that provide for the development and integrated management and operation of transportation systems and facilities that will function as a multimodal transportation system for a geographic area that is projected to be urbanized within the next 20 years. MARC's current jurisdiction for metropolitan transportation planning consists of the entirety of Cass, Clay, Jackson, and Platte counties and a small

MARC serves as the MPO for the bistate Kansas City region. Its current planning jurisdiction consists of eight counties (Cass, Clay, Jackson and Platte counties in Missouri, and Johnson, Leavenworth, Miami and Wyandotte counties in Kansas), home to a population of approximately 2.08 million.

MARC Regional Boundaries



portion of Lafayette County in Missouri and the entirety of Johnson, Leavenworth, Miami and Wyandotte counties in Kansas. This area encompasses a population of approximately 2.08 million people

The Transportation Improvement Program (TIP)

The TIP is developed by MARC in cooperation with Kansas (KDOT) and Missouri (MoDOT) departments of transportation, local governments and public transportation agencies. Under federal law, the TIP must:

- Cover a period of no less than four years.
- Be updated at least every four years.
- Be approved by the MPO and the governors of Kansas and Missouri.
- Be consistent with the approved metropolitan transportation plan.
- Conform with the State Implementation Plan (SIP) for air quality if the region is designated a non-attainment or maintenance area.
- Demonstrate that proposed transportation investments are financially realistic and

achievable.

- List all federally funded and regionally significant projects regardless of funding source.
- Cover all modes of travel.

The TIP also includes specific listings for each project or phase (e.g., preliminary engineering or construction) that include:

- Sufficient descriptive material for project identification.
- Estimated total project cost.
- The amount of federal funds proposed to be obligated during each program year.
- Identification of the agencies responsible for the project.
- Identification of projects that implement required Americans with Disabilities Act (ADA) plans.

Relationship to the Transportation Planning Process

As the MPO for the Kansas City region, MARC is responsible for developing and maintaining three key products of the metropolitan planning process in addition to the TIP. The TIP is the implementation arm of the documents described below:

- Metropolitan Transportation Plan (MTP) directs the transportation decision-making process in ways that help achieve regional goals. The plan, Connected KC 2050, serves as a blueprint for the management of the region's transportation system through the year 2050. It describes the current and evolving surface transportation needs of the metropolitan area and broadly categorizes transportation investments ranging from road and transit improvements to projects that enhance bike, pedestrian and freight movement.
- Unified Planning Work Program (UPWP) describes the transportation planning activities MARC and other agencies propose to undertake during the next fiscal year. The UPWP promotes a unified regional approach to transportation planning to achieve regional goals and objectives. It serves to document the proposed expenditures of federal, state and local transportation planning funds, and provides a management tool for MARC and funding agencies in scheduling major transportation planning activities, milestones and products.
- Congestion Management Process (CMP): Urban areas with a population of more than 200,000, like the Kansas City area, are known as Transportation Management Areas (TMAs). TMAs must develop a CMP that both identifies and evaluates projects and strategies aimed at reducing traffic congestion and increasing the mobility of people and goods.

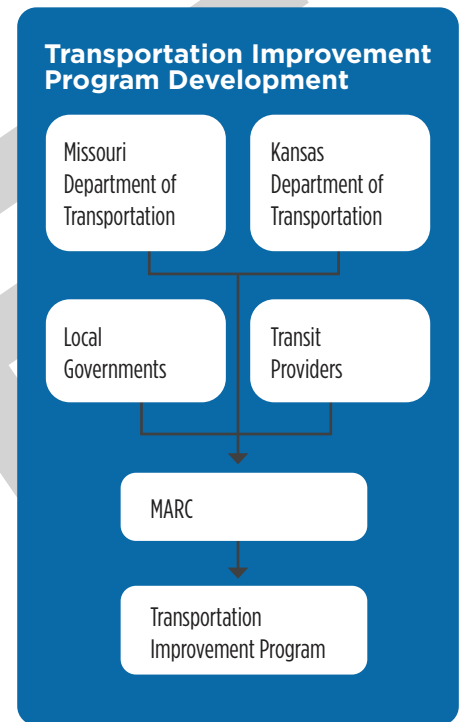


Table 1: Schedule of Key MARC Products in the Metropolitan Planning Process

Time Frame	UPWP	TIP	MTP	CMP	PPP
	1 Year	5 Years	30 Years	30 Years	N/A
Contents	Plans activities, studies and tasks to be undertaken within a year	Lists of transportation improvements	Identifies regional transportation goals, policies, strategies and major projects	Defines and identifies congestion and develops appropriate strategies to reduce or mitigate congestion.	Creates framework to guide the public participation process in transportation planning projects at MARC
Update Requirements	Annually	Every two years	Every five years (four years if in non-attainment for air quality)	Process is continuous	Every three years

The current federal transportation law, the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58), maintains and expands long standing requirements that the transportation planning process consider the following factors:

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

The 2024–2028 Transportation Improvement Program has been developed through a coordinated process consistent with the planning documents and factors described.

The TIP and Public Involvement

MARC provided opportunities for interested parties to get involved in the development of the TIP, and also seeks to engage and involve members of the community who have not traditionally been involved. It is MARC’s goal to have a significant and ongoing public involvement process that ensures early and continuous involvement in all major transportation decisions. MARC’s public participation goals and strategies are outlined in the Public Participation Plan. This document acts as a framework that guides the public participation process in transportation planning projects at MARC, such as the TIP.

Participation is encouraged as early as possible in the development of the TIP and is most effective well before the draft document is circulated. The development of the MTP is the earliest and most relevant point for public participation because this is the stage where funding priorities are established. The public will have the opportunity to review and comment on all TIP amendments and updates.

The TIP and Financial Planning

The TIP includes a financial plan that demonstrates how the approved projects and programs can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the projects and programs, and recommends any additional financing strategies for needed projects and programs. The financial plan of the 2024–2028 TIP was developed by MARC in cooperation with the Kansas and Missouri departments of transportation, local public transportation agencies and local government entities. Each funding program is financially balanced against available funds for FY 2024–2028.

The IIJA requires that the financial plan for the TIP contain system-level estimates of the costs and revenue sources that are reasonably expected to be available to adequately maintain and operate the multimodal transportation system.

Through the use of financial constraint, the TIP becomes a program of committed projects designed to achieve regional mobility and improved air quality, while addressing the economic, environmental and system preservation goals of the region. In effect, the TIP serves as the region's spending plan for federal and state transportation improvement funding.

The TIP and Performance Management

The IIJA continues the performance- and outcome-based program established under MAP-21. The objective of this program is to invest resources in projects that collectively make progress toward the achievement of national goals. The legislation requires the U.S. Department of Transportation (USDOT), in consultation with states, MPOs and other stakeholders, to establish performance measures in these areas:

- Transit State of Good Repair
- Public Transportation Agency Safety
- Safety
- Infrastructure Condition
- System Performance & Freight

The TIP and other plans are required to include information regarding these performance measures.

MARC actively tracks several performance measures. These measures and the resulting trends help to indicate regional progress towards achieving the goals set forth in the plan, informing decisions and guiding investment priorities for the regional transportation network.

Financial constraint ensures that there will be enough funds to implement proposed improvements — and to operate and maintain the entire system — by comparing costs with available financial resources. Only projects that have realistic or reasonably available funding sources will be included in the TIP.

The TIP and Air Quality

The federal Clean Air Act of 1990 (CAA), requires that transportation projects meet air quality standards to be eligible for federal funding. This law requires all transportation plans, programs and projects to conform to regulatory mobile source emissions budgets for transportation-related pollutants in non-attainment and maintenance areas. Under the CAA, each state environmental agency must develop a plan called the State Implementation Plan (SIP). The SIP describes how the state will meet the national standards set for each of six air pollutants identified under the CAA. The six regulated pollutants are ozone, carbon monoxide, particulate matter, sulfur dioxide, nitrogen dioxide and lead. Regions are continually monitored to ensure that these pollutants are within acceptable standards for air quality.

The Kansas City region is currently an attainment/unclassifiable area for all transportation-related criteria of pollutants, so no conformity analyses or determinations are required. The federal 2015 National Ambient Air Quality Standard (NAAQS) for ozone is 70ppb, and the MARC region was officially given its designation and published in the Federal Register on June 4, 2018. However, the situation remains precarious – the 2023 design value was at the 71ppb threshold set by the 2015 standard as of mid-July 2023. MARC continues to monitor this situation closely while preparing for the potential impacts of a redesignation on the regional planning processes.

The Clean Air Act of 1990 is the most recent version of a law first passed in 1970 to clean up air pollution. It gave the Environmental Protection Agency more authority to implement and enforce regulations that reduce air pollutant emissions and placed an increased emphasis on more cost-effective approaches to reduce air pollution.

The TIP and Environmental Justice

In 1994, Presidential Executive Order 12898 mandated that each federal agency incorporate environmental justice in its mission by analyzing and addressing the effects of all programs, policies and activities on minority and low-income populations. Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as that of the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation set forth the following three principles to ensure nondiscrimination in its federally funded activities:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

For the transportation improvement program, MARC considers the distribution of programmed investments to prevent the denial of, reduction in or significant delay in the receipt of benefits by people of color and people with low income and system-level impacts for transportation safety and travel times to assess the potential for disproportionately high and adverse impacts resulting from the projects in the plan.

TIP Development and Maintenance

MARC, the Kansas and Missouri departments of transportation, the public transportation service providers serving the area, and other entities sponsoring surface transportation projects cooperatively developed the TIP for the Kansas City Metropolitan Planning Area. All of the cooperating entities have agreed that the TIP for the Kansas City metropolitan area will cover a five-year period; therefore, this TIP includes projects for 2024–2028.

A portion of the federal transportation funds received by the Kansas and Missouri departments of transportation is designated — or suballocated — for use in the Kansas City region. For the funding currently shown in the 2024–2028 TIP, MARC has used its established committee structure to develop priorities for these following suballocated metropolitan programs, as shown below:

- Surface Transportation Block Grant Program (STBG)
- Congestion Mitigation/Air Quality (CMAQ)
- Surface Transportation Block Grant Program - Set Aside (TAP)
- FTA Section 5310
- Carbon Reduction Program (CRP)

MARC Programming Process

Suballocated funding targets are established cooperatively by MARC, the state departments of transportation and the Federal Transit Administration. MARC’s committees then program or recommend projects to receive suballocated funds.

Air Quality Forum programs alternative fuel and outreach/ other projects for Kansas and Missouri CMAQ funding	Active Transportation Programming Committee programs projects for Kansas and Missouri TAP and CMAQ bicycle/ pedestrian projects	Regional Transit Coordinating Council programs projects for Kansas and Missouri CMAQ transit projects	Kansas and Missouri STP programs, CMAQ traffic flow projects and STPM	Carbon Reduction Workgroup makes recommendations for the Carbon Reduction Program	Mobility Advisory Committee recommends funding for FTA Section 5310 projects
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Programming and recommendations are approved by MARC’s Total Transportation Policy Committee

Programming and recommendations are approved by MARC’s Board of Directors and incorporated into the TIP

TIP is approved by Kansas, Missouri, and the U.S. departments of transportation

The MARC Total Transportation Policy Committee (TTPC) is scheduled to approve the 2024-2028 TIP on October 17, 2023. TTPC serves as the local decision-making, policy-development body related to multimodal transportation in the region. Members of TTPC include elected officials, representatives from the Kansas and Missouri departments of transportation, public transportation officials, and representatives from local governments. After the approval by TTPC, the MARC Board of Directors is scheduled to approve the TIP on October 24, 2023. The TIP is updated through a quarterly cycle of amendments that allows MARC to maintain the accuracy of the TIP while providing local project sponsors flexibility in addressing issues that may arise. Amendments, like the complete TIP, are approved by both TTPC and the MARC Board of Directors.

PROGRAMMING PROCESS

As the designated Metropolitan Planning Organization (MPO) for the Kansas City region, MARC is responsible, under Section 134 of Title 23, United States Code, for plans and programs that provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system for the metropolitan area. The Infrastructure Investment and Jobs Act (IIJA) is the most recent law establishing federal transportation policy and funding authorizations. Under this legislation, MARC is responsible for preparing the regional Transportation Improvement Program (TIP) in cooperation with the state departments of transportation, transit operators and local governments.

Although federal regulations require the TIP be updated at least every four years and cover a minimum four-year period, MARC produces a new TIP every other year and outlines federal transportation expenditures for the subsequent five-year period.

Table 2: Transportation Improvement Program Update Schedule

2023	2024	2025	2026	2027	2028
Complete update 2024-2028	Amendments only	Complete update 2026-2030	Amendments only	Complete update 2028-2032	Amendments only

MARC develops the TIP by working cooperatively through its committee structure. MARC programming and policy committees include representatives from local jurisdictions, public transportation agencies, the Kansas and Missouri departments of transportation and other interested parties. Committee members are typically appointed by each participating jurisdiction or state agency and provide input for various MARC documents and recommendations for federally funded projects. Final authority for the adoption of the TIP rests with MARC’s Board of Directors.

Under federal regulations, the TIP must be consistent with the Metropolitan Transportation Plan (MTP) for the region, and must incorporate all federally funded projects and all regionally significant projects regardless of funding source. The TIP project listings describe each project, including the type of work, termini (beginning/end points) and phase of work identified for each. Cost estimates and the year of implementation of each phase are also clearly stated. The TIP project listings indicate the amount and sources of federal funds proposed to be obligated during each program year and the amounts and sources of non-federal funds proposed for projects. The TIP listing identifies all recipients of federal funds, and the state and local agencies responsible for implementation of each project.

Information included in the TIP project listing:

- Implementing agencies
- Project location
- Cost estimates
- Year of funds to be obligated
- Type of work
- Current phase of work
- Year of implementation for each phase
- Amounts and sources of nonfederal funds
- Amounts and sources of federal funds
- Multimodal elements as appropriate

The process for including a project in the TIP varies depending on the type of funding proposed for the project. If a project sponsor seeks to use one of the suballocated funding streams prioritized directly by MARC, the project is

subject to competitive programming processes directed by MARC as described in this document. Projects not seeking suballocated funding are not subject to these processes

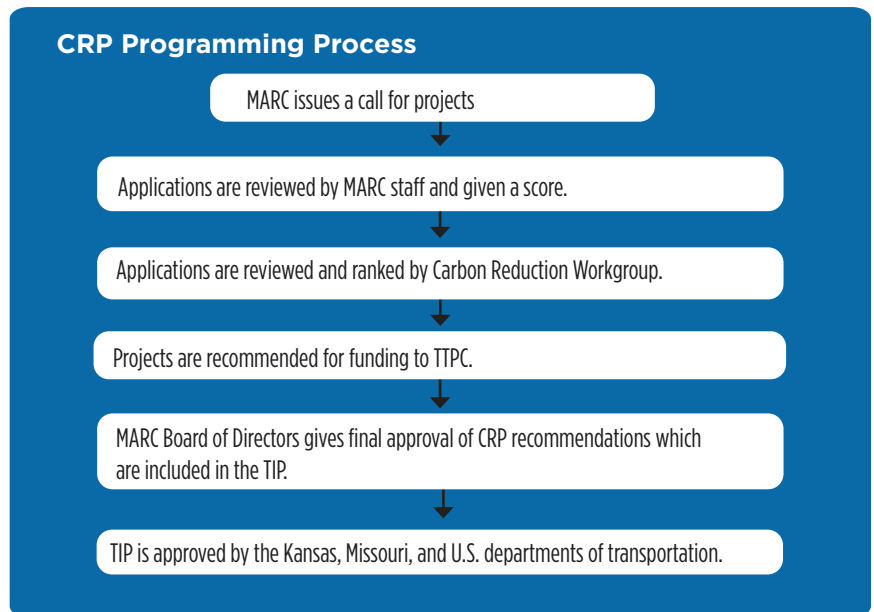
FEDERAL HIGHWAY ADMINISTRATION PROGRAMS

Carbon Reduction Program

The Carbon Reduction Program (CRP) was established under the Infrastructure Investment and Jobs Act (IIJA) and provides funding to states and metropolitan planning organizations to fund projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions, from on-road sources.

This new program offers an opportunity for local governments to support local priorities that also reduce greenhouse gas emissions in the transportation sector and support regional progress towards net zero emissions by 2050.

Applications for Carbon Reduction Program funding undergo a technical review by MARC staff to determine scores based on the adopted criteria. Projects are scored based on factors such as emissions reduction, environmental stewardship, public health, economic impact, resiliency, equity, and environmental justice. These scores, along with public input, other relevant information, and committee discretion are used by the CRP workgroup to develop a recommendation of proposed projects for each state. The workgroup forwards these recommendations to the TTPC. Additional information regarding the CRP programs is available online at <https://www.marc.org/transportation/funding/carbon-reduction-program>

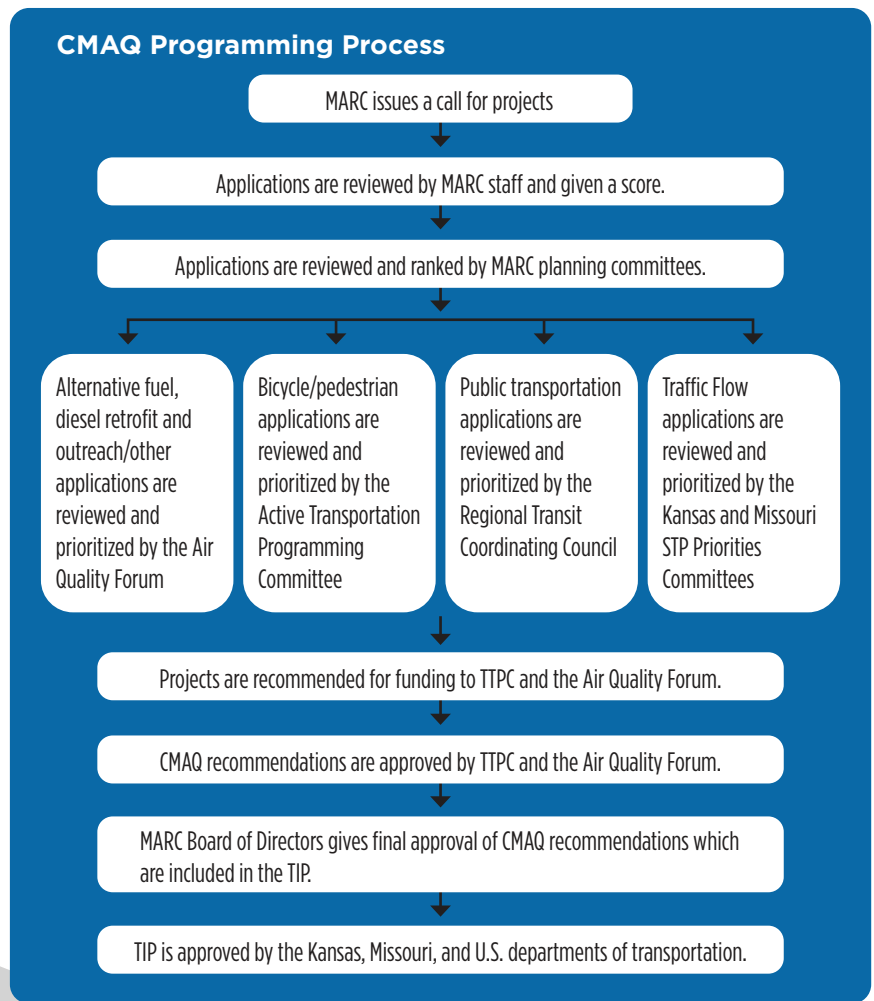


¹ <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>

Congestion Mitigation and Air Quality Program

According to the Federal Highway Administration, the purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is “...to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).”

CMAQ program funds are distributed on a national level to states as a share of their core program funds under the FAST Act, based on the ratio of CMAQ to other program funding in 2009. Other factors such as population in non-attainment and maintenance areas determine the flexibility to distribute CMAQ funds to areas within each state.



CMAQ Programming Responsibilities

Category	Responsible Committee
Alternative fuel, diesel retrofit and outreach/other	Air Quality Forum
Bicycle/Pedestrian	Active Transportation Programming Committee
Public Transportation	Regional Transit Coordinating Council
Traffic Flow	Kansas & Missouri STP Priorities Committees

The Kansas City metropolitan area retains eligibility to receive CMAQ funding under the IIJA since the area was designated as an attainment area for air quality in May 2005. In Kansas, since all areas of the state are in attainment for all criteria pollutants, KDOT elects to distribute a portion of minimum-allocation CMAQ funds in the Kansas City and Wichita areas. In Missouri, some areas of the state are in non-attainment for one or more criteria pollutants, and the Kansas City area receives a share of the CMAQ funding that is attributable to the state.

For the projects in the 2024–2028 TIP, MARC programmed these CMAQ funds using a competitive application process through the Kansas and Missouri STP committees, the Active Transportation Programming committee, Air Quality Forum and the Regional Transit Coordinating Council.

- Project applications were solicited in six categories:
- Alternative fuels
- Bicycle and pedestrian
- Public transportation
- Traffic flow
- Outreach and other
- Diesel retrofit

MARC staff determine scores for CMAQ funding applications based on criteria developed by the committees. Scoring factors include (but are not limited to) emissions-reduction capability, cost effectiveness, connectivity, consistency with regional planning and impact on regional vehicle miles traveled. Each of the committees use these scores, advisory input from the MARC planning committees, public input, other relevant information, and committee discretion to develop a ranking of proposed projects. Finally, the committees make recommendations to the TTPC and Air Quality Forum. Additional information regarding the CMAQ program is available online at marc.org/Transportation/Funding/FHWA/Congestion-Mitigation-Air-Quality.

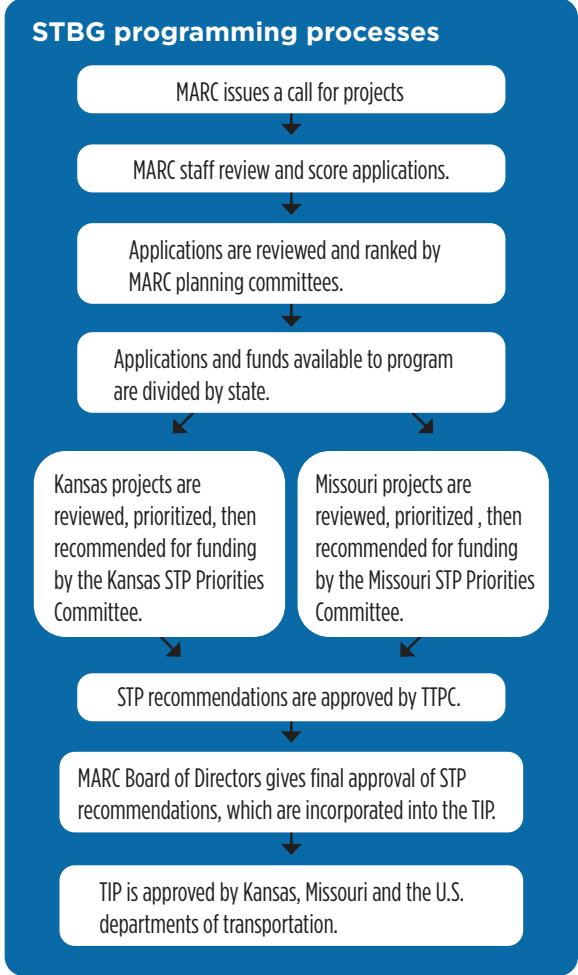
Surface Transportation Block Grant Program

The Surface Transportation Block Grant Program (STBG) provides flexible funding that may be used by states and localities for projects on any federally aided highway, including the National Highway System, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. STBG funds are divided into several subcategories using a formula based on population; the largest subcategory is for funds suballocated to Transportation Management Areas (TMAs) with populations greater than 200,000. These funds are referred to as STBGM. MARC programs these funds using competitive application processes governed by its Kansas and Missouri STP Priorities committees; both are subcommittees of the Total Transportation Policy Committee.

Project applications are solicited in seven categories:

- Bridge restoration and rehabilitation.
- Bicycle and pedestrian.
- Livable communities pilot projects and other.

A competitive application process requires applications to be reviewed and scored against each other to produce a list of prioritized projects.



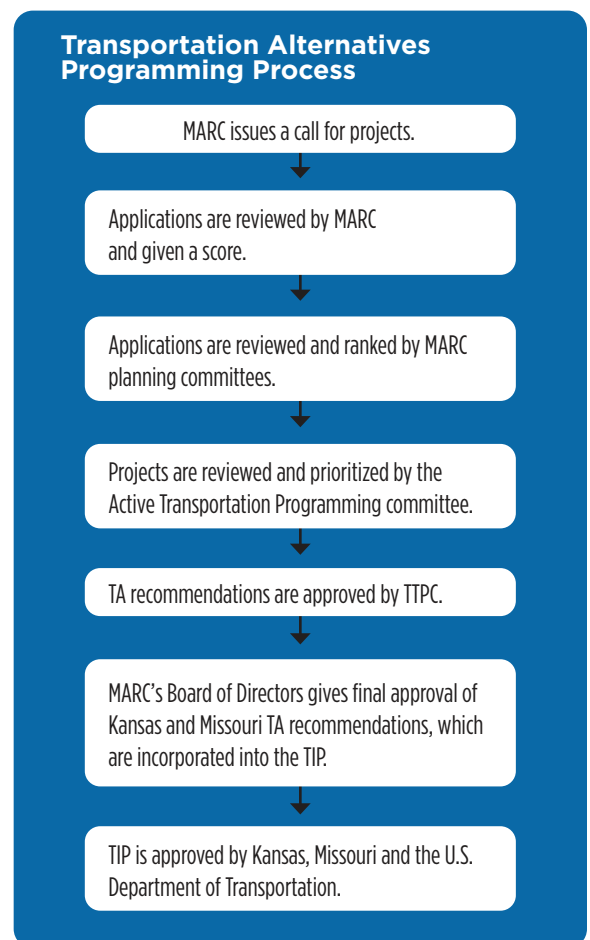
- Public transportation.
- Roadway capacity.
- Transportation operations and management.
- Transportation safety.

Applications for STBG funding undergo a technical review by MARC staff to determine scores based on criteria developed by the committee. Projects are scored based on factors such as system performance and condition, multimodal considerations, safety, environment, economic vitality, and consistency with regional goals. The Priorities Committees use these scores, advisory input from MARC planning committees, public input, other relevant information and committee discretion to develop a ranking of proposed projects for each category. Finally, the committees make recommendations to the TTPC. Additional information regarding the STP programs is available online at marc.org/Transportation/Funding/FHWA/Surface-Transportation-Program

Surface Transportation Block Grant Program - Set Aside for Transportation Alternatives (TAP)

The Transportation Alternatives Program (TAP) provides for a variety of alternative transportation projects that were previously eligible activities programs such as Transportation Enhancements and Safe Routes to School. The program supports projects that expand travel choices and enhance the transportation experiences through improvements to the cultural, aesthetic, historic and environmental aspects of the transportation network. Eligible activities include bicycle and pedestrian accommodation, safe routes to school programs and recreational trails.

MARC staff conducts a technical review of applications received for TA funding. Applications are scored for prioritization based on factors such as system performance and condition, safety, environment, economic vitality, and economic vitality. The Active Transportation Programming Committee (ATPC) uses these scores, advisory input from MARC planning committees, public input, other relevant information, and committee discretion to develop a ranking of proposed projects. Finally, the committee makes a recommendation to the TTPC. The committee may adjust the initial scores before submitting its project recommendations to the TTPC and the MARC Board of Directors. Additional information regarding the TA program is available online at www.marc.org/Transportation/Funding/FHWA/Transportation-Enhancements-Transportation-Alternatives



FEDERAL TRANSIT ADMINISTRATION PROGRAMS

Section 5310

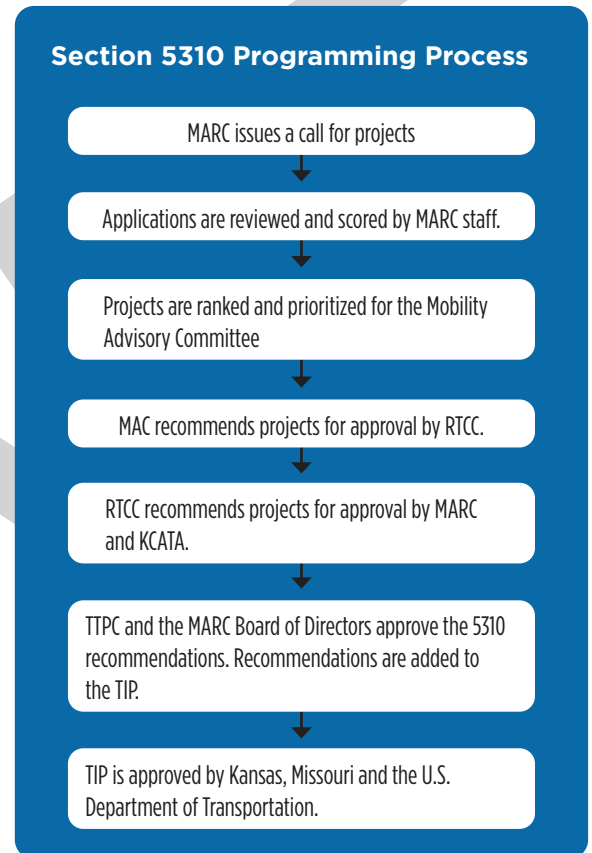
The IIJA continues the Federal Transit Administration’s Section 5310 Capital Assistance Program. The program provides funds to support the transport of elderly and/or the disabled where public transportation services are unavailable, insufficient, or inappropriate through a direct suballocation of funding to large urbanized areas with populations greater than 200,000. The Kansas City Area Transportation Authority is the federally designated recipient of these funds.

A locally developed coordinated public transit-human services transportation plan must include projects selected for funding. At least 55% of program funds must be spent on the types of capital projects eligible under the former section 5310 – public transportation projects planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for public transportation projects that exceed the requirements of the ADA, such as public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit or alternatives to public transportation that assist seniors and individuals with disabilities. These funds require a 50 percent local match when used for operating expenses; a 20 percent local match is required when using these funds for capital expenses, including acquisition of public transportation services.

MARC programs these funds using a competitive application process governed by the Mobility Advisory Committee (MAC). MAC is a subcommittee of the Regional Transit Coordinating Council and is co-administered by MARC and the KCATA.

Project applications are solicited in four categories:

- Capital projects
- Operations projects
- Vehicle purchases
- Vehicle-related equipment and facilities



Applications for Section 5310 funding undergo a technical review by MARC staff to determine scores based on criteria developed by the committee. Projects are scored based on factors such as community involvement, system coordination, project sustainability, scalability, accessibility and regional service. The Mobility Advisory Committee uses these scores, other relevant information and committee discretion to develop a ranking of proposed projects.

Finally, the committee makes recommendations to the Regional Transit Coordinating Council. Additional information regarding the 5310 program is available online at marc.org/Transportation/Funding/FTA/5310.

OTHER FEDERAL FUNDS

Most of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) program funds in the TIP are not directly suballocated. The state departments of transportation, transit operators and local jurisdictions make programming decisions for these funds in cooperation with MARC and its committees.

In Missouri, MoDOT establishes funding targets for each of its seven MoDOT districts as directed by funding allocation policies from the Missouri Highways and Transportation Commission. MoDOT works through MARC's various transportation committees to establish priorities for state-system projects in the Kansas City area. More information about MoDOT's planning framework is available online at: <https://epg.modot.org/index.php/121.2> [The Planning Framework for Transportation Decision-Making](https://epg.modot.org/index.php/121.2)

In the 2020 Kansas legislative session, a new state highway program, the Eisenhower Legacy Transportation Program (ELTP) was passed. The ELTP is a 10 year, \$9.9 billion program that maintains revenue at similar levels, and through similar sources, as the previous highway program, T-WORKS.

The bistate Kansas City Area Transportation Authority (KCATA) is the largest provider of public transportation in the Kansas City metropolitan area. In addition, substantial public transportation services are provided by Johnson County, Kansas; the city of Independence, Missouri; the Unified Government of Wyandotte County/Kansas City, Kansas; and the Kansas City Streetcar Authority. The KCATA provides contract management and planning services for the city of Independence and Johnson County, and operates several of the Unified Government Transit routes directly. These four transit agencies submit projects to MARC for inclusion in the TIP. The Kansas City Streetcar began service in downtown Kansas City, Missouri, in 2016. KCATA is the designated recipient for Federal Transit Administration (FTA) programs other than those listed above.

During the development of a new TIP, proposed projects undergo analysis prior to their inclusion. Projects are subject to financial analysis to determine if there are sufficient resources available for construction, operations and maintenance. All projects are also subject to an environmental justice analysis that examines their impact on traditionally under served populations.

Congestion Management Process

Limited financial resources can restrict the ability to increase highway capacity. Planning is necessary for efficient management and operation of the existing transportation system. The Congestion Management Process (CMP) helps create a systematic way of monitoring, measuring and diagnosing the causes of current and future congestion on a region's multimodal transportation systems; evaluating and recommending alternative strategies to manage current and future regional congestion; and monitoring and evaluating the performance of strategies implemented to manage congestion.

MARC has developed a CMP to meet the unique needs of the Kansas City area. This CMP includes methods to provide information on the performance of the transportation system and on alternative strategies to manage congestion and enhance mobility and safety. It uses an objectives-driven, performance-based approach to manage congestion, and emphasizes effective management of existing facilities through travel demand and operational management strategies.

The MARC CMP is related to the development of the regional Transportation Improvement Program in four ways:

- It provides system performance information for use by MARC in evaluating projects nominated for inclusion in the TIP.
- It provides system-performance information for project sponsors and may influence project recommendations for incorporation in the TIP.
- It provides information about alternative-congestion management strategies considered for single-occupant vehicle capacity projects to be advanced using federal funds.
- Its objectives are integrated with the application scoring process used to select and prioritize projects in the TIP.

Regulations about the CMP state that federal funds may not be programmed for any project in a Transportation Management Area (TMA) that will create a significant increase in the carrying capacity of single-occupant vehicles (SOVs) unless the project is addressed through a CMP. MARC's TMA defines a project with significant increase to SOV capacity as adding one or more through lanes for a half mile or longer on a facility classified as minor arterial or higher on the FHWA functional classification system. In preparation for a possible re-designation to nonattainment air quality status during the 2024–2028 TIP time frame, MARC's CMP includes procedures to justify the addition of SOV capacity.

To justify additional capacity, a project sponsor shall conduct and document a congestion mitigation analysis during the planning stage of project development which shows that additional SOV capacity is necessary to manage congestion. The analysis should include consideration of noncapacity strategies such as travel demand management (TDM) and transportation system management (TSM). The documentation must also indicate how the capacity project includes management and operations strategies. More information about MARC's CMP is available online at <https://www.marc.org/Transportation/Plans-Studies/Streets-Highways/Congestion-Management-Process>.

Complete Streets

MARC's Complete Streets Policy supports the region's vision for a safe, balanced, multimodal and equitable transportation system that is coordinated with land-use planning, protective of the environment and guides and informs MARC's planning and programming work.

Complete streets are streets, highways and bridges that are routinely planned, designed, operated and maintained with the consideration of the needs and safety of all travelers along and across the entire public right-of-way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles, or buses; bicycling; using transit or mobility aids; and freight shippers. The policy also supports the integration of "green street" concepts into projects in order to advance context-sensitive, multimodal uses and promote environmental solutions in the region's transportation planning, project development and project selection processes.

MARC's programming processes for suballocated funding include consideration of Complete Streets policy requirements during the application and evaluation of each project. The policy recognizes that every street may not be suitable for complete street planning and exceptions may be granted; however, since the adoption of the policy, it is uncommon for projects requiring an exception to receive funding programmed through MARC. Information regarding MARC's Complete Streets policy is available online at [marc.org/Transportation/Special-Projects/Regional-Initiatives/Complete-Streets](https://www.marc.org/Transportation/Special-Projects/Regional-Initiatives/Complete-Streets).

TIP TIMELINE

Following the analyses and committee approvals described above, a proposed list of TIP projects is presented to the TTPC and released for public review and comment, as detailed in MARC's Public Participation Plan. After the public comment period and resolution of any issues raised, MARC's Board of Directors reviews and adopts the TIP. At that point, MARC's commitment to projects utilizing suballocated funding is formalized. Following its adoption by MARC's Board of Directors, the TIP is incorporated by reference and without modification, into the Statewide Transportation Improvement Program (STIP) for both Kansas and Missouri.

From time to time, project information in the TIP must be updated after its official adoption. MARC updates the TIP on a quarterly cycle at no cost to project sponsors through the TIP amendment process. TIP modifications that do not coincide with the regular quarterly cycle are done through special amendment; all costs for this process must be borne by the project sponsor.

Revisions to the TIP are categorized as either Amendments or Administrative Modifications, depending on the type and scope of the revision. The criteria used to determine the modification category are detailed online at <https://www.marc.org/transportation/plans-and-studies/transportation-improvement-program>.

MARC analyzes the list of proposed projects to be amended for financial constraint. The amendment is then presented to the TTPC and released for public review and comment as detailed in the MARC Public Participation Plan. Following completion of the public comment period and resolution of any issues raised, the TIP amendment is submitted to TTPC and the MARC Board of Directors for formal adoption. Following adoption by MARC, the TIP must be approved by the Governors of Kansas and Missouri and the U.S. Department of Transportation (USDOT).

Projects from the 2022–2026 TIP implemented or delayed

Federal regulations require that the TIP include a list of major projects from the previous TIP that have been implemented or have experienced significant delays in their planned implementation (23 CFR 450.324(l) (2)). To comply with this regulation only, MARC created the following definitions for a major project and a significant delay.

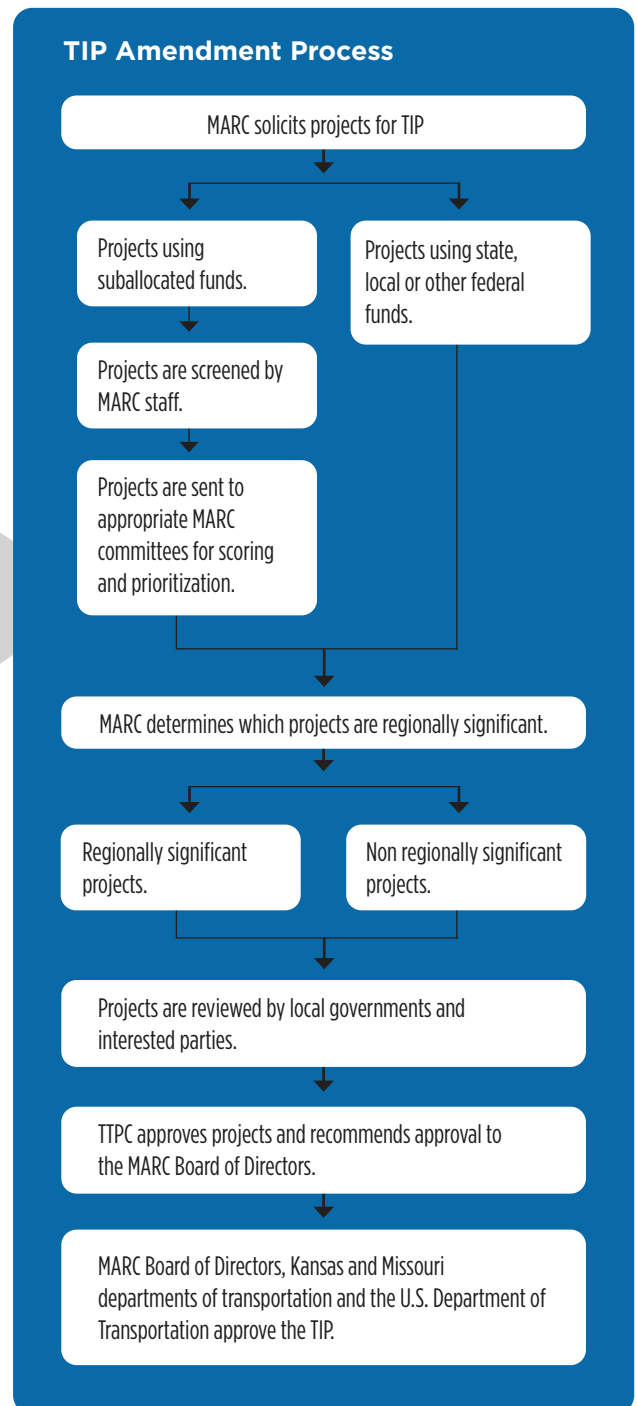
Major project: A project that has a total cost of more than \$30 million.

No projects from the 2022–2026 TIP meet the criteria for significant delay.

MARC has compiled a listing of all projects included in the 2022-2026 TIP which been completed, are under construction, or have been withdrawn by request of the project sponsor. This information is available in Appendix E.

Annual listing of obligated projects

In addition to the requirement previously noted, MARC is also required to produce an Annual Listing of Obligated Projects for which Federal funds have been obligated in the preceding year (23 CFR 450.332). The 2023 report, like its predecessors, will be cooperatively developed through the efforts of states, transit operators, and MARC, and will cover the period from October 1, 2022 to September 30, 2023. MARC will produce the Annual Listing by Dec. 31, 2023, in accordance with 23 CFR 450.332 and the MARC Public Participation Plan.



PUBLIC PARTICIPATION

MARC seeks to provide participation opportunities for residents interested in the transportation planning process, and to engage members of the community who have not traditionally been involved. It is MARC's goal to have a significant, ongoing public participation process that ensures early and continuous involvement in all major transportation decisions. The Public Participation Plan provides a framework that guides public involvement in MARC's transportation planning projects, including the Transportation Improvement Program (TIP). The Public Participation Plan specifies goals, strategies and techniques that encourage successful public participation.

MARC uses a range of public involvement strategies throughout the development of its core transportation plans. The Public Participation Plan sets a consistent standard across different planning efforts but recognizes that strategies may vary by project. Early engagement and continuous participation are important goals that merit consideration in all transportation planning processes.

When to get involved

Because the TIP is dependent on previous planning and programming work, early public involvement in its development — well in advance of circulating a draft document — is key. The earliest, most relevant point for public participation is during the development of the Metropolitan Transportation Plan (MTP), as funding priorities are established during this stage. MARC's funding programs and associated projects are derived directly from the policies and the transportation investments contained in the MTP. Once the MTP is complete, public participation opportunities continue as funding programs are developed, projects are selected, and the TIP is drafted. When projects in the TIP enter the preliminary engineering phase, the detailed environmental review process allows additional opportunities for public comment.

Public notification and participation procedures and techniques

Inform and educate the public

MARC's website, www.marc.org, hosts information on all aspects of the transportation planning process, including TIP documents and project listings. Through the website, MARC provides information to the public and solicits input, feedback, review and comment on all TIP updates and amendments.

Visualization techniques, including interactive and static maps that illustrate project locations and other information, enhance the website user's understanding of the TIP.

MARC also uses publications and mailings to inform interested parties about the TIP, providing information about public comment periods, points of contact and ways to get involved. MARC staff maintains a contact list of interested parties to share this information. People can sign up to receive information free of charge by completing an online form, calling 816-474-4240 or emailing transportation@marc.org.

When the TIP is updated or amended, information is shared via the following resources:

- Transportation Matters — a blog, written and edited by MARC staff, that provides information about major transportation plans and projects; public comment period announcements; TIP updates and amendments; upcoming meetings, events and activities; and possible transportation decisions and actions.

In addition to its electronic communications, MARC keeps all documents, publications and pertinent material on file for public inspection during regular office hours at 600 Broadway, Suite 200, Kansas City, Missouri. Persons wishing to view this material may call 816-474-4240 for an appointment.

Newspaper advertisements and social media are used to help notify the public of public review and comment periods for the TIP updates and amendments. Advertisements are placed in a variety of local newspapers, including Spanish-language newspapers. These advertisements and notices announce each 14-day public review and comment period and include instructions on how to submit comments. MARC also announces public comment periods on its Facebook page and Twitter feed.

Public engagement and inclusion

MARC maintains a consultation list to provide ongoing participation and communication opportunities for those individuals, organizations and agencies who seek additional interaction. This list is used to share expanded involvement opportunities and provide early notification of events and meetings. Individuals have the opportunity to indicate specific areas of interest and receive notification of comment periods, public forums and other regional activities related to related topics or projects. Interested parties may join the list via the MARC website or by calling 816-474-4240.

MARC's committee structure provides an opportunity for transportation stakeholders, local governments and citizens to work together to address transportation and air quality issues. Complete TIP updates and amendments are reviewed and approved by the Total Transportation Policy Committee (TTPC) prior to their release for public review and comment. Committees operating under the TTPC's guidance meet to program and prioritize projects for suballocated funds — such as the Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives (TA) — to be included in the TIP (see Chapter 2: Transportation Improvement Program).

Public notification of MARC Board, TTPC and other committee meetings occurs at the same time committee members are notified. Operating procedures (such as, methods of notification and handling of impromptu meetings or changes in the agenda) may vary for each committee. Detailed information can be found in the bylaws or operating procedures of each committee. MARC completes public notification by posting the agenda or meeting notice, including the time, date, and place of the meeting, on the appropriate committee page of the MARC website and meeting calendar. Additionally, an email notification is sent to committee members, interested parties and members of the news media who have expressed an interest in receiving such notifications. Hard copies may also be requested or downloaded directly from the website.

All of MARC's transportation committee meetings are open to the public, and citizens are encouraged to attend, participate and become informed about the planning process.

MARC's public participation goals:

- Inform and educate the public.
- Reach out and build connections.
- Public engagement and inclusion.
- Use input to shape policies, plans and programs.
- Evaluate public participation strategies.

Use input to shape policies, plans and programs

MARC summarizes and responds to all substantive written comments, reports and responses to policy committees (including TTPC), regulatory agencies and the MARC Board of Directors before final adoption of the document or amendment. A complete list of comments and responses received during the comment period for a full TIP update provided in the Appendix D of the TIP document.

Evaluate public participation strategies

Each year, MARC staff evaluates the effectiveness of the public participation process as it relates to the TIP. The evaluation focuses on five areas: outreach, engagement, communication and acknowledgement, influence and incorporation, and participant assessments and suggestions. For a complete overview of this process, please access the Public Participation Plan on the MARC website.

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FINANCIAL PLAN

Current federal transportation law and regulations require that metropolitan transportation improvement programs include a financial plan that demonstrates how the TIP can be implemented; indicates resources from public and private sources that can be reasonably expected to be available to carry out the program; identifies innovative financing techniques to finance projects, programs, and strategies; and may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available.

This section estimates the anticipated available revenues and compares them to the costs to implement the FFY 2024–2028 TIP. The analysis is based largely on revenue and expenditure information supplied to MARC by the Kansas and Missouri departments of transportation, public transportation agencies and local governments.

Estimates of highway revenues and expenditures were developed separately for the Kansas and Missouri portions of the metropolitan area since the expenditure of federal funds in a state other than the one to which they were allocated would require special legislative action. Transit revenues and expenditures, however, were estimated on a region-wide basis because the majority of federal transit funds are allocated directly to the region. Revenue estimates for the 2024–2028 TIP were developed cooperatively by MARC, the states and public transportation operators. These estimates are also adjusted for inflation. Estimates of future federal suballocated funds were developed using amounts authorized under the IIJA Act, reduced by 10% to account for obligation limitation.

The IIJA Act enacted in November 2021, continues the basic requirements for financial planning as first introduced by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and reaffirmed by its program successors, and continues two financial planning requirements established under SAFETEA-LU in 2009. First, the TIP must contain a system-level estimate of the costs and revenue sources that can be reasonably expected to be available to adequately operate and maintain the multimodal transportation system. Second, the TIP is required to use revenue and cost estimates that apply an inflation rate to reflect “year-of-expenditure” dollars.

Project cost estimates in the 2024–2028 TIP are developed by individual project sponsors based on historical costs for projects of comparable scale and design. In most cases, these project cost estimates account for inflation. For projects where inflation was not factored in by the individual project sponsors, MARC has applied a 3% inflation factor. The inflation factor was not applied to suballocated federal funds in the TIP because these funds are capped by MARC and are not subject to inflation.

It is important to note that this analysis is subject to a number of inherent limitations:

- Projections of federal funding involve a measure of uncertainty as the current legislation authorizing federal transportation expired at the end of the 2026 fiscal year.
- Revenue from local sources was extrapolated from data provided by local governments and may not fully account for private-sector (developer) funding or for the level of general-fund support for transportation.

It is important to first understand the distinction between MARC’s actions to “program” funds for projects in the TIP and state and federal actions to “obligate” funds for projects. When MARC programs federal funds for a project in the TIP, the project becomes eligible for future reimbursement of funds, pending satisfactory completion of a number of project-development activities. However, at this point no actual dollars are committed to the project by the federal government. Only when the project has completed the required project-development process and has obtained all necessary local, state and federal approvals are real dollars committed — or obligated — by the federal government.

The TIP identifies the first year in which a project is authorized for federal reimbursement. Funds may actually be obligated for the project in that year or in any of the subsequent three years. Federal rules establish a four-year window during which funds may be obligated for authorized transportation projects. MARC assumes that all projects will be obligated in the year programmed unless otherwise notified. To meet this expectation, a number of MARC committees have implemented “reasonable progress” policies that are designed to ensure that the region is obtaining the maximum benefit of its federal transportation funds.

MARC estimates federal revenues on an annual basis, even though projects may be implemented at any time during a four-year period, so annual revenues and expenditures may not always appear to reconcile within the TIP database. The financial analysis for these programs compares the original program years for revenues and expenditures against each other and may not reflect actual obligations in any given year.

Know the terms:

- **Program** means to delegate a project to be eligible for future reimbursement of federal funds.
- **Obligate** means federal approval of the project and the actual money is committed to the project.

SUBALLOCATED FEDERAL PROGRAMS

Carbon Reduction Program

The Carbon Reduction Program (CRP) was established under the Infrastructure Investment and Jobs Act (IIJA) and provides funding to states and metropolitan planning organizations for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions, from on-road sources. This new program offers an opportunity for local governments to support local priorities that also reduce greenhouse gas emissions in the transportation sector and support regional progress towards net zero emissions by 2050.

In 2023, MARC programmed CRP funds allocated in federal fiscal years 2022-2024 through a competitive application process. The MARC TTPC governed this process.

In early 2024, MARC expects to begin the process of developing a new program of CRP projects in both Kansas and Missouri through 2026. MARC recognizes the potential for significant future program revisions, but program funds in later years of the TIP must be assumed in order to accommodate the often lengthy project development process.

The 2024-2028 TIP includes previously programmed CRP projects for which funds

have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2025-2026 have been projected based on levels of funding under the IIJA. Table 4 summarizes the expected revenues and expenditures for the CRP program.

Table 4: MARC Carbon Reduction Program (\$1,000's)					
Kansas	2024	2025	2026	2027	2028
Revenue	\$1,912.87	\$1,951.13	\$1,990.15	\$2,029.95	\$2,070.55
Carryover from Previous Years	\$3,713.95	\$1,362.87	\$1,883.99	\$872.66	\$0.00
Expenditure	\$4,263.95	\$1,430.00	\$0.00	\$0.00	\$0.00
Total Remaining	\$1,362.87	\$1,883.99	\$3,874.14	\$2,902.61	\$2,930.90
Missouri	2024	2025	2026	2027	2028
Revenue	\$2,885.69	\$2,943.40	\$3,002.27	\$3,062.31	\$3,123.56
Carryover from Previous Years	\$5,542.73	\$2,268.53	\$3,057.78	\$4,194.52	\$0.00
Expenditure	\$6,159.89	\$2,154.15	\$1,865.53	\$0.00	\$0.00
Total Remaining	\$2,268.53	\$3,057.78	\$4,194.52	\$7,256.83	\$3,067.84

Congestion Mitigation and Air Quality Program

The Congestion Mitigation and Air Quality Program (CMAQ) provides a flexible funding source to states, local governments and other eligible project sponsors for transportation projects and programs that help meet the requirements of the Clean Air Act of 1991. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide or particulate matter (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas). Although it was redesignated as an attainment area for air quality in May 2005, the Kansas City metropolitan area remains eligible to receive CMAQ funding.

In 2022, MARC programmed CMAQ funds through FY 2026 in a competitive application process. The MARC Air Quality Forum and TTPC governed this process.

In early 2024, MARC expects to begin the process of developing a new program for CMAQ projects in both Kansas and Missouri through at least FY 2028. MARC recognizes the concerns about the instability of the federal program and the potential for significant future program revisions; but program funds in later years of the TIP must be assumed in order to accommodate the often-lengthy project development process.

The 2024–2028 TIP includes previously programmed CMAQ projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2027–2028 have been projected based on levels of funding under the IIJA. Table 5 summarizes the expected revenues and expenditures for the CMAQ program.

Table 5: MARC CMAQ Program (\$1,000s)					
Kansas	2024	2025	2026	2027	2028
Revenue	\$2,844.14	\$2,844.14	\$2,844.14	\$2,844.14	\$2,844.14
Carryover from previous years	-\$421.94	\$184.39	\$139.04	\$872.66	\$0.00
Expenditure	\$2,237.80	\$2,889.49	\$2,110.51	\$0.00	\$0.00
Total remaining	\$184.39	\$139.04	\$872.67	\$3,716.80	\$2,930.90
Missouri	2024	2025	2026	2027	2028
Revenue	\$3,100.00	\$3,100.00	\$3,100.00	\$3,100.00	\$3,100.00
Carryover from previous years	\$2,271.07	\$1,424.09	\$385.49	\$0.00	\$0.00
Expenditure	\$3,946.98	\$4,138.60	\$3,485.49	\$0.00	\$0.00
Total remaining	\$1,424.09	\$385.49	\$0.00	\$3,100.00	\$3,067.84

Surface Transportation Block Grant Program

The IIJA continues the long-standing Surface Transportation Block Grant Program (STBG) and maintains the wide range of eligible activities associated with the program. STBG provides flexible funding to best address state and local decisions and needs

In 2022, MARC programmed STBGM funds through FY 2026 using a competitive application process. MARC’s Kansas and Missouri STP Priorities Committees, subcommittees of TTPC, govern this process. In early 2024, both the Kansas and Missouri STP Priorities committees will begin the process of developing a new round of projects for FFY 2027–2028. While there is potential for significant future program revisions, program funds in later years of the TIP must be assumed in order to accommodate the often-lengthy project development process.

The 2024–2028 TIP includes previously programmed STBGM projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2027–2028 have been projected based on levels of funding under the IIJA. Since MARC has programmed STBGM funds only through 2026, no expenditures exist for 2027–2028 in these programs.

Table 6: Kansas STBGM Program (\$1,000s)					
	2024	2025	2026	2027	2028
Expected annual allocation	\$15,444.82	\$15,753.72	\$16,068.79	\$16,390.17	\$16,717.97
Carryover from previous years	\$5,755.27	\$1,675.03	\$3,675.56	\$2,247.53	\$0.00
Expenditures	\$19,525.06	\$13,753.18	\$17,496.82	\$0.00	\$0.00
Total remaining	\$1,675.03	\$3,675.56	\$2,247.53	\$18,637.70	\$16,717.97

Table 7: Missouri STBGM Program (\$1,000s)

	2024	2025	2026	2027	2028
Expected annual allocation	\$24,681.83	\$25,175.46	\$25,678.97	\$26,192.55	\$26,716.40
Carryover from previous years	\$4,051.69	\$1,593.90	\$709.18	\$577.07	\$0.00
Expenditures	\$27,139.62	\$26,060.18	\$25,811.09	\$18,667.43	\$0.00
Total remaining	\$1,593.90	\$709.18	\$577.07	\$8,102.19	\$26,716.40

Transportation Alternatives

The IIJA continued and increased the funding available for the Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

In 2022, MARC used a competitive application process to program Transportation Alternatives funding directly suballocated to the region through FY 2026 in both Kansas and Missouri. MARC's Active Transportation Programming Committee, a subcommittee of TTPC, governed this process.

MARC expects to begin developing a new round of Transportation Alternatives projects through at least FY 2028 for both Kansas and Missouri in early 2022. While there is potential for significant future program revisions, program funds in later years of the TIP must be assumed in order to accommodate the often-lengthy project development process. The 2024–2028 TIP includes previously programmed Transportation Alternatives projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2027–2028 have been projected based on levels of funding provided under the IIJA.

Table 8: Transportation Alternatives Program (\$1,000s)

Kansas	2024	2025	2026	2027	2028
Expected annual allocation	\$2,321.21	\$2,367.63	\$2,414.99	\$2,463.29	\$2,512.55
Carryover from previous years	\$3,098.28	\$1,959.42	\$2,487.05	\$170.00	\$0.00
Expenditure	\$3,460.07	\$1,840.00	\$4,142.10	\$0.00	\$0.00
Total remaining	\$1,959.42	\$2,487.05	\$759.94	\$2,633.29	\$2,512.55
Missouri	2024	2025	2026	2027	2028
Expected annual allocation	\$5,723.59	\$5,838.06	\$5,954.82	\$6,073.92	\$6,195.40
Carryover from previous years	\$11,944.93	\$7,344.86	\$3,894.43	\$912.49	\$0.00
Expenditure	\$10,323.66	\$9,174.02	\$8,820.00	\$0.00	\$0.00
Total remaining	\$7,344.86	\$3,894.43	\$912.49	\$6,867.31	\$6,195.40

FTA Section 5310 — Enhanced Mobility of Seniors and Individuals with Disabilities

The IIJA continued the Federal Transit Administration’s Section 5310 Capital Assistance Program, which provides funding to support transporting the elderly and/or disabled where public transportation services are unavailable, insufficient or inappropriate.

The Kansas City Area Transportation Authority (KCATA) is the federally designated subrecipient for the funds suballocated to the Kansas City metropolitan area.

Projects selected for funding must be included in a locally developed, coordinated public transit/human services transportation plan; and the competitive selection process, previously required under the New Freedom program, is now optional. At least 55% of program funds must be spent on capital projects eligible under the former section 5310 — public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45% may be used for public transportation projects that exceed the requirements of the ADA, improve access to fixed-route service and decrease reliance on complementary paratransit by individuals with disabilities; or alternatives to public transportation that assist seniors and individuals with disabilities. A 50% local match is required when using these funds for operating expenses; a 20% local match is required when using these funds for capital expenses.

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In 2022, the Mobility Advisory Committee used a competitive application process to determine priorities for funding made available under the FAST Act. MARC expects to program additional 5310 funding in early 2024.

STREET AND HIGHWAY

The following sections describe the financial analysis for street and highway projects that are not funded through suballocated federal programs. In general, these projects are advanced by KDOT or MoDOT, using combinations of state and federal funds, or by local governments using local fund or local and federal funds.

Kansas Department of Transportation Analysis

A new five-year federal transportation program, the “Infrastructure Investment and Jobs Act”, was enacted on November 15, 2021, and provides federal aid to state and local units of government through September 2026. Funding levels for FFY 2027-2028 table are estimated based upon IIJA funding.

The state highway program, the Eisenhower Legacy Transportation Program, referred to as IKE, was passed in the 2020 State legislative session and is a 10-year program in effect from July 1, 2020, the beginning of SFY 2021 through SFY 2030, which ends June 30, 2030. Revenue levels in IKE are maintained at the same level, and through similar sources, as the previous state highway transportation program, T-WORKS. The funding sources for this \$9.9 billion program include motor fuels tax, sales and compensating tax, vehicle registration fees, bond proceeds, driver’s license fees, special vehicle permit fees and several miscellaneous fees such as mineral royalties, publications and sale usable condemned equipment. Revenue collectively generated from these sources is expected to remain steady over the period covered by the 2024-2028 TIP.

No allocation formula can predict federal and state revenues available to the Kansas City region for Kansas highway funding. Therefore, regarding Kansas programming, implementation revenues are tied directly to programmed project expenditures.

Missouri Department of Transportation Analysis

The largest source of revenue in Missouri is from the federal government including the 18.4 cents per gallon tax on gasoline and 24.4 cents per gallon on diesel fuel. These highway user fees are deposited in the federal Highway Trust Fund and are distributed to the states based on formulas prescribed by federal law. Approximately 38 percent of Missouri’s transportation revenue comes from the federal government.

MoDOT’s second largest source of transportation revenue is the state fuel tax. Approximately 25% of the revenue generated from the state’s 17 cents-per-gallon tax on gasoline and diesel fuels is distributed to cities and counties, to spend on highway and bridge projects. This revenue source also includes a 9 cents-per-gallon tax on aviation fuel which must be spent on airport projects. These tax revenues represent approximately 24% of transportation revenues. It should be noted that the Missouri tax on motor fuel will increase by 2.5 cents per gallon each year until 2025. When these increases are fully implemented, the state motor fuel tax will be 29.5 cents per gallon and is estimated to

generate an additional \$500 million in annual revenue less refunds.

Other sources of state revenue for transportation include motor vehicle sales tax, vehicle and driver licensing fees, interest earned on invested funds and other miscellaneous collections, and general revenue funds. Revenue collected through these avenues has grown slightly over the years with the exception of miscellaneous collections. Motor vehicle sales taxes are projected to grow 3.0 percent annually for 2024 and beyond. Motor vehicle and driver licensing fees are projected to grow 1.5 percent for 2024 and beyond.

Additional transportation funds have recently been made available via general revenue for the Governor's Focus on Bridges, Transportation Cost Share Programs, Improve Interstate 70 (I-70) Project and General Assembly Legislatively Designated and Funded Projects. The Governor's Focus on Bridges Program authorized \$50 million from the General Revenue Fund to expedite bridge repairs in fiscal year 2020 and the borrowing of \$301 million to fund the costs to plan, design, construct, reconstruct, rehabilitate and make significant repairs to 215 bridges on the state highway system. General Revenue Fund allocations of \$45.5 million for debt service payments will be made available annually for seven years. An allocation from the General Revenue Fund of \$25 million and \$75 million from the Budget Stabilization Fund has been made available for the Governor's Transportation Cost Share Program. The Governor and General Assembly recommended \$2.8 billion for the Improve I-70 Project to plan, design, construct, reconstruct, rehabilitate and repair three lanes in each direction on approximately 200 miles of I-70, from Blue Springs to Wentzville. The funding for the Improve I-70 Project includes \$1.4 billion of General Revenue and the borrowing of \$1.4 billion with \$136 million of General Section 5 - 2 Revenue to make the debt service payments annually for 15 years. The General Assembly Legislatively Designated and Funded Projects include \$112.0 million for the maintenance and repair of low-volume roads and road improvements.

Local Analysis

There are long standing local funding sources to accomplish the goals and objectives of local, state, and federal transportation programs. Local sponsors use a myriad of local revenues to not only operate and maintain the federally eligible system, but also to match federal funds for projects on it. Revenues to fund operations and maintenance, local match on federal projects or non-federal, regionally significant local projects, come from the cities and counties sponsoring the projects. Those sources include the following:

City and County Distributions: Special City and County Highway Funds (SCCHF)² in Kansas and County Aid Road Trust (CART)³ funds in Missouri are a combination of Motor Fuel Tax, Vehicle Sales Tax and Vehicle Fees. These funds are distributed from KDOT and

² Estimates of 2023-2024 Special City/County Highway Fund distributions are available at <https://www.ksdot.org/burlocalproj/>

³ Missouri reports of tax and fee distributions to cities and counties is available at <https://dor.mo.gov/revenue-annual-financial-report/>

MoDOT to the Cities and Counties either directly or through the Department of Revenue. For most instances, these funds fully support the maintenance and operation cost for federally eligible facilities.

Other Committed Funds: Other committed funds are non-federal funds composed of remaining SCCHF or CART funds from previous year distributions, local transportation taxes, grant funds, property taxes, general revenues and special use initiative funds. These funds are used when total program commitments exceed the available SCCHF or CART funds. When a local sponsor wants to program a project, they commit to providing the non-federal local match in excess of the SCCHF or CART funds through these sources.

Projects programmed prior to FY 2022 and included in the FY 2022-2026 TIP that were obligated under contract as of September 2023, will be carried forward into the FY 2024-2028 TIP.

The estimated street and highway revenues are shown in Table 9; the project costs for each year of the FFY 2024-2028 TIP are included in Table 10.

Advance Construction

State and local governments use a federal funding tool called “advance construction” to maximize the receipt of federal funds and provide greater flexibility and efficiency in matching federal aid categories to individual projects. Advance construction (AC) is an innovative funding technique that allows project sponsors to initiate a project using non-federal funds while preserving eligibility for future federal aid. The Federal Highway Administration (FHWA) determines eligibility for federal aid, however no present or future federal aid is committed to the project. Project sponsors may convert the project to regular federal aid, provided that federal aid is available for the project. Advance construction does not provide additional federal funding; it simply allows project sponsors to construct projects with state or local money but seek federal reimbursement in the future. Projects using advance construction are included in the project listing of the 2024-2028 TIP and are accounted for in the financial plan.

Scoping Projects

MoDOT’s project scoping policy is intended to ensure that projects have defined scopes and construction cost estimates before they are committed to the TIP. MoDOT has identified 121 projects that have estimates for engineering and/or right-of-way acquisition but for which award dates have not yet been determined. Since no construction funds have been committed in the four years covered by this document, these scoping projects are not included in the totals for MoDOT’s FY 2024-2028 program. A list of scoping projects is included as Appendix B.

Public Transportation Element

The public transportation analysis is limited to the region's primary fixed-route transit operators — Kansas City Area Transportation Authority (KCATA), Johnson County Transit, City of Independence, and Unified Government Transit — and their associated paratransit services, since they are the recipients of virtually all of the federal funding for transit purposes in the region. Federal transit funds are allocated to the region as a whole and include both transit and paratransit. FTA grant programs, local-option tax funds (Missouri only), local government general funds, and passenger fares make up the funding sources for public transportation. Local transit revenue estimates are based on data supplied by area transit operators.

The IIJA provides a significant source of funding for transit in the region. This legislation emphasizes several important goals, including safety, state of good repair, performance and program efficiency and establishes performance-based planning requirements that align federal funding with key goals and performance measures.

In Kansas City, Missouri, the majority of local support for transit is derived from three separate taxes. The first of these is a half-cent sales tax for bus service that was approved by the Missouri state legislature in 1971 and is not subject to voter approval. The second is a 3/8 cent sales tax that was first approved by voters in 2003. A renewal of this tax is anticipated in late 2023.

The third tax for public transportation in Kansas City, Missouri is a one cent sales tax and special assessments on real property only within a designated transportation development district that was passed in 2018. The funding generated through the transportation development district supports the construction and ongoing maintenance and operations of the Kansas City streetcar.

Other jurisdictions on the Missouri side of the region provide local support to the KCATA with general tax revenues. General tax revenues also fund local support on the Kansas side of the region. Local revenue estimates include passenger fares, which represent a significant source of revenue for public transit services.

Table 9: Estimated revenues by year and funding source (\$1,000s)

STATE	SOURCE	2024	2025	2026	2027	2028
Kansas	BRF-KS	\$6,862.40	\$0.00	\$56,705.00	\$38,249.50	\$18,300.30
	CMAQ-KS	\$1,450.00	\$638.03	\$1,647.01	\$2,844.14	\$2,844.14
	CREDIT	(\$132,675.10)	(\$143,134.00)	(\$209,247.51)	(\$174,021.80)	(\$150,998.70)
	CRPM-KS	\$2,943.95	\$1,430.00	\$1,990.15	\$2,029.95	\$2,070.55
	DE-KS	\$0.00	\$5,432.00	\$0.00	\$0.00	\$0.00
	FRP-KS	\$8,461.50	\$13,629.60	\$6,024.00	\$0.00	\$0.00
	HRRR-KS	\$0.00	\$1,010.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$3,045.41	\$1,800.00	\$3,300.00	\$13,399.70	\$800.00
	LOCAL	\$133,656.82	\$106,210.77	\$106,395.48	\$66,669.08	\$81,561.46
	NHPP-KS	\$114,351.30	\$128,009.80	\$144,965.00	\$136,572.30	\$71,806.80
	OTHER	\$325.00	\$350.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$61,336.40	\$26,479.78	\$10,231.04	\$5,710.09	\$5,807.16
	STATE-KS (AC)	\$169,159.60	\$119,705.60	\$6,955.80	\$800.00	\$800.00
	STBG-KS	\$2,199.90	\$694.60	\$0.00	\$0.00	\$61,691.60
	STBGM-KS	\$18,515.06	\$12,783.18	\$17,246.82	\$16,390.17	\$16,717.97
	TA-KS	\$5,502.40	\$1,840.00	\$4,142.10	\$2,463.29	\$2,512.55

Table 9: Estimated revenues by year and funding source (\$1,000s)

STATE	SOURCE	2024	2025	2026	2027	2028
Missouri	5307	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	BFP-MO	\$4,879.17	\$0.00	\$0.00	\$0.00	\$0.00
	BRO-MO	\$5,475.64	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$2,538.09	\$2,925.10	\$202.03	\$3,100.00	\$3,100.00
	CREDIT	(\$17,929.80)	(\$21,571.00)	(\$19,760.60)	(\$13,368.60)	(\$751.00)
	CRPM-MO	\$3,839.89	\$2,154.15	\$3,002.27	\$3,062.31	\$3,123.56
	HPP-MO	\$2,800.00	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$9,739.90	\$3,840.00	\$216.00	\$0.00	\$0.00
	LOCAL	\$94,541.63	\$112,032.62	\$87,354.85	\$68,628.46	\$78,023.13
	NHPP-MO	\$276,713.60	\$136,505.80	\$156,860.60	\$77,405.50	\$317,184.00
	OTHER	\$60.00	\$0.00	\$60.00	\$0.00	\$0.00
	RAISE-MO	\$477.90	\$8,124.24	\$60.00	\$0.00	\$0.00
	SS4A-MO	\$880.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-MO	\$71,633.52	\$46,914.71	\$57,984.50	\$35,998.63	\$64,061.90
	STATE-MO (AC)	\$22,628.40	\$27,487.60	\$18,860.80	\$12,799.00	\$710.00
	STBGM-MO	\$26,649.62	\$23,770.00	\$25,211.09	\$26,192.55	\$26,716.40
	STBG-MO	\$22,440.80	\$29,527.80	\$19,760.60	\$13,368.60	\$751.00
	TA-MO	\$10,323.66	\$9,174.02	\$8,820.00	\$6,073.92	\$6,195.40
Regional	CMAQ-KS	\$463.50	\$613.50	\$463.50	\$0.00	\$0.00
	CMAQ-MO	\$885.18	\$613.50	\$0.00	\$0.00	\$0.00
	LOCAL	\$962.17	\$1,441.75	\$928.38	\$0.00	\$0.00
	STBGM-KS	\$210.00	\$970.00	\$250.00	\$0.00	\$0.00
	STPBG-MO	\$490.00	\$1,320.00	\$600.00	\$0.00	\$0.00

Table 9: Estimated revenues by year and funding source (\$1,000s)

STATE	SOURCE	2024	2025	2026	2027	2028
Transit	5307	\$24,982.18	\$22,985.32	\$28,730.34	\$28,352.25	\$22,332.61
	5310	\$0.00	\$1,870.90	\$0.00	\$0.00	\$0.00
	5311	\$137.83	\$141.96	\$146.22	\$150.48	\$155.00
	5337	\$1,316.85	\$0.00	\$0.00	\$865.00	\$800.00
	5339	\$2,247.16	\$2,314.57	\$2,350.00	\$2,420.50	\$2,450.00
	ARP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$6,464.00
	CMAQ-KS	\$324.30	\$1,637.96	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$523.72	\$600.00	\$3,283.46	\$458.00	\$0.00
	CRPM-KS	\$1,320.00	\$0.00	\$0.00	\$0.00	\$0.00
	CRPM-MO	\$2,320.00	\$0.00	\$0.00	\$0.00	\$0.00
	CRRSAA-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$1,616.00
	LOCAL	\$317,290.83	\$168,448.55	\$170,975.28	\$175,539.91	\$176,413.00
	STATE-KS	\$29.08	\$0.00	\$146.22	\$0.00	\$0.00
	STBGM-KS	\$800.00	\$0.00	\$0.00	\$0.00	\$0.00
STBGM-MO	\$0.00	\$970.18	\$0.00	\$0.00	\$0.00	
Kansas subtotal		\$395,134.64	\$276,879.36	\$150,354.89	\$111,106.42	\$113,913.83
Missouri subtotal		\$543,692.02	\$380,885.04	\$358,632.14	\$233,260.37	\$499,114.39
Regional subtotal		\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
Transit		\$351,291.95	\$198,969.44	\$205,631.52	\$207,786.14	\$210,230.61
Subtotal by Year		\$1,293,129.46	\$861,692.59	\$716,860.42	\$552,152.92	\$823,258.83
	TOTAL	\$4,247,094.23				

Table 10: Estimated Expenditures by year and funding source (\$1,000s)

STATE	SOURCE	2024	2025	2026	2027	2028
Kansas	BRF-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$1,450.00	\$638.03	\$893.50	\$0.00	\$0.00
	CRPM-KS	\$2,943.95	\$1,430.00	\$0.00	\$0.00	\$0.00
	DE-KS	\$0.00	\$5,432.00	\$0.00	\$0.00	\$0.00
	FRP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	HRRR-KS	\$0.00	\$1,010.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$2,245.41	\$1,000.00	\$2,500.00	\$12,599.70	\$0.00
	LOCAL	\$83,213.27	\$39,327.75	\$45,316.99	\$300.00	\$1,550.00
	NHPP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	OTHER	\$325.00	\$350.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$55,907.90	\$20,959.00	\$4,616.40	\$0.00	\$1.00
	STATE-KS (AC)	\$169,159.60	\$119,705.60	\$6,955.80	\$800.00	\$800.00
	STBGM-KS	\$18,515.06	\$12,783.18	\$17,246.82	\$0.00	\$0.00
	STBG-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	TA-KS	\$5,502.40	\$1,840.00	\$4,142.10	\$0.00	\$0.00

Table 10: Estimated Expenditures by year and funding source (\$1,000s)

STATE	SOURCE	2024	2025	2026	2027	2028
Missouri	5307	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	BFP-MO	\$4,879.17	\$0.00	\$0.00	\$0.00	\$0.00
	BRO-MO	\$5,475.64	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$2,538.09	\$2,925.10	\$202.03	\$0.00	\$0.00
	CRPM-MO	\$3,839.89	\$2,154.15	\$0.00	\$0.00	\$0.00
	HPP-MO	\$2,800.00	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$9,739.90	\$3,840.00	\$216.00	\$0.00	\$0.00
	LOCAL	\$81,426.02	\$96,054.63	\$21,033.92	\$20,670.00	\$0.00
	NHPP-MO	\$276,713.60	\$136,505.80	\$156,860.80	\$77,405.50	\$317,184.00
	OTHER	\$60.00	\$0.00	\$0.00	\$0.00	\$0.00
	RAISE-MO	\$477.90	\$8,124.24	\$0.00	\$0.00	\$0.00
	SS4A-MO	\$880.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-MO	\$55,263.17	\$30,298.80	\$41,119.35	\$18,880.50	\$46,687.00
	STATE-MO (AC)	\$22,628.40	\$27,487.60	\$18,860.80	\$12,799.00	\$710.00
	STBGM-MO	\$26,649.62	\$23,770.00	\$25,211.09	\$18,667.43	\$0.00
	STBG-MO	\$529.00	\$2,721.00	\$0.00	\$0.00	\$0.00
TA-MO	\$10,323.66	\$9,174.02	\$8,820.00	\$0.00	\$0.00	
Regional	CMAQ-KS	\$463.50	\$613.50	\$463.50	\$0.00	\$0.00
	CMAQ-MO	\$885.18	\$613.50	\$0.00	\$0.00	\$0.00
	LOCAL	\$962.17	\$1,441.75	\$928.38	\$0.00	\$0.00
	STBGM-KS	\$210.00	\$970.00	\$250.00	\$0.00	\$0.00
	STBGM-MO	\$490.00	\$1,320.00	\$600.00	\$0.00	\$0.00

Table 10: Estimated Expenditures by year and funding source (\$1,000s)

STATE	SOURCE	2024	2025	2026	2027	2028
Transit	5307	\$27,147.46	\$25,576.99	\$24,982.18	\$22,985.32	\$28,730.34
	5309	\$23,259.27	\$0.00	\$0.00	\$0.00	\$0.00
	5311	\$129.92	\$133.82	\$137.83	\$0.00	\$0.00
	5337	\$1,241.25	\$2,761.11	\$1,316.85	\$0.00	\$0.00
	5339	\$2,118.16	\$2,181.71	\$2,247.16	\$2,314.57	\$2,350.00
	ARP-MO	\$7,500.00	\$0.00	\$0.00	\$0.00	\$0.00
	BUILD-MO	\$14,200.00	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$1,295.00	\$542.51	\$1,669.80	\$0.00	\$0.00
	CMAQ-MO	\$787.50	\$1,319.51	\$523.72	\$0.00	\$0.00
	CRRSAA-MO	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$235,584.85	\$114,975.09	\$118,867.24	\$122,578.88	\$118,846.75
	STATE-KS	\$27.41	\$28.23	\$29.08	\$0.00	\$0.00
	STBGM-KS	\$0.00	\$800.00	\$800.00	\$0.00	\$0.00
	STBGM-MO	\$0.00	\$1,600.00	\$0.00	\$0.00	\$0.00
	TA-MO	\$0.00	\$400.00	\$0.00	\$0.00	\$0.00
Kansas subtotal		\$336,202.59	\$204,475.56	\$81,671.61	\$13,699.70	\$2,351.00
Missouri subtotal		\$510,224.06	\$343,055.34	\$272,323.99	\$148,422.43	\$364,581.00
Regional subtotal		\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
Transit		\$147,073.91	\$152,349.61	\$151,527.65	\$149,312.08	\$148,015.94
Subtotal by Year		\$999,571.41	\$704,839.26	\$507,765.13	\$311,434.21	\$514,947.94
	Total	\$3,035,497.95				

System Operations and Maintenance

As stated in 23 CFR 450.324(h), for purposes of transportation operations and maintenance, the financial plan must contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways (as defined by 23U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

Operations and maintenance costs include salaries, fringe benefits, materials and equipment needed to deliver roadway and bridge maintenance programs. Basic maintenance activities include minor surface treatments, such as sealing, small concrete repairs and pothole patching, mowing right of way, snow removal, sign replacement, striping, guardrail repairs, and traffic signals repairs. These maintenance activities require employees, vehicles and other machinery, and facilities to house equipment and materials such as salt, asphalt and fuel. The non-standard ways that local jurisdictions and state departments of transportation report current system condition information and O&M costs creates difficulties in establishing an appropriate regional O&M cost.

To overcome this, MARC has taken a conservative approach to developing O&M estimates based on inputs from the state departments of transportation. Since Kansas and Missouri have taken different approaches to account for O&M and cost factors, MARC reviewed information from KDOT's Statewide Transportation Improvement Program (STIP) and Eisenhower Legacy Transportation Program (ELTP), and MoDOT's FY 2024 budget request to establish regional O&M costs,

The KDOT STIP assumes a statewide O&M cost of \$6,198 per lane mile and the ELTP assumes \$2,585 per lane mile for the Kansas City urban area. In fiscal year 2024, based on state system lane mileage for the Kansas City metropolitan area of 2,100 KDOT's O&M is estimated to be \$5,43M. These expenditures are expected to grow at 1.7% annually resulting in estimated expenditures of \$5,81M at the end of fiscal year 2028.

In fiscal year 2024, MoDOT budgeted for \$464.9M in maintenance expenditures and fleet investments that would grow to \$493.5M at the end of fiscal year 2028. These expenditures were projected to increase 1.5% annually. These costs do not include maintenance fringe benefits. Statewide, MoDOT's O&M cost is \$5,997 per lane mile based on 77,532 lane miles of roadway. In the Kansas City region, O&M would be \$21.8 M in FY 2024 based on the 3,635 lane miles of roadway MoDOT maintains. By the end of FY 2028, the O&M cost would grow to \$23.1 M.

Since KDOT and MoDOT only maintain a portion of the Federal Aid System in the Kansas City region, the remaining system is the responsibility of local jurisdictions. KDOT's statewide per mile O&M costs are generally higher in non-urban areas than in urban areas by virtue of frequency, nature and level of detail for required O&M work. MARC assumes that local jurisdictions may not expend O&M activities at the same frequency or level of detail as KDOT does in the urban area. Therefore, Kansas local jurisdictions will need to expend, at a minimum, KDOT's statewide cost to keep pace with O&M requirements. For Missouri, MARC assumes that local jurisdictions will need to expend at the same level as the MoDOT statewide estimate to meet O&M requirements.

The following table summarizes the system-level estimates of highway operations and maintenance expenditures for local jurisdictions.

Table 11: Financial Summary of Kansas Local Public Agency Financial Capacity

Kansas	2024	2025	2026	2027	2028
SCCHF Funds (Current year projected forward)	\$39,769.93	\$40,366.48	\$40,961.44	\$43,246.99	\$49,175.41
O&M Costs	\$24,527.81	\$24,895.73	\$25,267.03	\$25,648.20	\$25,759.01
TIP Programmed Funds	\$72,897.56	\$38,539.24	\$45,281.99	\$300.00	\$1,550.00
Remaining after O&M and Programming	\$(57,655.44)	(\$23,068.49)	(\$29,587.58)	\$17,298.79	\$21,866.40
Other available non-federal local funds	\$71,652.67	\$38,236.60	\$44,525.42	\$3,233.03	\$4,658.77
Balance	\$13,997.23	\$15,168.11	\$14,937.85	\$20,531.82	\$26,525.17

Table 12: Financial Summary of Missouri Local Public Agency Financial Capacity

Missouri	2024	2025	2026	2027	2028
CART Funds (Current year projected forward)	\$43,474.68	\$44,126.80	\$44,788.70	\$45,460.53	\$46,142.44
O&M Costs	\$13,432.88	\$13,638.75	\$13,843.34	\$14,050.99	\$14,261.75
TIP Programmed Funds	\$63,663.81	\$88,004.13	\$29,272.63	\$20,670.00	\$-
Remaining after O&M and Programming	\$(33,622.01)	\$(57,516.08)	\$1,672.73	\$10,739.55	\$31,880.69
Other available non-federal local funds	\$40,844.48	\$62,710.96	\$20,446.71	\$6,214.19	\$-
Balance	\$7,222.47	\$5,194.87	\$22,119.44	\$16,953.74	\$31,880.69

Table 13: Highway Revenues versus Expenditures

	2024	2025	2026	2027	2028
Kansas Revenue	\$395,134.64	\$276,879.36	\$150,354.89	\$111,106.42	\$113,913.83
Kansas O&M Expenditure	\$22,917.15	\$23,272.08	\$23,632.53	\$23,998.57	\$24,370.30
Kansas Project Expenditure	\$336,262.59	\$204,475.56	\$81,671.61	\$13,699.70	\$2,351.00
Difference	\$36,014.89	\$49,131.72	\$45,050.75	\$73,408.15	\$87,192.53
Missouri Revenue	\$543,692.02	\$380,885.04	\$358,632.14	\$233,260.37	\$499,114.39
Missouri O&M Expenditure	\$29,803.23	\$30,254.66	\$30,708.46	\$31,169.11	\$31,636.65
Missouri Project Expenditure	\$510,224.06	\$343,055.34	\$272,323.99	\$148,422.43	\$364,581.00
Difference	\$3,664.73	\$7,575.04	\$55,599.69	\$53,668.83	\$102,896.74
Regional Revenue	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
Regional Expenditure	\$3,010.85	\$4,958.75	\$2,241.88	\$0.00	\$0.00
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$941,837.51	\$662,723.15	\$511,228.91	\$344,366.79	\$613,028.22
Total Expenditure	\$902,157.88	\$606,016.39	\$410,578.47	\$217,289.81	\$422,938.95
Difference	\$39,679.62	\$56,706.76	\$100,650.44	\$127,076.98	\$190,089.27

As with highways, the region must account for transit operations and maintenance costs as well. Since the majority of federal transit funds are allocated directly to the region, transit maintenance and operations financial forecasts were not included in the states' projections. To develop an estimate of transit system operation and maintenance costs, MARC used information from the National Transit Database for the transit operators in the region. Many of the transit projects included in the 2024-2028 TIP directly address the current operations and maintenance of the transit system, previously presented revenue and expenditure summary tables account for these costs.

Many projects in the 2024-2028 TIP address the operation and maintenance of the system. However, a number of operations and maintenance activities that will take place in the region are not appropriate to include as individual projects in the TIP — because either they are not federally funded or they do not rise to the level of a regionally significant project.

Table 14: Transit Operations & Maintenance

	2024	2025	2026	2027	2028	Total
Region	\$116,899,829	\$118,653,326	\$120,433,126	\$122,239,623	\$124,073,218	\$602,299,122

Table 15: Transit Revenue versus Expenditures

	2024	2025	2026	2027	2028
Transit Revenue	\$150,713,900	\$152,349,620	\$151,527,650	\$149,312,080	\$149,631,940
Transit O&M Expenditure	\$116,899,829	\$118,653,326	\$120,433,126	\$122,239,623	\$124,073,218
Transit O&M programmed in TIP	\$123,140,400	\$125,675,730	\$125,450,510	\$124,610,310	\$125,196,600
Remaining Transit O&M	\$0	\$0	\$0	\$0	\$0
Transit Revenue Remaining for Non O&M Expenditures	\$33,814,071	\$33,696,294	\$31,094,524	\$27,072,457	\$25,558,722
Transit Project Expenditure (NonO&M)	\$26,573,500	\$26,673,890	\$26,077,140	\$24,701,770	\$24,435,340
Difference	\$7,240,571	\$7,022,404	\$5,017,384	\$2,370,687	\$1,123,382

MEASURING PROGRESS

Connected KC 2050

Connected KC 2050 is the Metropolitan Transportation Plan (MTP) that guides the Kansas City region in management, operation, and investment of approximately \$33 billion for its multimodal transportation system over the next 30 years. Approved by the Mid-America Regional Council Board of Directors in 2020, the plan provides policy guidance for the investment of transportation resources in the region. This guidance is evident in the programming processes MARC uses to determine priorities for the portion of federal funding directly sub-allocated to the Kansas City region. For each sub-allocated funding program, MARC has developed an evaluation methodology to help determine how each potential project addresses the goals identified in the MTP.

In 2010, to inform policy making at the regional level, MARC identified several performance measures with which to appraise progress in achieving our goals. Measuring progress over time helps to ensure that the policies we are implementing are leading our region in the direction defined by our policy goals. Since that time, MARC has produced annual progress reports to actively track these measures. In conjunction with the federal performance measures described below, these measures help to quantify regional progress towards the goals set, inform decisions and guide investment priorities for the regional transportation network.

The most recent progress report is available for review at <https://www.marc.org/transportation/metropolitan-planning/performance-measures>.

Federal Performance Measures

Background

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required State DOTs and Metropolitan Planning Organizations (MPO) to conduct performance-based planning and programming by tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. These requirements were continued and strengthened in the Infrastructure Investment and Jobs Act (IIJA) and help to ensure the most efficient investment of federal transportation funds through increased accountability and transparency and providing for better investment decisions that focus on measurable outcomes.

Since the passage of MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. Currently, the performance measures MARC is responsible for establishing are focused on:

- Transit state of good repair
- Public transportation agency safety
- Safety
- Infrastructure condition
- System performance and freight

MARC has elected to establish regional targets for these goals to better harmonize disparate trends and targets across the state border, creating a consistent target for the entire Kansas City region, regardless of jurisdictional boundaries.

The MARC Board of Directors has adopted targets for the following: safety, pavement and bridge condition, system reliability/emission reductions, and transit asset management. Details of these MARC performance targets and how they were established are included in the System Performance Report document which is a technical supplement to the metropolitan transportation plan, Connected KC 2050 available at <https://connectedkc.org/wp-content/uploads/2020/03/Performance-measures.pdf>.

For each of the performance measures defined through the federal rulemaking process, MARC will be required to monitor progress towards achieving those targets. The targets established for the Kansas City metropolitan region will ultimately be integrated into the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and regional performance management process.

In the TIP, MARC has programmed projects that move the region forwards towards achieving the established targets.

Transit State of Good Repair

The Transit State of Good Repair (i.e., infrastructure condition) is the first performance area for which MARC established regional targets. The targets were initially adopted by the MARC Board of Directors on August 22, 2017 and are updated annually. To develop these targets, MARC worked cooperatively with the Kansas and Missouri Departments of Transportation, Kansas City Area Transportation Authority (KCATA) and the Kansas City Streetcar Authority. Together, these agencies determined regional targets for:

- Rolling stock buses
- Rail
- Equipment (non-revenue vehicles)
- Equipment (Other)
- Infrastructure (Rail)
- Facilities

Every year these targets are re-evaluated and if changed, adopted by the MARC Board. For more details on the targets established, you can review the annual performance measure report.

The Transportation Improvement Program documents the following transit investments. This subset of overall transit investments in the TIP directly addresses the categories identified through the target setting process and are examples of how the projects within the TIP are making progress towards established targets.

TIP Number	Project	Lead Agency	2024-2028 Investment
995001	Station Stops/Terminals/Facilities	KCATA	\$5,744,000
995002	Revenue Rolling Stock Including Vanpool Program Expansion	KCATA	\$30,832,960
995227	Electric Buses and Charging Infrastructure and Training	KCATA	\$3,300,000
995219	Regional Clean Transit Vehicle Program - MO	KCATA	\$1,523,660
956004	Fixed Route Line Haul Service	Johnson County Transit	\$21,296,000
996066	Support Equipment & Facilities	KCATA	\$38,273,400
996098	Station Stops/Terminals/Facilities	Johnson County Transit	\$1,250,000

Public Transportation Safety

The newest federal performance measures are the safety-related performance measures included in transit operators' Public Transportation Agency Safety Plans (PTASP). These include:

- Fatalities
- Fatalities per 100,000 Vehicle Revenue Miles (VRM)
- Injuries
- Injuries per 100,000 VRM
- Safety Events
- Safety Events per 100,000 VRM
- System Reliability (VRM between failures)

The MARC Board of Directors initially approved the regional Public Transportation Agency Safety Plan Performance Targets on February 22, 2022 and continue to update them annually, if changed. More details on these targets can be found within the annual performance measure report.

Safety

The process to develop safety targets was led by the Destination Safe Transportation Safety Data Task Team, which includes representatives from MARC, KDOT, MoDOT, local jurisdictions, and traffic safety subject matter experts. In developing regional targets, the Task Team considered statewide targets established in the Kansas and Missouri HSIPs, historical traffic trends, the anticipated effects of state and regional plans and programs including SHSPs, HSPs, the MTP and TIP and emerging issues such as technology. The targets are consistent with safety targets in the adopted 2022-2027 Transportation Safety Plan. The federal safety performance measures are five-year rolling averages and are established for:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries

- Rate of serious injuries per 100 million VMT
- Number of nonmotorized fatalities and serious injuries (combined)

The MARC Board of Directors initially approved the regional safety targets on January 23, 2018 and continue to update them annually, if changed. More details on these targets can be found within the annual performance measure report.

Examples of projects addressing the above crash types and established performance measures in the TIP include:

TIP Number	Project	Lead Agency	2024-2028 Investment
165021	Tonganoxie Drive 2025 High Risk Rural Roads (HRRR) Improvements	Leavenworth County	\$1,278,880
259208	omprehensive SRTS Outreach & Education Program	Unified Government	\$187,500
344034	Tomahawk Creek Parkway (College to Roe)	Leawood	\$5,104,000
356106	Comprehensive Safe Routes to School Program in Johnson County	Johnson County	\$187,500
590340	US 169: Median Barrier Improvements - Briarcliff to the Broadway Bridge	MoDOT	\$3,121,000
628146	Winner Road Complete Streets - US 24 to Hedges	Independence	\$8,461,000
790127	MO 291: Add roundabout at Rte. 58 south junction.	MoDOT	\$3,569,000
735030	US-169: Guardrail upgrades from K-68 to the Johnson County Line	KDOT	\$710,700
990348	Various: On-call work zone enforcement	MoDOT	\$171,000

Infrastructure Condition

Infrastructure condition (i.e. pavement and bridge conditions) is solely focused on the National Highway System (NHS). The targets were initially adopted by the MARC Board of Directors on August 22, 2017 and are updated every 2 years. To develop these targets, MARC worked cooperatively with the Kansas and Missouri Departments of Transportation, and regional stakeholders. Together, these agencies determined regional targets for:

- Percent of NHS bridges by deck area in good condition
- Percent of NHS bridges by deck area in poor condition
- Percent of interstate pavement in good condition
- Percent of interstate pavement in poor condition
- Percent of non-interstate NHS pavements in good condition
- Percent of non-interstate NHS pavements in poor condition

Every two years these are re-evaluated and if changed, adopted by the MARC Board. More details on these targets can be found within the annual performance measure report.

The following table lists examples of the types of projects within the TIP that are making progress towards achieving the established targets.

TIP Number	Project	Lead Agency	2024-2028 Investment
166002	155th Street Improvements	Basehor	\$11,835,700
280181	Bridge Replacement - Bridge #136 on US-69 (18th St. Expressway) in WY Co	KDOT	\$133,978,600
350238	Switzer Road Reconstruction - 167th to 179th	Overland Park	\$25,200,000
880022	Bridge Rehabilitation - US-169: Bridge #047 (Marais Des Cygnes River)	KDOT	\$1,750,100
415217	Bridge Replacement - South Crooked Road over Rush Creek	Platte County	\$545,000
510085	N Oak Reconstruction - 42nd to Vivion	Kansas City, MO	\$8,900,000
690619	Holmes Street: Bridge replacement over I-670	MoDOT	\$8,345,000
690549	MO 291: Bridge replacement over the Missouri River.	MoDOT	\$87,145,000
790142	RT D: Bridge replacement over Coldwater Road	MoDOT	\$1,504,000

System Performance & Freight

System performance and freight, like pavement and bridge, focuses on the National Highway System (NHS). The targets were initially adopted by the MARC Board of Directors on August 22, 2017 and are updated every 2 years. To develop these targets, MARC worked cooperatively with the Kansas and Missouri Departments of Transportation, and regional stakeholders. Together, these agencies determined regional targets for:

- Percent of reliable person-miles traveled on the interstate
- Percent of reliable person-miles traveled on the non-interstate NHS
- Truck travel time reliability index

Every two years these are re-evaluated and if changed adopted by the MARC Board. More details on these targets can be found within the annual performance measure report.

The following table lists examples of the types of projects within the TIP that are making progress towards achieving the established targets.

TIP Number	Project	Lead Agency	2024-2028 Investment
163016	10th and Limit Street Intersection Improvements	Leavenworth	\$1,740,000
380232	I-35 and Santa Fe Interchange Improvements	KDOT	\$81,338,200
343110	Gardner Traffic Signal Interconnect	Gardner	\$300,000
414009	Riverway Boulevard Improvements	Riverside	\$4,000,000
518017	Downtown Gladstone North Oak Complete Street	Gladstone	\$5,507,890
530005	Bridge Street Roundabout	Smithville	\$1,730,000
630082	Intersection of Ward Road and Persels Road	Lee's Summit	\$6,933,000
970115	Arterial Traffic Signal Performance Measures System	MARC	\$527,100
980034	KC Scout Intelligent Transportation System Upgr	KDOT	\$1,800,000

ENVIRONMENTAL JUSTICE ANALYSIS

Environmental Justice developed as a movement to respond to the fact that people who live, work and play in America's most polluted places are commonly people of color and people with low incomes. President Clinton signed Executive Order 12898 in 1994, and federal agencies, including the U.S. Department of Transportation (USDOT) developed their own directives on how to assure that projects receiving federal funding do not result in disproportionate negative impacts (or denial of benefits) to communities of color and/or communities with low incomes. Given that the transportation improvement program (TIP) helps guide and document transportation investments, it also must include an environmental justice analysis.

Summary

The environmental justice analysis for this transportation improvement program evaluates the following components to assess the potential for disproportionately high and adverse impacts/equitable distribution of benefits:

- The geographic dispersal of transportation investments in the Kansas City region.
- System-level impacts for transportation safety.
- Expected changes to transportation conditions. For example, average travel time, number of transit trips etc.

The major takeaways from the environmental justice analysis undertaken for the 2022-2026 Transportation Improvement Program are as follows:

- Areas where high proportions of people of color and people with low incomes live (EJ areas) geographically surround or touch projects that represent 68.3% of the monetary investment for all documented projects.
- EJ areas experience higher percentages of pedestrian and bicycle-related crashes (update respectively) than non-EJ areas.
- Travel model results show that average trip length remains considerably (update) shorter in EJ areas than in non-EJ areas

This analysis indicates that the transportation investments included in this TIP do not disproportionately burden or deny benefits to EJ communities.

This document provides background information as well as the analysis methodology and results for the Environmental Justice analysis undertaken for the 2022-2026 Transportation Improvement Program.

Environmental Justice definition and background

The USDOT defines environmental justice (EJ) as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice plays an important role in transportation planning and visioning. Transportation projects have long-lasting physical impacts on communities, and it is critical to incorporate fairness and equity into the development of transportation policies and funding decisions. No group of people — by race, ethnicity or socio-economic status — should receive unfair treatment or bear a disproportionate share of negative

environmental consequences as a result of decisions made at the federal, state, regional or local levels. In terms of transportation projects, it is also important to identify if areas with higher concentrations of EJ populations are receiving proportionate investment.

Ensuring nondiscrimination

In 1994, Presidential Executive Order 12898 mandated that federal agencies incorporate EJ analyses in their missions by analyzing and addressing the effects of all programs, policies and activities. Drawing from the framework established by Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act (NEPA) of 1969, the U.S. Department of Transportation (USDOT) established three principles to ensure nondiscrimination in federally funded activities:

- Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects — including social and economic effects — on people of color and people with low income.
- Ensure full and fair participation by all potentially affected communities in transportation decision-making processes.
- Prevent the denial of, reduction in or significant delay in the receipt of benefits by people of color and people with low income

Disproportionately high and adverse effects

Transportation projects have short- and long-term effects on communities. These effects can be positive, such as improving travel options, safety outcomes, and providing congestion relief or travel time reduction. Positive effects are often referred to as benefits. Projects may also have negative effects, known as burdens or adverse effects. Adverse effects mean the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, may include, but are not limited to:

- Bodily impairment, infirmity, illness or death.
- Air, noise, water pollution and soil contamination.
- Destruction or disruption of man-made or natural resources.
- Destruction or diminution of aesthetic values.
- Destruction or disruption of community cohesion or a community's economic vitality.
- Destruction or disruption of the availability of public and private facilities and services.
- Vibration.
- Adverse employment effects.
- Displacement of persons, businesses, farms or nonprofit organizations.
- Increased traffic congestion, isolation, exclusion or separation of people of color or low-income individuals within a given community or from the broader community.
- The denial of, reduction in or significant delay in the receipt of benefits of Federal Highway Administration (FHWA)/Department of Transportation (DOT) programs, policies or activities.

Disproportionately high and adverse refers to an adverse effect¹ that:

- Is predominately borne by a minority population and/or people with low income.
- Will be suffered by the minority population and/or people with low income and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Scope of analysis

Executive Order 12898 applies to federal actions at the system planning, program and project level. For Connected KC 2050, which serves as the metropolitan transportation plan for the Kansas City area Metropolitan Planning Organization (MPO) boundary, system-level analysis for distribution of transportation-related impacts and benefits at the regional-scale is most appropriate. MARC also conducts separate program-level environmental justice analyses for the Transportation Improvement Program and project sponsors conduct separate project-level environmental justice analyses for federally funded transportation projects in conjunction with other reviews under the National Environmental Protection Act (NEPA).

For the transportation improvement program, MARC considers the distribution of proposed investments to prevent the denial of, reduction in or significant delay in the receipt of benefits by people of color and people with low income and system-level impacts for transportation safety and travel times to assess the potential for disproportionately high and adverse impacts resulting from the financially constrained projects in the plan.

MARC's approach to Environmental Justice

MARC strives to incorporate fairness and equity into its transportation planning and programming processes. In the 2024-2028 TIP, MARC identifies people of color and people with low income and evaluates impacts, adverse effects and benefits to those communities at a regional, system-wide level. This includes an analysis of the plan's documented projects planned for the regional transportation system through the year 2026. This assessment considers the distribution of proposed (financially constrained) investments to prevent the denial of, reduction in or significant delay in the receipt of benefits by people of color and people with low income, as required by Executive Order 12898. This assessment does not examine how individual projects serve these areas or review the benefits or burdens of each project.

In addition, MARC examines how transportation investments impact populations with a disability, older adults, veterans, households with no vehicle available and people who use public transportation to get to work. While not covered by Executive Order 12898, these populations are included in the analysis because they represent a significant number of people throughout the region that face mobility challenges. Lastly, MARC examines system-level impacts for transportation safety, and uses its travel-demand model to forecast demographic, trip and travel time statistics to assess potential for disproportionately high and adverse impacts resulting from the recommendations of the plan.

¹Note: Evaluation of specific impacts, adverse effects and benefits at the project level, as well as determining project-level measures to avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects – including social and economic effects – takes place by project sponsors during the project development stage in the environmental review process as required by NEPA.

Public participation

Public participation is central to EJ. MARC pursues public involvement with disadvantaged populations as part of the metropolitan transportation plan process and works to ensure these populations receive a proportionate share of the benefits of federal transportation investments. MARC met with community stakeholders from a wide array of organizations in 2020, to review and discuss the agency's approach to conducting environmental justice analyses. These organizations were focused on those that serve low income communities and/or communities of color but also from agencies that serve older adults, veterans and other traditionally transportation-disadvantaged groups. Participants — including representatives from community organizations, educational institutions, churches and housing agencies — received background information on environmental justice and metropolitan transportation planning process, how MARC has conducted EJ analyses in the past, and how MARC proposes to conduct the EJ analysis for future plans and TIPs. Stakeholders provided their thoughts and feedback on how MARC identifies environmental justice populations, analyzes these populations and engages residents through public participation.

Analyzing transportation investments

MARC examines documented transportation projects planned to be implemented in the MPO boundary in the years 2024-2028. This is done by using the estimated costs associated with projects listed in the TIP, calculating these costs per capita and analyzing the distribution of funds in identified EJ areas and non-EJ areas spatially.

MARC also examines how the plan's investments will impact the region's transportation network and EJ areas by running scenarios through its travel-demand model.

Methodology

Data sources

Demographic data from the U.S. Census Bureau's 2017-2021 American Community Survey (ACS) Five-Year Estimates were used to conduct the environmental justice analysis. The analysis includes census tracts that are located within the eight-county MPO planning boundary.² The data was joined to tract Geographic Information System (GIS) layers for the spatial analysis. A census tract is a statistical subdivision of a county designated for the purpose of presenting data. Tracts typically average 4,000 people and their boundaries usually follow visible features; however, they also follow governmental unit boundaries.

Identifying Populations

The first step of the EJ analysis is to identify minority populations and people with low income. These are defined as:

- **Minority Population:** Any identifiable people of color group who live in geographic proximity. This includes people who are Black/African American, Hispanic or Latino, Asian American, American Indian and Alaskan Native, and Native Hawaiian and other Pacific Islander.
- **People with low income:** People whose median household incomes are at or below 200% the U.S. Department of Health and Human Services (HHS) poverty guidelines.

More information on how the U.S. Census Bureau calculates poverty thresholds is available on the [Census Bureau website](#).

² The Kansas City MPO planning boundary includes Leavenworth, Wyandotte, Johnson, and Miami counties in Kansas and Platte, Clay, Jackson, and Cass counties in Missouri.

Table 16: Environmental Justice populations in the eight-county* Kansas City region

Minority populations	Total	Percentage
Black or African American	261,317	12.7%
American Indian	8,008	0.4%
Asian	63,684	3.1%
Pacific Islander	4,243	0.2%
Other race	66,278	3.2%
Two or more races	114,671	5.6%
Hispanic or Latino**	201,617	9.8%
White Hispanic or Latino	93,596	4.5%
Non-White Hispanic or Latino***	108,221	5.2%
Minority population	611,597	29.6%
Total population	2,064,574	
Low-income populations		
Low-income population (100% of poverty level)	197,615	9.7%
Population above 100% of poverty level	1,837,087	90.7%
Low-income population (200% of poverty level)	486,224	23.9%
Population above 200% of poverty level	1,548,478	76.1%
Total population	2,034,702	

* The eight-county Kansas City region, which is equivalent to the MPO boundary, includes Leavenworth, Wyandotte, Johnson and Miami counties in Kansas and Clay, Platte, Jackson, and Cass counties in Missouri.

** Hispanic or Latino is an ethnicity, not a race.

*** Non-white Hispanic or Latino populations are not added to the minority population since they are already accounted for in the racial populations listed in this table.

Black or African-American — A person having origins in any of the Black racial groups of Africa. It includes people who indicate their race as Black, African American or Negro or report entries such as African American, Kenyan, Nigerian, or Haitian.

American Indian and Alaska Native — A person having origins in any of the original peoples of North and South America (including Central America) and who maintains tribal affiliation or community attachment. This category includes people who indicate their race as American Indian or Alaska Native or report entries such as Navajo, Blackfeet, Inupiat, Yup'ik, or Central American Indian groups or South American Indian groups.

Asian — A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam. It includes people who indicate their race as Asian Indian, Chinese, Filipino, Korean, Japanese, Vietnamese and Other Asian or provide other detailed Asian responses.

Native Hawaiian and Pacific Islander — A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands. It includes people who indicate their race as Native Hawaiian, Guamanian or Chamorro, Samoan, and Other Pacific Islander or provide other detailed Pacific Islander responses.

Other race — A person not included in the White; Black or African American; Asian; Native Hawaiian or Other Pacific Islander; and Hispanic or Latino ethnic origin or race categories. It includes people report themselves as multiracial, mixed, or interracial in response to the ethnic origin or race question are included in this category.

Two or more races — A person who identifies with a combination of two or more of the following race categories: 1. White 2. Black or African American 3. American Indian or Alaska Native 4. Asian 5. Native Hawaiian or Other Pacific Islander 6. Some Other Race

Transportation disadvantaged populations — those that face mobility challenges in the region — were also analyzed. This includes:

- **Persons with a disability:** Individuals with a long-lasting physical, mental or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.
- **Older adult populations:** Individuals ages 65 and over.
- **Veterans:** Individuals 18 years old or over who have served (even for a short time), but are not now serving, on active duty in the U.S. Army, Navy, Air Force, Marine Corps, or the Coast Guard, or who served in the U.S. Merchant Marine during World War II. People who served in the National Guard or military reserves are classified as veterans only if they were ever called or ordered to active duty, not counting the 4 to 6 months for initial training or yearly summer camps.
- **Households with no vehicle:** Households where no cars, vans, and pickup or panel trucks of one- ton capacity or less are kept and available for the use of household members.
- **People who use public transportation to get to work:** Individuals who use public transportation (excluding taxicabs) as their mode of travel or type of conveyance to get from home to work. Public transportation includes bus or trolley bus, streetcar or trolley car, subway or elevated rail, railroad or ferryboat.

Table 17: Transportation-disadvantaged populations

Populations	Total	Percentage
Persons with a disability	234,337	11.4%
Older adults (65+)	303,003	14.7%
Veterans	113,172	5.5%
Persons who use public transportation to get to work	8,059	0.4%
Total population	2,064,574	100%
Households	Total	Percentage
Households with no vehicle	44,728	6.0%
Total households	816,734	100%

Defining Environmental Justice areas

EJ areas are areas that have high concentrations of people of color and/or people with low income. For this analysis, EJ areas are made up of census tracts in which:

- Minority populations in a tract are greater than the MPO area average (29.6%) and/or
- People with low income in a tract are above the MPO average for population at (or below) the 100% poverty level (9.7%), the 200% poverty level (23.9%), or both.

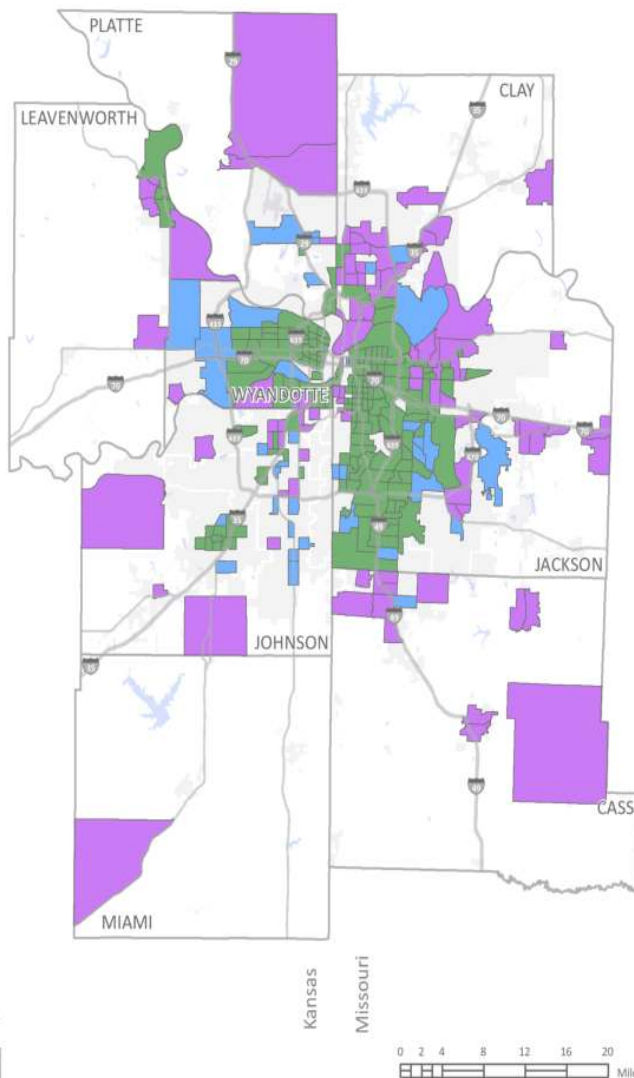
MARC’s definition of low income for the purpose of EJ analysis (for the long-range plan and transportation improvement program) has historically been 100% of the federal poverty level. For the Connected KC 2050 plan and this analysis for the 2024-

2028 TIP, data was also collected at the 200% of the poverty level threshold. MARC staff decided to include data at the 200% threshold after researching what other MPOs use as well as consulting with other MARC departments that work with vulnerable populations. Additionally, the EJ stakeholder group thought that using the 200% poverty threshold made sense.

Spatial analysis showed that since the MPO averages were different at the 100% and 200% levels, a small number of census tracts were not included when the threshold was increased to 200%. Therefore, staff decided to include tracts that met the MPO averages at either the 100% or 200% thresholds (or both).

This map shows the EJ areas in detail. It shows where concentrations of minority populations and people with low income meet the designated thresholds and where only one threshold is met.

Kansas City Region Environmental Justice Areas



Legend

Environmental Justice Areas

- High minority and high low-income populations
- High minority populations
- High Low-income population

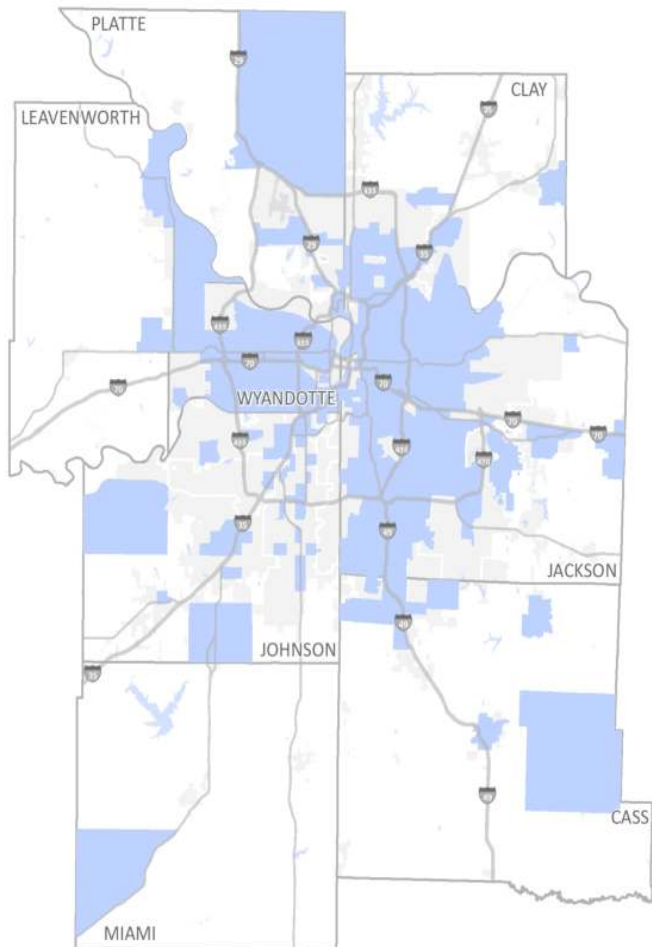
Source(s): ACS 2017-2021 5-year estimates,

EJ tracts are: Above the MPO average for people of color population and/or above MPO average for population 100% and/or 200% below the poverty level.



In this map, EJ areas are shown without the demographic detail. This map will serve as the base map for many of the other maps in this analysis.

Kansas City Region Environmental Justice Areas



Legend

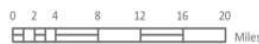
 Environmental Justice Areas

Source(s): ACS 2017-2021 5-year estimates,

EJ tracts are: Above the MPO average for people of color population and/or above MPO average for population 100% and/or 200% below the poverty level.



Kansas
Missouri



MARC
MID-AMERICA REGIONAL COUNCIL

Census tracts meeting one or both criteria are referred to throughout this document as environmental justice (EJ) areas or tracts. Census tracts that do not meet the criteria or fall outside of defined EJ area boundaries are referred to as non-environmental justice (non-EJ) areas or tracts.

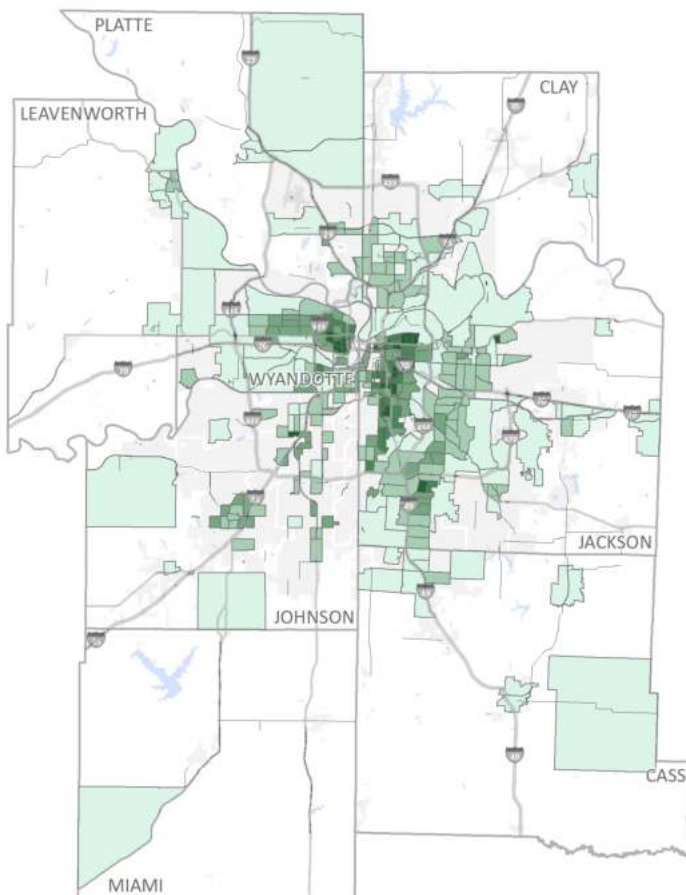
Environmental Justice populations

Minority Populations

According to 2017-2021 ACS five-year estimates, there are 611,597 people of color in the region, 29.6% of the total regional population. Spatial analysis shows minority population concentrations in most of the EJ census tracts in Jackson County, Missouri, and Wyandotte County, Kansas. Concentrations of minorities above the MPO average (the threshold for this analysis) are also notably high along the I-35 corridor in Johnson County, Kansas, around the city of Leavenworth in Leavenworth County, Kansas, as well as in southern Clay County, Missouri.

Approximately 43.6% of the TIP's mapped projects³ intersect or are located within census tracts identified as having high proportions of minority populations. This amounts to \$1,043,141,780 in federal investments during the period covered by the 2024-2028 TIP, or 76.9% of the total estimated federal investments during 2024-2028.

Non-White Population Density and Environmental Justice Areas



Legend

— 2024-2028 TIP Projects

Non White Population / Census Area

- 1 - 638
- 639 - 1,537
- 1,538 - 2,720
- 2,721 - 4,436
- 4,437 - 7,739

Source(s): ACS 2017-2021 5-year estimates,

EJ tracts are: Above the MPO average for people of color population and/or above MPO average for population 100% and/or 200% below the poverty level.

Note: Some projects do not appear on this map or other maps in this analysis because they do not have a specific geography.



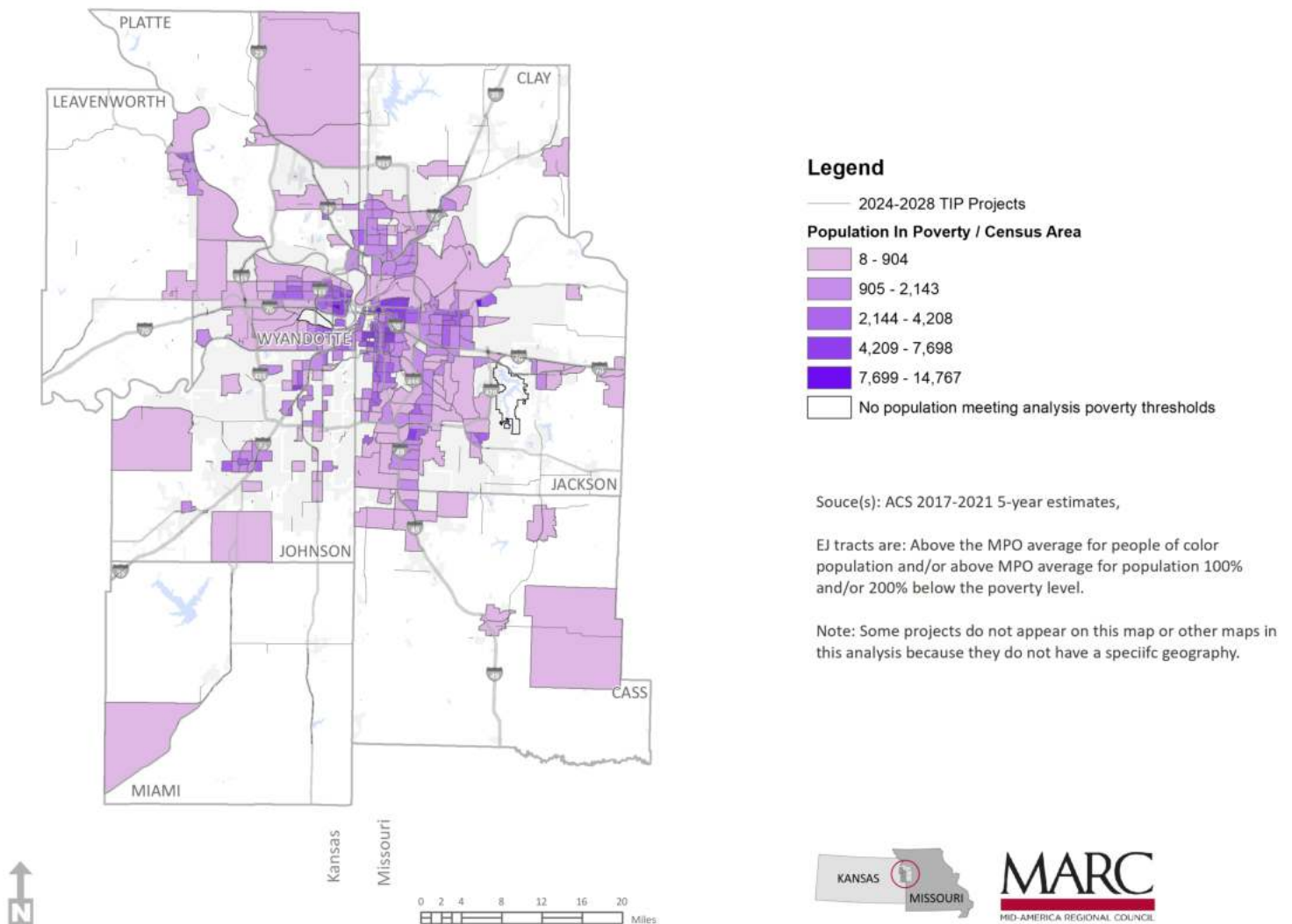
³ 356 projects from the 2022-2026 TIP were mapped. Of these, 314 had federal investment associated with them. The remaining projects from the 2022-2026 TIP were not assigned a geography, and therefore are not able to be mapped. These projects are largely operational or educational in nature, or address safety issues across the highway system.

People with low income

According to 2017-2019 ACS five-year estimates, 486,224 people in the Kansas City region have low income (defined here as at or below 200% of the poverty level). Spatial analysis shows concentrations of people with low income in most of the EJ census tracts in Jackson County, Missouri, and Wyandotte County, Kansas. Concentrations of people with low income (either above the 100% or 200% of the poverty level thresholds or both) are also notably high along the I-35 corridor in Johnson County, Kansas, around the city of Leavenworth in Leavenworth County, Kansas, as well as in all of the EJ tracts identified in Clay County, Missouri. Additionally, the EJ tracts in Miami County, Kansas, and Cass County, Missouri, have high concentrations of people with low income.

Approximately 62.3% of the TIP's mapped projects⁴ intersect or are located within census tracts identified as having large numbers of people with low income. This amounts to \$841,032,130 in federal investments during the period covered by the 2024-2028 TIP, or 59.7% of the total estimated federal investments during 2024-2028.

Low-Income Population Density and Environmental Justice Areas



⁴ 371 projects from the 2024-2028 TIP were mapped. The remaining projects from the 2022-2026 TIP were not assigned a geography, and therefore are not able to be mapped. These projects are largely operational or educational in nature, or address safety issues across the highway system.

Areas with high minority populations and people with low income

Approximately 37.0% of the plan's mapped projects intersect or are located within census tracts identified as having large numbers of minority populations and people with low income. This amounts to \$809,851,430 in federal investments during the period covered by the 2024-2028 TIP, or 57.5% of the total estimated federal investments during 2024-2028.

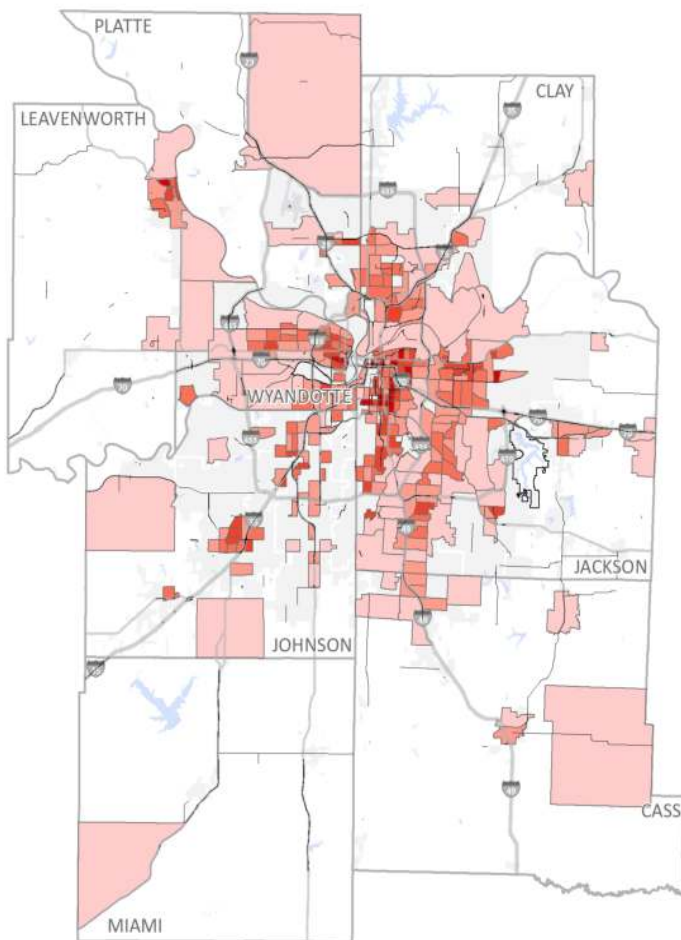
DRAFT

Transportation-disadvantaged populations

People with a disability

According to 2017-2021 ACS five-year estimates, there are 234,337 people with a disability living in the region, 11.4% of the total regional population. Spatial analysis by tracts shows concentrations to be predominant not only in EJ areas, but most areas of the region around the urban core and first-ring suburbs within the I-435 loop. Concentrations of people with a disability are also high in and around the city of Leavenworth in Leavenworth County, Kansas.

Population with a Disability Density and Environmental Justice Areas



Legend

- 2024-2028 TIP Projects
- Population with a Disability / Census Area**
- 3 - 212
- 213 - 405
- 406 - 635
- 636 - 996
- 997 - 1,912
- No population with a disability

Source(s): ACS 2017-2021 5-year estimates,

EJ tracts are: Above the MPO average for people of color population and/or above MPO average for population 100% and/or 200% below the poverty level.

Note: Some projects do not appear on this map or other maps in this analysis because they do not have a specific geography.



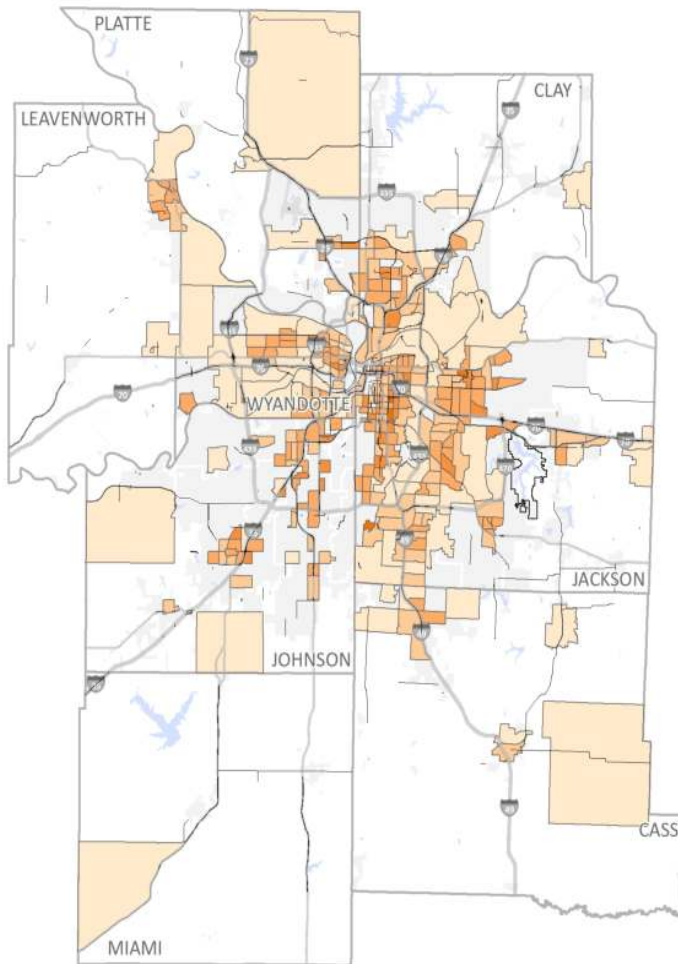
Kansas
Missouri



Older adult populations

According to 2017-2021 ACS five-year estimates, there are 303,003 older adults living in the region, 14.7% of the total regional population. Spatial analysis of distribution by block groups shows older adult populations to be widely dispersed around the region, predominately clustered around the first-ring suburbs within the I-435 loop.

Older Adult Population Density and Environmental Justice Areas



Legend

- 2024-2028 TIP Projects
- Age 65 and Over / Census Area**
- 1 - 207
- 208 - 422
- 423 - 661
- 662 - 1,004
- 1,005 - 2,224
- No population meeting analysis poverty thresholds

Source(s): ACS 2015-2021 5-year estimates,

EJ tracts are: Above the MPO average for people of color population and/or above MPO average for population 100% and/or 200% below the poverty level.

Note: Some projects do not appear on this map or other maps in this analysis because they do not have a specific geography.



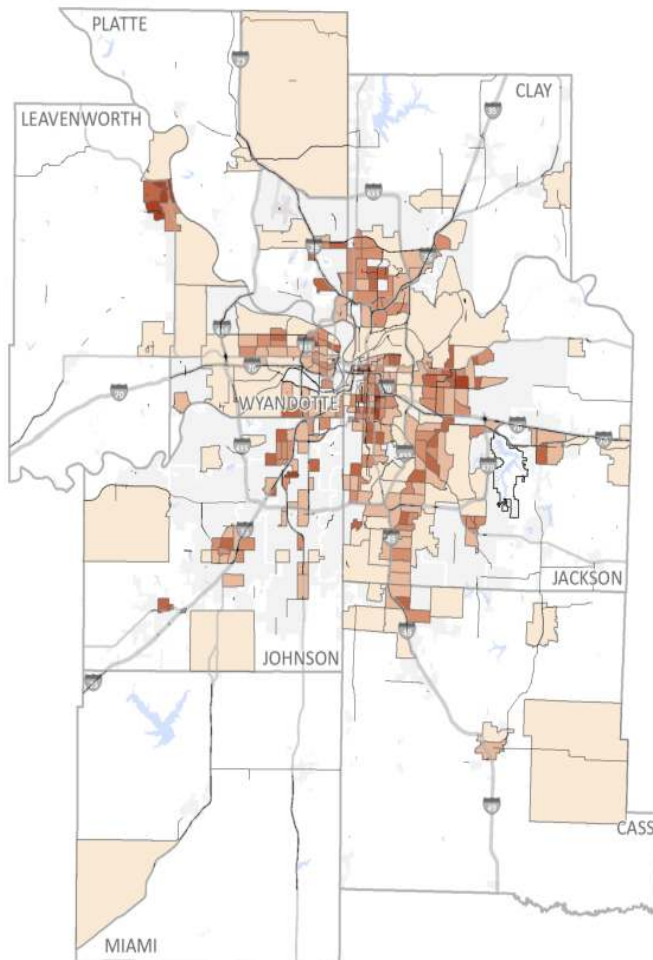
Kansas
Missouri



Veterans

According to 2017-2021 ACS five-year estimates, the region is home to 113,172 veterans, about 5.5% of the total regional population. Spatial analysis by tracts shows concentrations to be dominant not only in EJ areas, but most areas of the region around the urban core and first-ring suburbs within the I-435 loop. Notably, concentrations of veterans are also high in and around the city of Leavenworth in Leavenworth County, Kansas.

Veteran Population Density and Environmental Justice Areas



Legend

- 2024-2028 TIP Projects
- Veteran Population / Census Area**
- 3 - 75
- 76 - 151
- 152 - 241
- 242 - 365
- 366 - 640
- No Veteran Population

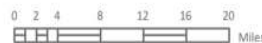
Source(s): ACS 2017-2021 5-year estimates,

EJ tracts are: Above the MPO average for people of color population and/or above MPO average for population 100% and/or 200% below the poverty level.

Note: Some projects do not appear on this map or others in this analysis because they do not have a specific geography.



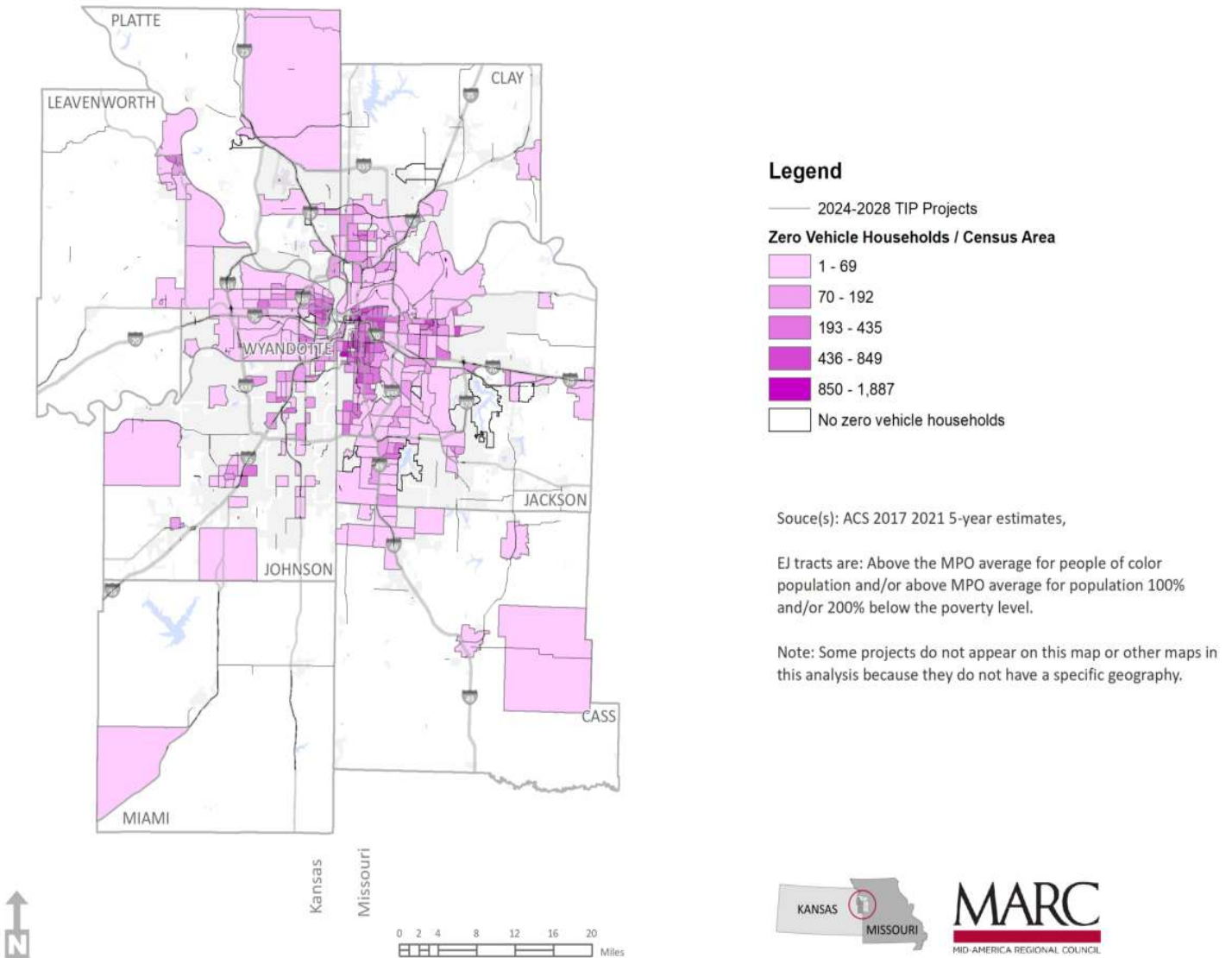
Kansas
Missouri



Households with no vehicle

According to 2017-2021 ACS five-year estimates, the region contains 44,728 households with no vehicle, about 5.5% of total regional households. Spatial analysis by tracts shows households with no vehicle are heavily concentrated in the urban core in northwestern Jackson County, Missouri and northeastern Wyandotte County, Kansas — predominantly in EJ tracts.

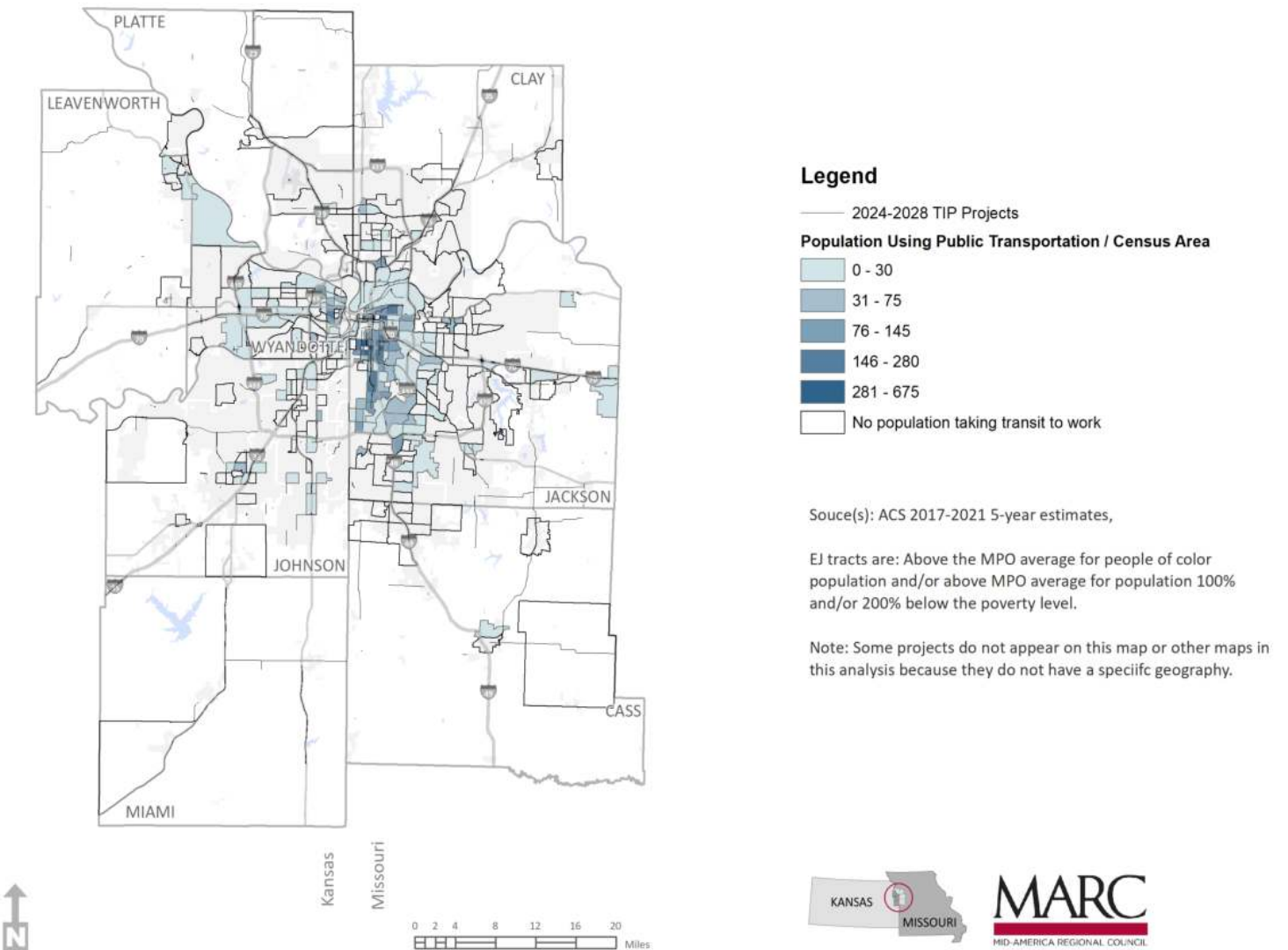
Zero Vehicle Household Density and Environmental Justice Areas



People who use public transportation to get to work

According to 2017-2021 ACS five-year estimates, 8,059 people in the region use public transportation as a primary mode of transportation to work, which is 0.4% of the total regional population. Spatial analysis by census tract show this demographic heavily concentrated in western Jackson County, Missouri, primarily within EJ tracts, and in southeastern Wyandotte County, Kansas.

Population Using Transit to Get to Work Density and Environmental Justice Areas



Financial analysis

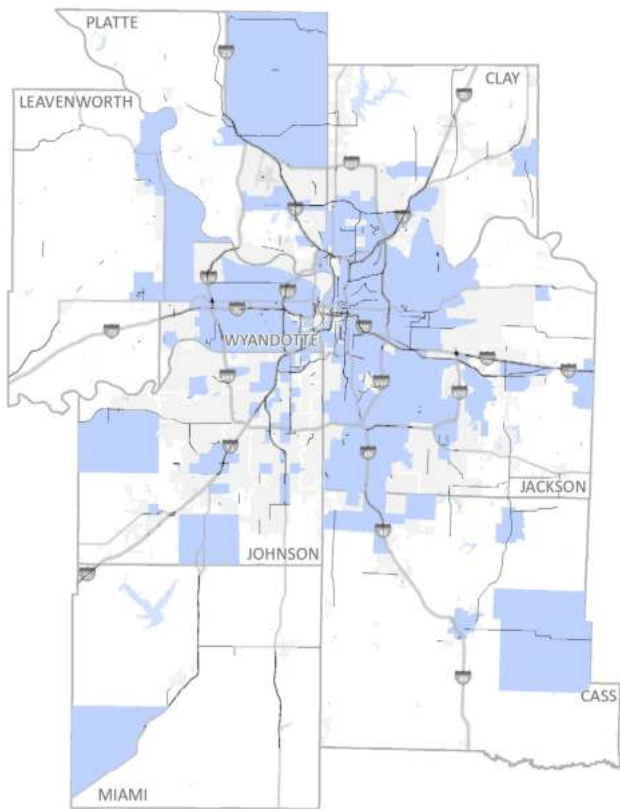
Transportation projects

All projects with a specific geography listed in the plan were mapped and analyzed in terms of their estimated total expenditures and per capita expenditures. Projects listed in the TIP may utilize federal, state or local sources of funding. Approximately 68.7% of mapped transportation projects⁶ intersect or are located within defined EJ areas. This translates to 78.8% of the estimated 2024-2028 expenditures of the mapped projects.

Table 18: 2024-2028 Transportation Improvement Program Investments					
	EJ Areas	Percent of Total	Non-EJ Areas	Percent of Total	Total
Population	1,071,803	51.9%	992,771	48.1%	2,064,574
2024-2028 Expenditures	\$1,774,190,000	78.8%	\$476,252,730	21.2%	\$2,250,442,730
Federal	\$1,091,048,480	88.4%	\$143,637,000	11.6%	\$1,234,685,480
Non-Federal	\$683,141,520	67.3%	\$332,615,730	32.7%	\$1,015,757,250
Per capita expenditures	\$1,655.33		\$479.72		\$1,090.03

Source: 2017-2021 ACS and costs reported by project sponsor

Environmental Justice Areas with 2024-2028 TIP Projects



Legend

- 2024-2028 TIP Projects
- Environmental Justice Areas

Source(s): ACS 2017-2021 5-year estimates,

EJ tracts are: Above the MPO average for people of color population and/or above MPO average for population 100% and/or 200% below the poverty level.

Note: Some projects do not appear on this map or other maps in this analysis because they do not have a specific geography.



⁶ 371 projects from the 2024-2028 TIP were mapped. The remaining projects from the 2022-2026 TIP were not assigned a geography, and therefore are not able to be mapped. These projects are largely operational or educational in nature, or address safety issues across the highway system.

Roadway projects

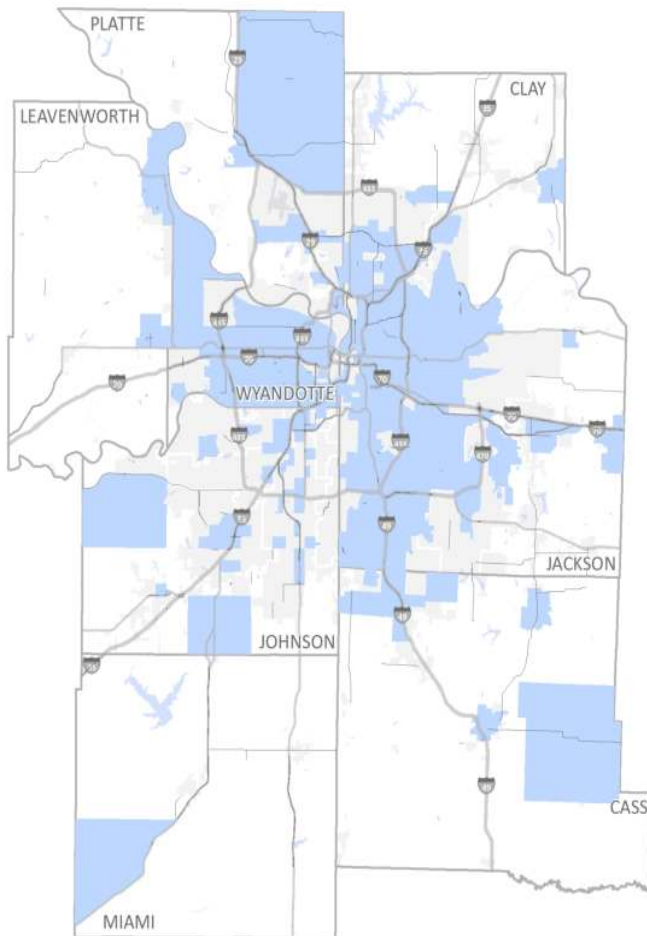
Roadway projects include state highway and local roads as well as bridges. Approximately 68.1% of mapped 2024-2028 roadway and bridge projects intersect or are located within defined EJ areas. This translates to 78.9% of 2024-2028 expenditures for the mapped road and bridge projects.

Table 19: 2024-2028 Transportation Improvement Program Roadway Projects

	EJ Areas	Percent of Total	Non-EJ Areas	Percent of Total	Total
Population	1,071,803	51.9%	992,771	48.1%	2,064,574
2024-2028 Expenditures	\$1,561,216,310	78.7%	\$421,997,640	21.3%	\$1,983,213,950
Federal	\$1,005,678,730	89.7%	\$115,714,120	10.3%	\$1,121,392,850
Non-Federal	\$555,537,580	64.5%	\$306,283,520	35.5%	\$861,821,100
Per Capita Expenditures	\$1,456.63		\$425.07		\$960.59

Source: 2017-2021 ACS and costs reported by project applicants.

2024-2028 Road & Bridge Projects and Environmental Justice Areas



Legend

- 2024-2028 Road & Bridge Projects
- Environmental Justice Areas

Source(s): ACS 2017-2021 5-year estimates,

EJ tracts are: Above the MPO average for people of color population and/or above MPO average for population 100% and/or 200% below the poverty level.

Note: Some projects do not appear on this map or other maps in this analysis because they do not have a specific geography.



Bicycle and pedestrian projects

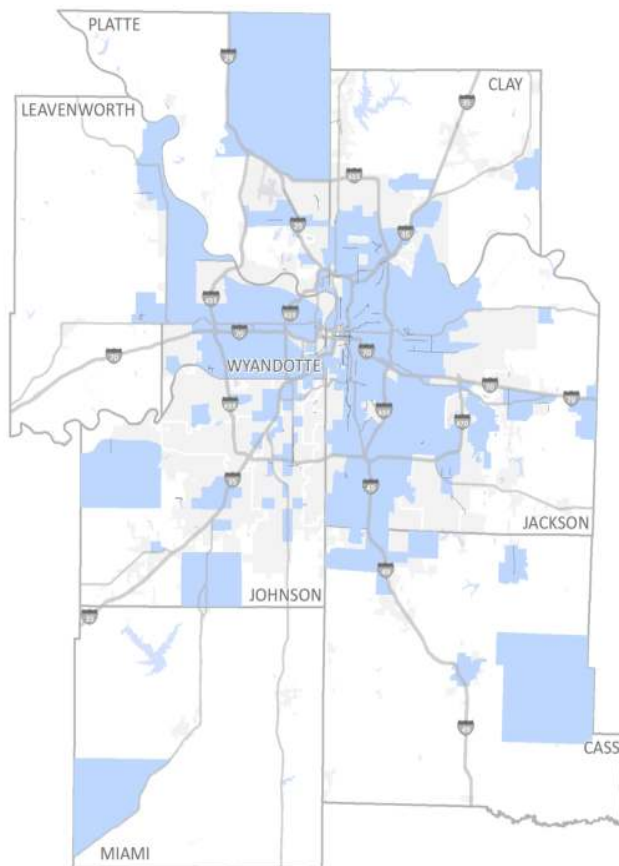
All financially constrained bicycle/pedestrian projects listed in the plan were mapped. This includes roadway projects with significant bicycle/pedestrian elements.⁹ Approximately 68.1% of mapped bicycle and pedestrian projects intersect or are located within defined EJ areas.

Table 20: 2024-2028 Transportation Improvement Program Bicycle and Pedestrian Projects

	EJ Areas	Percent of Total	Non-EJ Areas	Percent of Total	Total
Population	1,071,803	51.9%	992,771	48.1%	2,064,574
2024-2028 Expenditures	\$182,877,320	87.2%	\$26,827,040	12.8%	\$209,704,360
Federal	\$78,919,570	85.3%	\$13,596,460	14.7%	\$92,516,030
Non-Federal	\$103,957,750	88.7%	\$13,230,580	11.3%	\$117,188,330
Per Capita Expenditures	\$170.63		\$27.02		\$101.57

Source: 2017-2021 ACS and costs reported by project applicants.

2024-2028 Bicycle & Pedestrian Projects and Environmental Justice Areas



Legend

- 2024-2028 Bicycle & Pedestrian Projects
- Environmental Justice Areas

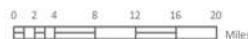
Source(s): ACS 2017-2021 5-year estimates,

EJ tracts are: Above the MPO average for people of color population and/or above MPO average for population 100% and/or 200% below the poverty level.

Note: Some projects do not appear on this map or other maps in this analysis because they do not have a specific geography.



Kansas
Missouri



MARC
MID-AMERICA REGIONAL COUNCIL

⁹ Bike and pedestrian elements that are part of roadway projects were not included in the table, below, because determining their cost was not possible.

Existing conditions

Transit service

Spatial analysis of existing transit service in the region provides another viewpoint for EJ. Populations within environmental justice areas are more likely to depend on public transit for mobility. Indeed, 100% of existing transit service in the Kansas City region serves EJ areas. Additionally, those areas benefit from higher service frequency than non-EJ areas

Existing Transit by Frequency of Service and Environmental Justice Areas



Legend

- Transit Service Frequency**
- 10-20 Minute Frequency
 - 21-30 Minute Frequency
 - 31-60 Minute Frequency
 - 60+ Minute Frequency
 - Environmental Justice Areas

Source(s): ACS 2017-2021 5-year estimates,

EJ tracts are: Above the MPO average for people of color population and/or above MPO average for population 100% and/or 200% below the poverty level.

Note: Some projects do not appear on this map or other maps in this analysis because they do not have a specific geography.



Roadway safety

The safety and well-being of the traveling public are impacted by transportation system investments. Projects in the TIP improve safety by maintaining and modernizing roadways, accommodating non-motorized modes of travel, and investing in public transit.

The spatial analysis of EJ areas shows that households with no vehicles are more heavily concentrated in EJ areas. This means these households are more likely to be dependent on low-cost mobility choices such as transit and non-motorized transportation, such as walking and biking. The following table and map provides data on pedestrian-involved crashes in EJ and non-EJ areas.

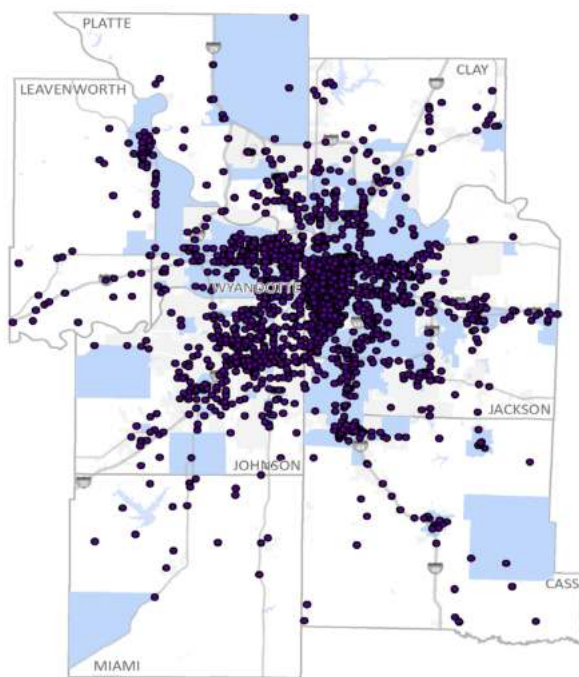
Table 21: Pedestrian-Involved Crashes (2017-2021)

	EJ Areas	Non-EJ Areas	Total
Total population	1,071,803	992,771	2,064,574
Percent of total population	51.9%	48.1%	100.0%
Pedestrian crashes	1,835	687	2,522
Percent of pedestrian crashes	72.8%	27.2%	100.0%

Source: Kansas Department of Transportation and Missouri Department of Transportation

EJ areas account for slightly more than 50% of the region's population, but 72% of pedestrian crashes, a slight increase from previous analysis conducted for the 2022-2026 TIP. There may be several conditions factoring into this data. In addition to the reality that there are more zero-car households in EJ areas, EJ areas are generally more densely populated (than non-EJ areas), leading to more traffic. Because of their density, EJ areas often are more walkable, allowing more people to walk for any given trip.

Pedestrian Involved Crashes and Environmental Justice Areas

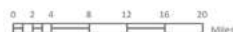


Legend

- Pedestrian Involved Crashes
- Environmental Justice Areas

Source(s): ACS 2017-2021 5-year estimates,

EJ tracts are: Above the MPO average for people of color population and/or above MPO average for population 100% and/or 200% below the poverty level.

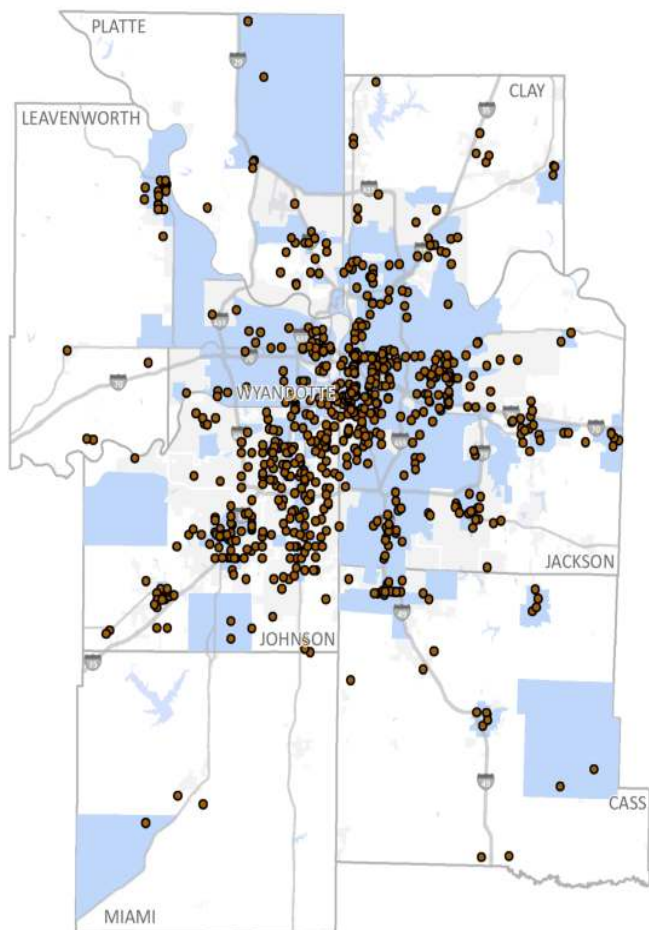


The following table and map provide data on bicycle-involved crashes in EJ and non-EJ areas.

Table 22: Bicycle-Involved Crashes (2017-2021)			
	EJ Areas	Non-EJ Areas	Total
Total population	1,071,803	992,771	2,064,574
Percent of total population	51.9%	48.1%	100.0%
Bicycle crashes	466	286	752
Percent of bicycle crashes	62.0%	38.0%	100.0%

Source: Kansas Department of Transportation and Missouri Department of Transportation

Bicycle-Involved Crashes and Environmental Justice Areas



Legend

- Bicycle Involved Crashes
- Environmental Justice Areas

Source(s): ACS 2017-2021 5-year estimates,

EJ tracts are: Above the MPO average for people of color population and/or above MPO average for population 100% and/or 200% below the poverty level.



Similar to pedestrian crashes, there are proportionately more bicycle-involved crashes in EJ areas (62.0%) than in non-EJ areas (38.0%) with the factors at play—more density and more ability and propensity to bike for transportation –likely similar as well.

Increased level of investments in the TIP are directed at improving safety for pedestrians and bicyclists, prioritizing resources for improvements (like improved sidewalks and bicycle facilities) in EJ areas.

MARC Programming

MARC incorporates environmental justice into its planning and programming processes for federal aid transportation funding. In 2022, MARC issued a call for projects for Surface Transportation Block Grant Program (STBG) and STBG Set-Aside for Transportation Alternatives (TA) funding. The region’s Kansas and Missouri STP committees and Active Transportation Programming Committee used environmental justice in the project evaluation criteria, specifically determining whether or not projects improve accessibility for EJ areas. Projects that resided partially or completely within an EJ tract were awarded points. Projects that detailed and exhibited accessibility improvements aspects for EJ areas received additional points.

In 2022, MARC also issued a call for Section 5310 Projects for Enhanced Mobility of Seniors and Individuals with Disabilities Program and Planning Sustainable Places (PSP) funding. MARC’s Mobility Advisory Committee (MAC) used environmental justice in the 5310 project evaluation criteria. Projects were evaluated based on whether or not they maintain current levels of service, expand service or maintain accessibility for disadvantaged populations such as older adults and persons with disabilities).

In 2022, MARC issued a call for projects for Planning Sustainable Places program funding to continue the work of the Creating Sustainable Places initiative and the region’s Metropolitan Transportation Plan. The Sustainable Places Policy Committee (SPPC) used environmental justice in their project scoring criteria. Projects that were within EJ tracts or that connected EJ tracts to opportunities were awarded points. A project received additional points if it addressed existing adverse human health and environmental effects.

In 2023, MARC issued a call for projects for Carbon Reduction Program funding. An evaluation workgroup established by MARC’s Total Transportation Policy Committee, Air Quality Forum, Sustainable Places Policy Committee, and the Climate Environment Council used environmental justice in the project scoring criteria. Projects that were within EJ tracts, provided for ongoing public engagement, and promoted equity and positive impacts for transportation disadvantaged populations were awarded points.

Table 23: MARC Programming and EJ Areas

Table 23: MARC Programming and EJ Areas			
Kansas STBG (FFY 2025–2026)	Projects receiving EJ Points	All projects	Percent in EJ
Applications	16	29	55.17%
Total federal funds requested	\$27,705,585	\$122,234,573	22.67%
Funded projects	8	10	80.00%
Total federal funds programmed	\$25,348,182	\$32,500,000	77.99%
Missouri STBG (FFY 2025–2026)	Projects receiving EJ Points	All projects	Percent in EJ
Applications	34	52	65.38%
Total federal funds requested	\$138,235,662	\$190,259,702	72.66%
Funded projects	13	18	60.00%
Total federal funds programmed	\$53,248,296	\$64,202,296	82.94%

Kansas TA (FFY 2025–2026)	Projects receiving EJ Points	All projects	Percent in EJ
Applications	4	9	44.44%
Total federal funds requested	\$2,930,000	\$8,275,000	35.41%
Funded projects	3	8	85.70%
Total federal funds programmed	\$3,190,000	\$7,256,234	43.96%

Missouri TA (FFY 2025–2026)	Projects receiving EJ Points	All projects	Percent in EJ
Applications	17	26	65.38%
Total federal funds requested	\$11,440,000	\$18,588,231	61.54%
Funded projects	17	26	65.38%
Total federal funds programmed	\$12,990,000	\$17,944,020	72.39%

Section 5310 (FFY 2021–2022)	Projects receiving EJ Points	All projects	Percent in EJ
Applications	16	16	100.00%
Total federal funds requested	\$2,751,879	\$2,751,879	100.00%
Funded projects	11	11	100.00%
Total federal funds programmed	\$1,870,902	\$1,870,902	100.00%

Carbon Reduction Program (FFY 2022–2024)	Projects receiving EJ Points	All projects	Percent in EJ
20	26	76.92%	
\$41,821,908	\$43,063,812	97.12%	
14	16	87.50%	
\$13,637,333	\$14,055,237	97.03%	

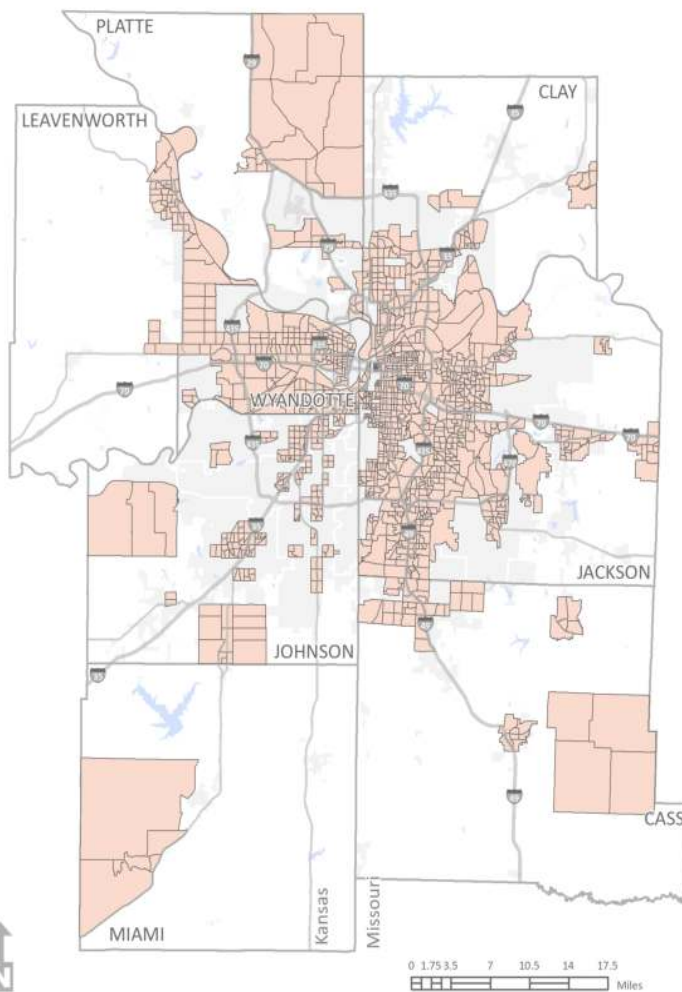
PSP (FFY 2023)	Projects receiving EJ Points	All projects	Percent in EJ
Applications	17	23	73.91%
Total federal funds requested	\$1,801,000	\$2,199,720	81.87%
Funded projects	12	15	80.00%
Total federal funds programmed	\$1,078,250	\$1,228,500	87.77%

Travel model analysis

Travel-demand model

The travel-demand model is a mathematical model — taking into account traffic volumes, land use, roadway type, and population — that predicts travel patterns and trip-generation statistics for particular geographic areas in the region. Taking into consideration the effect constrained projects listed in the plan will have on the regional transportation network, MARC ran the travel-demand model to forecast statistics in EJ v. non-EJ areas.

Traffic Analysis Zones (TAZ) in Kansas City Region Environmental Justice Areas



Legend

 EJ Transportation Analysis Zones (TAZ)

Source(s): ACS 2017-2021 5-year estimates,

EJ tracts are: Above the MPO average for people of color population and/or above MPO average for population 100% and/or 200% below the poverty level.



Table 24: Travel-demand Model Results

Demographics	EJ TAZs	Non-EJ TAZs	All
Total population	1,072,676	1,007,591	2,080,267
Percent of total population	52%	48%	100%
Total households	435,954	388,408	824,362
Percent of total households	53%	47%	100%
Total employment	588,338	484,272	1,072,610
Percent of total employment	55%	45%	100%
Trips generated (by mode)	EJ TAZs	Non-EJ TAZ's	All
Single-occupant vehicle trips	2,384,249	2,329,189	4,713,438
Percent of single-occupant vehicle trips	51%	49%	100%
High-occupancy vehicle trips	818,956	790,731	1,609,686
Percent of high-occupancy vehicle trips	51%	49%	100%
Transit trips	30,141	6,418	36,560
Percent of transit trips	82%	18%	100%
Trips generated (by purpose)	EJ TAZs	Non-EJ TAZ's	All
Home-based work trips	711,301	735,259	1,446,560
Percent of home-based work trips	49%	51%	100%
Home-based other trips	1,234,800	1,187,412	2,422,212
Percent of home-based other trips	51%	49%	100%
Non-home-based other trips	1,048,929	987,915	2,036,845
Percent of non-home-based other trips	51%	49%	100%
Travel times (average time in min.)	EJ TAZs	Non-EJ TAZs	
Peak hour trips	28.37	33.65	
Off-peak hour trips	27.04	32.15	

Note: Trips originating from a TAZ may not necessarily end in the same TAZ. Trips' destinations can end in other TAZs (EJ or not).

Travel-demand model definitions

- Single-occupant vehicle: a privately operated motorized vehicle whose only occupant is the driver.
- High-occupancy vehicle: a motorized vehicle that includes a driver and at least one or more passengers.
- Home-based work trip: a trip originating from the home for work-related purpose; destinations typically end in employment centers.
- Home-based other: a trip originating from home with its purpose being non-work-related.
- Non home-based trip: a trip originating at a location other than the home.
- Peak hour trip: a trip originating between 7-9 a.m. or 4-6 p.m.
- Non-peak hour trip: a trip originating between times other than 7-9 a.m. or 4-6 p.m.

The travel demand analysis shows that the percentage of population and employment between EJ and non-EJ areas is near a 50/50 distribution, with slightly higher percentages in the EJ areas. A similar pattern exists for the distribution of trips, with the exception of transit trips where 82% originate from EJ areas. Average peak travel time is approximately 28.4 minutes in EJ areas versus approximately 33.7 for non-EJ areas.

Conclusion

While an EJ analysis on the project level must be undertaken to examine the specific potential negative, disproportionate effects/denial of benefit to communities in EJ areas, the EJ analysis undertaken as part of the region's transportation improvement program provides a general assessment of how the transportation investments that are scheduled to be implemented in the period of 2024-2028 would be distributed, and if this distribution is proportionate and equitable.

Major findings from the EJ analysis for this plan:

- While the region's population is split approximately 50/50 between EJ and non-EJ areas, the majority of projects with specific geographies (68.7%) are located in or touch EJ areas. These projects represent over 78% of the 2024-2028 expenditures documented in the TIP for projects with specific geographies.
- EJ areas continue to experience higher percentages of pedestrian (72.8%) and bicycle related (62%) crashes than non-EJ areas. The 2024-2028 includes a higher level of investment into safety and bicycle/pedestrian specific projects than the previous TIP to help reduce these numbers.
- Although not covered under Executive Order 12898, populations that may be transportation disadvantaged — populations with a disability, the older adults, veterans, households with no vehicle available and people using public transportation to get to work — were spatially analyzed and appear to be served by federal transportation investments.
- Travel model results show that travel times for both peak-hour and off-peak trips remain considerably shorter (approximately 16%) in EJ areas than in non-EJ areas

PROJECT LISTINGS

How to Read the TIP Project Listings

The project listing is a complete list of all projects in the TIP for 2024–2028. The state is noted in the heading. Bistate projects are listed first, followed by Kansas and Missouri projects.

View the complete listing at

Below is a sample TIP project listing. Each field or category is defined in the diagram.



SAMPLE TIP AMENDMENT PROJECT LISTING

Missouri		DRAFT 2011 2nd Quarter Amendment	
1 TIP #: 590161	2 Juris: CLAY COUNTY	3 Location/Improvement: SMITHVILLE LAKE TRAIL (HWY W TO 188TH ST.)	
County: CLAY		4 Project Type: PEDESTRIAN AND/OR BIKE WAYS	Length (miles):
5 Federal ID#: STP-3301(428)	6 State ID #:		
7 Phase	8 Year of Obligation	9 Type	10 Source
Construction	2011	Federal	TE-MO
Construction	2011	Non-Federal	LOCAL
Federal Total: \$202.7		Non-Federal Total: \$133.5	
		11 Total: \$336.2	
		12 Description: Smithville Lake Trail (Hwy W to 188th St.)	
		13 Amendment Description: New project	
		14 <input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> AirQuality <input type="checkbox"/> Scope	

- 1 **TIP #:** The number assigned to TIP project, which is how an agency identifies a project.
- 2 **Juris:** The lead public agency or municipality responsible for the project.
- 3 **Location/Improvement:** Name of project, identifying what it is and where it is located.
- 4 **Project Type:** Projects are classified into descriptive categories.
- 5 **Federal ID#:** Identification number within a federal funding program.
- 6 **State ID#:** Identification number within a state funding program.
- 7 **Phase:** Shows phases of project, classified into categories.
- 8 **Year of Obligation:** Shows when each phase is scheduled to be obligated.
- 9 **Type:** Indicates whether federal funds will be used in each phase.
- 10 **Source:** Indicates funding source abbreviation for each phase.
- 11 **Total:** Total estimated federal and non-federal funds being spent on the project.
- 12 **Description:** Provides a short outline of the project. This may include type, scope and major features of the project.
- 13 **Amendment Description:** Describes what is being modified by the amendment.
- 14 Indicates the reason(s) for inclusion in the amendment.



Appendix A: Funding Definitions

Code or abbreviation	Program	Program Summary
5307	Urbanized Area Formula Grant Program	Provides Federal Transit Administration (FTA) funding to urbanized areas. This funding can be spent on public transit and paratransit capital improvements, operating assistance, and preventive maintenance.
5309	Transit Capital Improvements Program	Provides Federal Transit Administration (FTA) funding for the establishment of new rail or busway projects, the improvement and maintenance of existing rail and other fixed guideway systems, and the upgrading of bus systems.
5310	Elderly and Persons with Disabilities Program	Provides FTA funding (through the states) for transit capital assistance to private, non-profit human service organizations for the purchase of vehicles to transport elderly and disabled individuals.
5311	Nonurbanized Area Formula Grant Program	Provides FTA funding (through the States) for rural and small urban transit and paratransit assistance, capital improvements, and operating assistance. These funds are distributed to transit authorities and nonurbanized areas.
5339	Bus and Bus Facilities Program	Funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.
BR	Statewide Bridge Rehabilitation and Replacement	Provides funding to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance.
BRO	Off-system Bridge	Provides funding to improve the condition of bridges that are not on a Federal-aid highway through replacement, rehabilitation, and systematic preventive maintenance.
BRF	Bridge Formula Program	Funding to replace, rehabilitate, preserve, protect, and construct highway bridges.
BUILD	Better Utilizing Investments to Leverage Development	Provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants
CMAQ	Congestion Mitigation Air Quality	Provides funds for transportation projects that improve air quality in areas where the EPA considers air quality to be poor, or where there have been air quality problems in the past.
CRP	Carbon Reduction Program	Funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
DEMO	Demonstration	Repurposed funding provided by Congress to demonstrate some new or innovative construction, financing, or other techniques on specific projects
HIP	Highway Infrastructure Program	Restoration, repair, construction, and other activities on eligible federal-aid facilities
HP	Congressional High Priority Project	Funding for projects deemed by legislation to be of national importance.
HSIP	Highway Safety Improvement Program	Program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands.
IM	Interstate Maintenance	Provides funding for resurfacing, restoring, rehabilitating and reconstructing most routes on the interstate system.
ITS	Intelligent Transportation Systems	Provides for the research, development, and operational testing of ITS aimed at solving congestion and safety problems, improving operating efficiencies in transit and commercial vehicles, and reducing the environmental impact of growing travel demand.
NHFP	National Highway Freight Program	Program to improve the efficient movement of freight on the National Highway Freight Network
NHPP	National Highway Performance Program	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
NHS	National Highway System	Provides funding for improvements to rural and urban roads that are part of the NHS, including the interstate system, as well as, other roadway important to the nation's economy, defense, and mobility. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.

Code or abbreviation	Program	Program Summary
SP	Surface Transportation Program Safety Program	Provides funding for safety activities in the Hazard Elimination Program and the Railway-Highway Crossing Program. Safety funds may be used for highway safety improvement projects on any federal-aid system highway, public transportation facility, or any public bicycle and/or pedestrian facility.
SRTS	Safe Routes to School	Provides funds to the states to substantially improve the ability of primary and middle school students to walk and bicycle to school safely.
ss4A	Safe Streets and Roads for All	Funding for regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries.
STBG	Statewide Surface Transportation Block Grant Program	Flexible funds that can be used on Federal-aid highway, bridges, transit capital projects, bicycle and pedestrian facilities and related non-construction projects.
STBGM	Metropolitan Surface Transportation Block Grant Program	A subcategory of statewide STBGM funds suballocated to Transportation Management Areas.
TCSP	Transportation and Community and System Preservation Pilot Program	Provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation and community and system preservation and to identify private sector-based initiatives.
TA	Transportation Alternatives	Program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. Replaces the funding from pre-MAP-21 programs including Transportation Enhancements, recreational trails, Safe Routes to School, and other discretionary programs, wrapping them into a single funding source.

Appendix B: Scoping Jobs

County	Project Location	TIP #	MoDOT Job #	Project Description	Fund Cat	State Funds Eligible for Conversion to Federal	Federal Programmed FY 2024-2028	Total Programmed FY 2024-2028	Future Cost
CASS	MO 58 E	790096	4I3129	Scoping to modify interchange configuration and bridge replacement in Belton. Project includes twin bridges A2094 over I-49.	NHPP	0	2	2	15,001 - 25,000
CASS	MO 2 W	790143	4P3538	Scoping for bridge rehabilitation over Poney Creek, 0.6 mile north of Main Street and 0.1 mile south of 267th Street. Project involves bridge A2539.	NHPP	1	2	3	301 - 1,000
CASS	IS 49 N	790148	KU0198	Scoping for pavement resurfacing from Blue Ridge Avenue to 163rd Street.	NHFP	1	14	15	5,001 - 10,000
CASS	RT A E	790149	KU0149	Scoping for bridge replacement at I-49. Project involves bridge A3222.	AC-STBG	3	12	15	2,001 - 5,000
CASS	RT B E	790150	KU0148	Scoping to repair slides at South Grand River 0.4 mile from I-49.	SAFETY	1	14	15	1 - 300
CASS	RT D S	790151	KU0144	Scoping to repair slides from 223rd Street to 227th Terrace.	AC-STBG	3	12	15	301 - 1,000
CASS	W OR 49 N	790152	KU0229	Scoping for pavement improvements from 275th Street to 283rd Street in Harrisonville.	STATE	43	0	43	1,001 - 2,000
CASS	IS 49 S	790154	KU0283	Scoping for pavement resurfacing from Rte. 7 to Bates County line.	NHPP	1	14	15	1 - 300
CASS	RT K S	790155	KU0277	Scoping for pavement resurfacing from Rte. P to Rte. 2 and Spur K from Ohio Street to Rte. 2.	AC-STBG	3	12	15	1,001 - 2,000

County	Project Location	TIP #	MoDOT Job #	Project Description	Fund Cat	State Funds Eligible for Conversion to Federal	Federal Programmed FY 2024-2028	Total Programmed FY 2024-2028	Future Cost
CASS	MO 291 N	790156	KU0267	Scoping for pavement resurfacing from Rte. 58 to I-49.	NHPP	3	12	15	5,001 - 10,000
CASS	MO 58 E	790157	KU0266	Scoping for pavement resurfacing from Rte. D to Clint Drive.	AC-STBG	5	18	23	2,001 - 5,000
CASS	RT C N	790158	KU0265	Scoping for pavement resurfacing from Rte. YY to Rte. 2.	AC-STBG	3	12	15	1 - 300
CASS	RT J N	790161	KU0237	Scoping for safety improvements from Rte. 58 in Raymore to Rte. 49 in Peculiar.	SAFETY	1	9	10	5,001 - 10,000
CLAY	MO 291 N	590201	4P3099	Scoping for corridor improvements from Ash Avenue to I-435 in Kansas City.	NHPP	2	8	10	25,001 - 50,000
CLAY	IS 435 S	590266	4I3353	Scoping for operational improvements at 48th Street and Parvin Road in Kansas City.	SAFETY	26	236	262	15,001 - 25,000
CLAY	MO 33 S	590283	4S3507	Scoping for intersection improvements at 19th Street in Kearney.	AC-STBG	2	8	10	1,001 - 2,000
CLAY	SP 69 S	590291	4S3419	Scoping for bridge rehabilitation over I-35, 0.3 mile south of Lancaster Avenue and 0.4 mile north of Brighton Avenue. Project involves bridge L0656.	NHPP	0	2	2	2,001 - 5,000
CLAY	IS 29 S	590318	KU0209	Scoping for bridge lighting repair over the Missouri River. Project involves bridge A7650.	NHPP	1	14	15	1,001 - 2,000
CLAY	IS 35 N	590319	KU0191	Scoping for corridor improvements from I-435 to Rte. 69.	NHPP	12	108	120	50,001 - 75,000
CLAY	IS 35 S	590320	KU0206	Scoping for pavement resurfacing from the Clay County line to Fishing River Bridge.	NHPP	2	18	20	1,001 - 2,000
CLAY	IS 435 S	590321	KU0146	Scoping to repair erosion in the median 0.4 mile north of I-35.	NHPP	1	14	15	1 - 300
CLAY	IS 435 S	590322	KU0192	Scoping to modify interchange configuration at Parvin Road.	NHPP	6	54	60	15,001 - 25,000
CLAY	MO 291 N	590323	KU0205	Scoping for pavement resurfacing from Rte. 33 to Orchard Avenue.	NHPP	1	4	5	2,001 - 5,000
CLAY	MO 291 S	590324	KU0215	Scoping to upgrade signals at Claywoods Drive and at Ruth Ewing Road.	NHPP	3	12	15	1,001 - 2,000
CLAY	MO 9 S	590325	KU0214	Scoping to upgrade signals at North Oak Trafficway.	NHPP	3	12	15	301 - 1,000
CLAY	MO 92 E	590326	KU0210	Scoping for intersection improvements at Plattsburg Road.	AC-STBG	3	12	15	1,001 - 2,000
CLAY	IS 29 S	590329	KU0285	Scoping for pavement resurfacing from Rte. 69 to I-35.	NHPP	0	3	3	2,001 - 5,000
CLAY	US 69 N	590330	KU0281	Scoping for pavement resurfacing from McCleary Road to I-35.	NHPP	1	4	5	5,001 - 10,000
CLAY	US 169 S	590331	KU0280	Scoping for pavement resurfacing from Barry Road to I-29.	NHPP	2	8	10	2,001 - 5,000
CLAY	RT C S	590332	KU0276	Scoping for pavement resurfacing from Clinton County line to Rte. 92.	AC-STBG	3	12	15	1,001 - 2,000
CLAY	MO 10 W	590333	KU0275	Scoping for pavement resurfacing from Rte. 69 to Rte. Y.	NHPP	1	2	3	1,001 - 2,000

County	Project Location	TIP #	MoDOT Job #	Project Description	Fund Cat	State Funds Eligible for Conversion to Federal	Federal Programmed FY 2024-2028	Total Programmed FY 2024-2028	Future Cost
CLAY	MO 92 E	590334	KU0274	Scoping for pavement resurfacing from Rte. 33 to Rte. 69.	NHPP	1	4	5	2,001 - 5,000
CLAY	RT H W	590335	KU0269	Scoping for pavement resurfacing from Liberty city limits to McKee Road.	AC-STBG	3	12	15	1,001 - 2,000
CLAY	RT C S	590337	KU0268	Scoping for bridge rehabilitation over Camp Branch on Smithville Lake. Project involves bridge A3613.	NHPP	3	12	15	1 - 300
CLAY	RP IS35N TO MO92 N	590338	KU0294	Scoping to rebuild pavement on northbound ramp.	NHPP	3	12	15	301 - 1,000
CLAY	US 169 N	590339	KU0259	Scoping for pavement repairs from Owens Avenue to Commercial Street.	NHPP	3	12	15	301 - 1,000
CLAY	CST NW BARRY RD E	590343	KU0333	Scoping for bridge rehabilitation over Rte. 169 (North Arrowhead Trafficway).	NHPP	50	200	250	0
CLAY	IS 29 S	590344	KU0354	Scoping for bridge washing over Missouri river. Project involves Bridge A7650.	NHPP	2	18	20	1 - 300
CLAY	IS 35 S	590345	KU0324	Scoping for corridor improvements from Rte. 45 to Rte. 210. Includes I-35 from I-435 to Rte. 210 and Rte. 169 from NW 68th Street to I-29.	NHPP	600	5,400	6,000	>100,000
CLAY	RT H E	590346	KU0368	Scoping for roadway improvements from Excelsior Springs to Rte. 10.	NHPP	4	16	20	1 - 300
CLAY	IS 29 S	690660	KU0289	Scoping for pavement repair from Rte. 210 to I-70.	NHPP	1	8	9	1,001 - 2,000
JACKSON	MO 9 N	590336	KU0270	Scoping for bridge rehabilitation over Missouri River. Project involves bridge A4060.	NHPP	3	14	17	25,001 - 50,000
JACKSON	US 50 W	690399	4P2336	Scoping for corridor improvements from Colbern Road to Todd George Parkway in Lee's Summit.	NHPP	1	2	3	50,001 - 75,000
JACKSON	CST SW 3RD ST E	690438	4P3096B	Scoping for interchange improvements from SW Ward Road to SW Blue Parkway in Lee's Summit.	AC-STBG	1	6	7	2,001 - 5,000
JACKSON	IS 470 E	690485	4I3194	Scoping for bridge and operational improvements from Little Blue River to 39th Street in Independence. Project involves bridges A1340, A1349, A1347 and A1346.	NHPP	10	95	105	10,001 - 15,000
JACKSON	IS 70 E	690494	4I3195	Scoping to add lanes, rebuild pavements and widen shoulders from Manchester Avenue to I-470. Potential Design-Build.	NHPP	201	1,811	2,012	>100,000
JACKSON	IS 70 E	690499	4I3211	Scoping for bridge improvements at Union Pacific Railroad over I-70. Project involves bridge L0975.	NHPP	1	14	15	10,001 - 15,000
JACKSON	IS 470 E	690510	4I3253	Scoping for interchange improvements at Woods Chapel Road in Lee's Summit. Project involves bridge A2121.	NHPP	1	14	15	2,001 - 5,000
JACKSON	US 50 E	690559	4P3502	Scoping for slope protection repair between O'Brien Street and Third Street.	AC-STBG	2	8	10	1,001 - 2,000

County	Project Location	TIP #	MoDOT Job #	Project Description	Fund Cat	State Funds Eligible for Conversion to Federal	Federal Programmed FY 2024-2028	Total Programmed FY 2024-2028	Future Cost
JACKSON	IS 70 E	690564	4I2293	Scoping for capacity improvements from 0.7 mile east of the I-470 interchange in Jackson County to mile marker 39 east of Odessa in Lafayette County.	NHPP	204	1,833	2,037	>100,000
JACKSON	IS 70 E	690568	4I3459	Scoping for bridge rehabilitation over Liberty Street and Mulberry Street, from Kansas state line to 0.2 mile west of Broadway Street. Project involves bridge A5658.	NHPP	1	14	15	15,001 - 25,000
JACKSON	US 71 N	690572	4S3415	Scoping for bridge replacement over 12th Street, 0.1 mile south of 10th Street and 0.1 mile north of 13th Street. Project involves bridge A0246.	NHPP	5	20	25	1,001 - 2,000
JACKSON	MO 78 E	690574	4S3428	Scoping for pavement resurfacing from I-435 to Rte. 291.	NHPP	1	3	4	2,001 - 5,000
JACKSON	RT BB S	690575	4S3342	Scoping for intersection improvements at Duncan Road.	SAFETY	0	2	2	1,001 - 2,000
JACKSON	CST TOPPING AVE N	690581	4S3504	Scoping for bridge replacement over Rte. 40 east of Oakley Avenue and west of White Avenue. Project involves bridge K0354.	NHPP	3	12	15	2,001 - 5,000
JACKSON	RT W E	690582	4S3446	Scoping for bridge replacement over I-435. Project involves bridge A1643.	NHPP	2	8	10	10,001 - 15,000
JACKSON	IS 70 W	690615	4I3550	Scoping for bridge rehabilitation over Sni-A-Bar Creek, 0.8 mile west of Lefholz Road and 0.8 mile east of Rte. AA. Project involves bridge A0167.	NHPP	1	14	15	1,001 - 2,000
JACKSON	RT E S	690616	4S3542	Scoping for pavement resurfacing from Rte. 50 to Rte. KK.	AC-STBG	2	8	10	1 - 300
JACKSON	CST HOLMES ST N	690619	4S3545	Scoping for bridge replacement over I-670, 0.1 mile north of Truman Road and 0.1 mile south of 13th Street. Project involves bridge A0825.	NHPP	120	480	600	5,001 - 10,000
JACKSON	RP IS670E TO CENTRAL ST S	690620	4I3546	Scoping for bridge rehabilitation on off-ramp to Central Street, 0.1 mile east of Broadway Street and 0.1 mile west of Wyandotte Street. Project involves bridge A1118.	NHPP	3	12	15	2,001 - 5,000
JACKSON	CRD LEFHOLZ RD S	690621	4S3554	Scoping for bridge replacement over I-70, 1.6 miles east of Rte. AA and 2.2 miles west of Rte. F. Project involves bridge R0135.	NHPP	3	12	15	1,001 - 2,000
JACKSON	Various	690624	4P3390C	Scoping to survey right-of-way at various locations in Grain Valley.	STATE	2	0	2	0
JACKSON	CST THE PASEO S	690625	KU0154	Scoping for bridge rehabilitation 0.1 mile south of Missouri Avenue and 0.1 mile north of Independence Avenue. Project involves bridge L0786.	AC-STBG	12	48	60	1,001 - 2,000
JACKSON	MO 350 W	690626	KU0211	Scoping to modify intersections from Hunter Avenue to Noland Road.	NHPP	3	12	15	1,001 - 2,000
JACKSON	MO 78 E	690628	KU0193	Scoping for corridor improvements from Lee's Summit Road to Truman Road.	NHPP	3	12	15	25,001 - 50,000
JACKSON	MO 9 S	690629	KU0194	Scoping for corridor improvements from 3rd Street to Admiral Boulevard.	NHPP	3	12	15	15,001 - 25,000

County	Project Location	TIP #	MoDOT Job #	Project Description	Fund Cat	State Funds Eligible for Conversion to Federal	Federal Programmed FY 2024-2028	Total Programmed FY 2024-2028	Future Cost
JACKSON	N OR 70 E	690630	KU0207	Scoping for pavement resurfacing from Rte H to end of state maintenance.	STATE	10	0	10	1 - 300
JACKSON	RP EASTWOOD TRFY TO IS435N N	690631	KU0145	Scoping to repair slides on northbound ramp.	NHPP	1	3	4	301 - 1,000
JACKSON	RP IS35S TO 27TH ST W	690632	KU0162	Scoping for bridge rehabilitation over I-35 and I-35 southbound ramp to Summit Street. Project involves bridges A1707 and L0248.	NHPP	12	48	60	2,001 - 5,000
JACKSON	IS 70 E	690634	KU0003	Scoping for corridor improvements from Rte. 7 to Rte. F.	NHPP	15	135	150	> 100,000
JACKSON	IS 70 E	690635	KU0155	Scoping for bridge rehabilitation 0.1 mile south of the 12th Street and 0.1 mile north of Troost Avenue and bridge east of Rte. 71 and 0.2 miles east of Troost Avenue over I-670. Project involves bridges A0247 and A0248.	NHPP	12	108	120	2,001 - 5,000
JACKSON	IS 70 E	690636	KU0156	Scoping for bridge rehabilitation over 12th Street. Project involves bridges A0244 and A0245.	NHPP	12	108	120	2,001 - 5,000
JACKSON	IS 70 E	690637	KU0213	Scoping to modify ramps from 11th Street to Admiral Boulevard.	NHPP	1	14	15	1,001 - 2,000
JACKSON	IS 70 W	690638	KU0157	Scoping for bridge rehabilitation over Troost Avenue. Project involves bridges A0249, A0250 and A0245.	NHPP	18	162	180	2,001 - 5,000
JACKSON	US 24 E	690639	KU0164	Scoping for bridge rehabilitation over Union Pacific Railroad and bridge over Little Blue River 0.5 mile west of Ferguson Road. Project involves bridges A2734 and A2735.	NHPP	12	48	60	2,001 - 5,000
JACKSON	US 24 E	690640	KU0204	Scoping for pavement resurfacing from I-435 to Rte. 291.	NHPP	1	4	5	2,001 - 5,000
JACKSON	US 50 E	690642	KU0171	Scoping to rebuild pavement from I-470 to Rte. RA.	NHPP	3	12	15	5,001 - 10,000
JACKSON	US 50 E	690643	KU0200	Scoping for corridor improvements from Rte. 7 to Johnson County line.	NHPP	6	24	30	2,001 - 5,000
JACKSON	US 71 S	690644	KU0195	Scoping for safety improvements from Truman Road to I-470.	NHPP	1,400	5,600	7,000	> 100,000
JACKSON	RP RTD TO MO150E E	690647	KU0147	Scoping to repair slides at Holmes Road entrance ramp.	SAFETY	0	4	4	1 - 300
JACKSON	US 40 E	690655	4P3323D	Scoping for safety and operational improvements from I-435 in Kansas City to Adam's Dairy Parkway in Blue Springs.	SAFETY	41	369	410	10,001 - 15,000
JACKSON	IS 70 E	690658	KU0291	Scoping for pavement resurfacing from Kansas State line to I-435.	NHPP	2	23	25	2,001 - 5,000
JACKSON	IS 29 N	690659	KU0290	Scoping for pavement resurfacing from Independence Avenue to Front Street.	NHPP	1	8	9	1,001 - 2,000
JACKSON	IS 435 S	690661	KU0288	Scoping for pavement resurfacing from Rte. 78 to Raytown Road.	NHPP	0	3	3	2,001 - 5,000
JACKSON	IS 470 W	690662	KU0286	Scoping for pavement resurfacing from Raytown Road to Rte. 291.	NHPP	0	5	5	10,001 - 15,000
JACKSON	IS 70 W	690663	KU0284	Scoping for pavement resurfacing from Manchester Trafficway to I-470.	NHPP	1	9	10	10,001 - 15,000

County	Project Location	TIP #	MoDOT Job #	Project Description	Fund Cat	State Funds Eligible for Conversion to Federal	Federal Programmed FY 2024-2028	Total Programmed FY 2024-2028	Future Cost
JACKSON	IS 435 S	690664	KU0282	Scoping for pavement resurfacing from Raytown Road to Rte. W.	NHPP	1	9	10	5,001 - 10,000
JACKSON	US 71 N	690665	KU0279	Scoping for pavement resurfacing from Dr. Martin Luther King Jr. Boulevard to I-470.	NHPP	20	80	100	5,001 - 10,000
JACKSON	US 50 E	690666	KU0278	Scoping for pavement resurfacing from Rte. RA to Johnson County line.	NHPP	3	12	15	1 - 300
JACKSON	US 24 E	690667	KU0273	Scoping for pavement resurfacing from Rte. 291 to Rte. 7.	NHPP	1	4	5	5,001 - 10,000
JACKSON	MO 291 N	690668	KU0272	Scoping for pavement resurfacing from I-470 to Rte. 50.	NHPP	1	4	5	2,001 - 5,000
JACKSON	RT W W	690669	KU0264	Scoping for pavement resurfacing from Kansas State line to I-435.	AC-STBG	2	7	9	2,001 - 5,000
JACKSON	IS 435 S	690671	KU0262	Scoping for bridge rehabilitation over Union Pacific Railroad, Kansas City Terminal Railway and BNSF Railway 1 mile south of Front Street. Project involves bridges A1686.	NHPP	1	14	15	1 - 300
JACKSON	IS 35 S	690674	KU0152	Scoping for bridge rehabilitation 0.1 mile south of I-70 and 0.3 mile north of 12th Street. Project involves bridge A1133.	NHPP	6	54	60	1,001 - 2,000
JACKSON	IS 70 E	690675	KU0359	Scoping for roadway improvements from Rte. 7 to Lafayette County line.	NHPP	2	18	20	1 - 300
JACKSON	MO 150 E	690676	KU0362	Scoping for roadway improvements from State Line Road to Holmes Road.	NHPP	4	16	20	1 - 300
JACKSON	MO 150 E	690677	KU0363	Scoping for roadway improvements from Holmes Road to Botts Road.	NHPP	4	16	20	1 - 300
JACKSON	MO 150 E	690678	KU0364	Scoping for roadway improvements from Botts Road to Kansas City Southern Railway.	NHPP	4	16	20	1 - 300
JACKSON	MO 150 E	690679	KU0367	Scoping for roadway improvements from Kansas City Railway to White Avenue.	NHPP	4	16	20	1 - 300
JACKSON	MO 291 S	690680	KU0352	Scoping for bridge rehabilitation over Missouri River. Project involves bridge A4757.	NHPP	4	16	20	10,001 - 15,000
JACKSON	MO 291 S	690681	KU0360	Scoping for roadway improvements from Rte. 291 to 0.1 mile south of Southeast Meadowbrook Drive.	NHPP	4	16	20	1 - 300
JACKSON	MO 7 S	690682	KU0365	Scoping for roadway improvements from Victor Drive to Moreland School Road.	NHPP	4	16	20	1 - 300
JACKSON	MO 7 S	690683	KU0366	Scoping for roadway improvements from Moreland School Road to Wyatt Road.	NHPP	4	16	20	1 - 300
JACKSON	MO 78 E	690684	KU0361	Scoping for roadway improvements from Swope Drive to 0.1 mile west of Powahatan Court.	NHPP	4	16	20	1 - 300
JACKSON	RP IS435N TO US71N N	690685	KU0355	"Application of high friction surface treatment (HFST) at various locations on I-435 in Jackson County					
JACKSON	RP IS70W TO IS470W W	690686	KU0370	"High friction surface treatment at various locations in urban Kansas City District.					

County	Project Location	TIP #	MoDOT Job #	Project Description	Fund Cat	State Funds Eligible for Conversion to Federal	Federal Programmed FY 2024-2028	Total Programmed FY 2024-2028	Future Cost
PLATTE	IS 635 N	490226	4I3548	Scoping for bridge replacement on ramp to I-29 north 1 mile north of High Drive and 0.5 mile south of 64th Street. Project involves bridge A1688.	NHPP	4	36	40	5,001 - 10,000
PLATTE	E OR 29 S	490230	4P3390B	Scoping to survey segments of Roanridge Road to sell excess right-of-way parcels near I-435 in Platte City and from Barry Road to south of 56th Street in Kansas City.	STATE	4	0	4	0
PLATTE	MO 92 E	490231	KU0212	Scoping for intersection improvements at Rte. 45.	NHPP	3	12	15	301 - 1,000
PLATTE	RP NW GATEWAY AVE N TO IS29N N	490232	KU0151	Scoping for bridge rehabilitation over I-29. Project involves bridge L0692.	AC-STBG	12	48	60	1,001 - 2,000
PLATTE	MO 45 N	490237	4P3323E	Scoping for safety and operational improvements from Rte. 273 in Weston to I-435 in Parkville and on Rte. 92 from the Missouri River to Rte. 169 in Smithville.	SAFETY	41	369	410	5,001 - 10,000
PLATTE	IS 435 N	490238	KU0287	Scoping for pavement resurfacing from I-29 to NW Cookingham Drive.	NHPP	1	5	6	5,001 - 10,000
PLATTE	RT KK E	490239	KU0271	Scoping for pavement resurfacing from Rte. B to Platte County line.	AC-STBG	2	8	10	301 - 1,000
PLATTE	CST NW WAUKOMIS DR S	490244	KU0326	Scoping for roadway improvements from Rte. 69 to I-29.	NHPP	3	12	15	5,001 - 10,000
PLATTE	IS 29 S	490245	KU0358	Scoping for roadway improvements from Platte County line to Rte. 273.	NHPP	2	18	20	1 - 300
PLATTE	MO 92 E	490246	KU0325	Scoping for roadway improvements from I-29 to I-169.	NHPP	3	12	15	15,001 - 25,000
PLATTE	WS IS29S PLATTE CITY S	490247	KU0357	Scoping for pavement rebuild on mainline parking and sidewalks at northbound and southbound rest area between Rte. H and Rte. E.	NHPP	4	16	20	1 - 300
PLATTE	IS 29 S	590200	4I3087	Corridor study from Rte. 45 to Rte. 210 in Kansas City. Includes I-35 from I-435 to Rte. 210 and Rte. 169 from NW 68th Street to I-29 in Kansas City. \$640,000 BUILD funds, \$160,000 Kansas City funds.	NHPP	4	36	40	25,001 - 50,000
PLATTE	IS 29 N	690645	KU0150	Scoping for bridge rehabilitation over Platte River 0.7 mile south of Rte. 371 and 0.9 mile north of Rte. HH. Project involves bridges A0198 and A0199.	NHPP	4	36	40	1,001 - 2,000
PLATTE	RT D W	690646	KU0172	Scoping to rebuild pavement from I-435 to Ambassador Drive.	AC-STBG	24	96	120	5,001 - 10,000
VARIOUS	RTE 291	990375	KU0295	Scoping for shoulder replacement on I-49, I-29, and I-70.	NHPP	2	8	10	1 - 300
VARIOUS	VARIOUS	990376	4P3293	Scoping for lighting improvements at various locations in the Urban Kansas City District	AC-STBG	2	8	10	1,001 - 2,000
VARIOUS	VARIOUS	990377	4P3214	Scoping for signal improvements at various locations in the Urban Kansas City District	AC-STBG	2	8	10	1,001 - 2,000
VARIOUS	VARIOUS	990378	4P3323	Scoping for design and safety improvements at various locations in the Urban Kansas City District	SAFETY	3	12	15	301 - 1,000
VARIOUS	VARIOUS	990379	4P3390	Scoping to sell excess right of way in the Urban Kansas City District	STATE	10	0	10	0

Appendix C: Public Participation Plan

The Public Participation Plan is a core document that contains public engagement strategies and policies for the region's transportation planning process. MARC's Public Participation Plan is available online at marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Public-Participation-Plan.

Appendix D: Public Comments and Responses

The 2024-2028 Transportation Improvement Program will be released for public review and comment at marc.org/Transportation/Public-Input/Overview/Transportation-Public-Input on Sept. 12 2023, for a two-week period. Announcements were printed in various local newspapers, posted on the MARC website, and shared with the agency's social media followers.

Appendix E: Projects removed from TIP

MARC has compiled a listing of projects included in the 2022–2026 Transportation Improvement Program that have been completed, are under construction or have been withdrawn by request of the project sponsor.

Projects From TIP 2022–2026 Completed			
TIP Project Number	Lead Agency	Project Name	Total Cost
180079	KDOT	158th Street from K-32 (Linwood Road) north 2 miles to Kansas Avenue in Leavenworth County	\$2,501,000
280125	KDOT	Bridges #104 & #105 on K-32 in Wyandotte County, located at the K-32/Turner Diagonal/Kaw Drive intersection (K-32 eastbound and westbound lanes)	\$25,757,100
280151	KDOT	Kansas City CCLIP-GI: US-69 and Central Ave	\$2,413,800
280153	KDOT	I-635: Bridge #050 (43rd Street) located 0.30 miles north of US-24 in Wyandotte County	\$871,430
280154	KDOT	Roadway Additions for American Royal Development	\$5,000,000
280156	KDOT	Wyandotte & Leavenworth Co: US-73 Parallel RCUT	\$12,230,700
280157	KDOT	I-635 in Wyandotte County (IR Project)	\$17,744,530
280158	KDOT	I-70 and I-670 in Wyandotte County (IR Project)	\$2,618,840
280159	KDOT	I-435 in Wyandotte County (IR Project)	\$10,622,400
280160	KDOT	Bridge #040 & #041 on I-635 in Wyandotte County	\$2,131,500
280161	KDOT	Bridges #072 & #287 on US-169 in Wyandotte County	\$3,802,500
280162	KDOT	Turn Lanes on US-73/K-7/Hollingsworth	\$1,268,700
280164	KDOT	Bridge #183 on I-635 in Wyandotte County	\$9,563,400
280165	KDOT	Bridge #074 on US-169 in Wyandotte County	\$1,850,000
280167	KDOT	Repair Bridge #044 on I-635 in Wyandotte County	\$265,800
280169	KDOT	I-70: Beginning West of 110th Street thence East to Junction I-70/I-435	\$1,959,200
280177	KDOT	I-635 Wyandotte: Investigation Phase- bridges #045/#044	\$58,000
345130	Lenexa	87th Street Bike Ped Tunnel at Sar-Ko-Trails Park	\$2,020,000
349247	Olathe	I-35 and 119th Street Interchange	\$32,000,000
349248	Olathe	135th & Pflumm Geometric Improvements	\$3,870,000
349249	Olathe	Sidewalk Missing Link Project	\$715,000
349251	Olathe	Pflumm Road, 143rd to 151st	\$18,715,000
350231	Overland Park	Switzer Road, 159th Street to 167th Street	\$14,535,000
350233	Overland Park	91st Street Bike Pedestrian Trail Improvements	\$2,770,000
380153	KDOT	I-35: From 0.4 miles south of I-35/75th St., north to 0.2 miles south of I-35/67th St.	\$16,555,400
380172	KDOT	US-69: Bridge #136 located at Junction US-69/I-35 in Johnson County	\$602,500
380179	KDOT	K-10: Beginning at Junction K-10/K-7 thence East to Junction I-435/K-10	\$2,405,500
380180	KDOT	I-635 in Johnson County (IR Project)	\$998,900

Projects From TIP 2022–2026 Completed

TIP Project Number	Lead Agency	Project Name	Total Cost
380181	KDOT	I-435: Beginning at Junction K-10/I-435 thence North to Midland Drive	\$9,384,804
380182	KDOT	US-56 Reconstruction in the city of Gardner	\$7,179,900
380183	KDOT	Mill and Overlay on I-435 in Johnson County	\$987,100
380184	KDOT	K-10: Bridge #177 (Lexington Avenue) located 4.44 miles East of the Douglas County line (Eastbound)	\$3,443,300
380185	KDOT	U.S. 69: Bridge #094 over 191st Street and bridge #097 over W 179th Street located 3.02 miles and 4.52 miles, respectively, north of the Miami/Johnson county line	\$1,278,500
380186	KDOT	Bridge #228 (Renner Rd) over I-435 in Johnson County	\$4,400,200
380187	KDOT	K-7: Bridge #243 and #244 located at junction K-7/67th Street	\$3,116,200
380188	KDOT	Repair bridges #292 & #293 on K-32 in Wyandotte County	\$691,500
380189	KDOT	Ottawa Street beginning at W. 82nd Street north for approximately 0.32 mile to W. 79th Street in De Soto, Kansas	\$1,101,000
380190	KDOT	US-69: Beginning at the Johnson/Miami County Line thence North to 159th Street in Overland Park	\$1,550,100
380191	KDOT	US-56: Beginning at Moonlight Road in Gardner thence East to South Junction US-56/I-35	\$1,531,400
380192	KDOT	US-169: Beginning at 175th Street thence North to 151st Street in Olathe	\$3,200,000
380197	KDOT	I-435: Beginning at Midland Drive thence North to the Kansas River Bridge	\$7,236,800
380198	KDOT	Mill and Overlay on I-35 in Johnson County beginning at Junction of I-35/I-635 thence North to Lamar Avenue	\$1,617,600
380199	KDOT	I-35: Beginning 2.591 Miles South of 151st Street thence North to 151st Street	\$7,539,900
380200	KDOT	K-10: bridge #176 (westbound) over Lexington Avenue located 4.45 miles east of the Douglas/Johnson county line and bridges #178 and #179 (westbound/eastbound) over Kill Creek located 5.12 miles east of the Douglas/Johnson county line	\$5,347,000
490165	MoDOT	MO 152: Pavement resurfacing from Rte. N to the west side of I-29.	\$4,770,000
490187	MoDOT	MO 9: Payment to Parkville	\$1,745,000
490195	MoDOT	MO 92: Payment to KDOT for short-term deck and lighting repair at Centennial Bridge at Leavenworth (Missouri River bridge on Rte. 92). Project involves twin bridges K0941.	\$253,000
490199	MoDOT	MO 45: Pavement resurfacing from Moores Ferry Road to east of I-435.	\$755,000
490200	MoDOT	IS 435: Pavement resurfacing, guardrail upgrades and pavement marking from I-29 to the Kansas State line.	\$3,973,000
490201	MoDOT	IS 435: Pavement resurfacing, guardrail upgrades and pavement repair from Platte County line to I-29.	\$5,997,000
490218	MoDOT	Payback to Tax Increment Financing Commission of Kansas City to reconstruct Rte. 152 and Platte Purchase Interchange.	\$2,275,000
590200	MoDOT	Corridor study from Rte. 45 to Rte. 210 in Kansas City. Includes I-35 from I-435 to Rte. 210 and Rte. 169 from NW 68th Street to I-29 in Kansas City.	\$1,248,000
590249	MoDOT	Rt A: Improve intersection sight distance at 112th Street.	\$1,712,000

Projects From TIP 2022–2026 Completed

TIP Project Number	Lead Agency	Project Name	Total Cost
590256	MoDOT	Payback to Kearney for the construction of new interchange south of Rte. 92 at 19th Street in Kearney	\$3,221,000
590258	MoDOT	US 169: Pavement resurfacing from Clinton County line to 300 feet north of Rte. KK.	\$1,263,000
590260	MoDOT	US 69: Pavement resurfacing from Clinton County line to Rte. 92.	\$1,209,000
590261	MoDOT	MO 9: Payment to North Kansas City for pavement resurfacing and ADA upgrades from 10th Avenue to 32nd Avenue.	\$291,800
590262	MoDOT	CST Chouteau: Payment to the City of Kansas City for lane addition, bike/ped lanes and ADA traffic signal upgrades at I-35. \$951,925 Cost Share funds	\$955,000
590263	MoDOT	Rte H: Rebuild curve and intersection improvements at 100th Street and Crockett Road.	\$832,000
590265	MoDOT	MO 1: Pavement resurfacing, shoulder and sidewalk replacement from the south ramps of I-35 to Rte. 210.	\$1,510,000
590277	MoDOT	US 69: Payment to City of Kansas City to add shared use path, upgrade pedestrian facilities and drainage improvements from Highland Avenue to Chouteau Trafficway.	\$2,761,000
590286	MoDOT	RP I-29: Slide repair on ramp from southbound I-29 to northbound I-35.	\$1,076,000
590328	MoDOT	IS 35 N: Bridge deck sealing at various locations in the urban Kansas City District.	\$555,000
627025	Grandview	M-150 Corridor Improvements from Byars Road to Kelley Road	\$926,000
634073	Jackson County	South Miller Road Bridge Reconstruction	\$478,000
634077	BikeWalkKC	SRTS: Local Spokes Across the KC Region 2021-22	\$446,390
634078	BikeWalkKC	Bike Share Missouri 2021-22	\$593,750
690407	MoDOT	I-670; Payback to the city of Kansas City for the replacement of Wyandotte and Central bridges	\$3,389,000
690420	MoDOT	US 50: Bridge replacement at Chipman Road in Lee's Summit.	\$6,038,000
690519	MoDOT	Environmental Study and engineering for Buck O'Neil Bridge	\$10,957,000
690544	MoDOT	MO 150: Payment to Grandview for construction of roundabout and turn lanes and installation of traffic signals from Byars Road to Kelly Road in Grandview. \$915,628 Cost Share funds.	\$922,000
690594	MoDOT	CST VIEW HIGH: Payment to I-470 Western Gateway Transportation Development District to modify interchange configuration at I-470.	\$4,008,000
690603	MoDOT	MO 9: Payment to City of Parkville to add intersection turn lanes and bicycle/pedestrian facilities from 7th Street to 4th Street.	\$413,000
790118	MoDOT	IS 49: Pavement resurfacing from 163rd Street to 0.2 mile north of 283rd Street.	\$9,987,000
790120	MoDOT	OR 49: Payment to the City of Belton for outer road improvements on the east outer road from 155th Street to Hill Street and 162nd Street to 163rd Street. \$976,813 Cost Share funds.	\$992,000
790140	MoDOT	MO 58: Payment to Belton to modify intersection configuration and add pedestrian trail from I-49 to west of Powell Parkway.	\$1,039,000
867005	Miami County	Metcalf 2.0 - Complete Streets Improvement	\$5,095,100
880007	KDOT	K-7: Beginning at the Linn/Miami County line thence North to Junction US-169/K-7	\$1,140,200
880012	KDOT	US-69 in Miami County: Beginning 1.3 miles South of 359th Street thence North to 0.6 miles South of K-68	\$11,413,200

Projects From TIP 2022–2026 Completed

TIP Project Number	Lead Agency	Project Name	Total Cost
970102	Kansas City, MO	CNG Heavy Trucks - City of KCMO	\$305,000
970104	Kansas City, MO	Heavy Duty Alt. Fuel Vehicles	\$175,000
970105	MARC	Operation Green Light Traffic Signal Advancements MO	\$656,252
970106	MARC	Operation Green Light Traffic Signal Advancements KS	\$711,850
980033	KDOT	KC Scout ITS Yearly Operating and Maintenance Budget	\$2,000,000
990221	MoDOT	Various Routes: Job Order Contracting for asphalt pavement repair at various locations on major and interstate routes in the urban Kansas City District.	\$4,028,000
990222	MoDOT	Various Routes: Job Order Contracting for concrete pavement repair at various major route and interstate locations in the urban Kansas City District.	\$2,027,000
990264	MoDOT	Various Routes: Job Order Contracting for guard cable and guardrail repair at various locations in the urban Kansas City District.	\$6,508,000
990275	MoDOT	Various Routes: Job Order Contracting for concrete pavement repair at various major route locations in the urban Kansas City District.	\$2,036,000
990283	MoDOT	Various: Job Order Contracting for fence repair at various locations in the urban Kansas City District.	\$825,000
990299	MoDOT	STATE SYSTEM BRIDGE INSPECTION PROGRAM	\$329,000
990316	MoDOT	Various Routes: Job Order Contracting for bridge repairs at various locations in the urban Kansas City District.	\$1,515,000
990320	MoDOT	On-call work zone enforcement at various locations in the urban Kansas City District.	\$171,000
990321	MoDOT	Various: ITS operations, staffing, and equipment for the KC Scout Intelligent Transportation System at the Transportation Management Center (TMC) building. Payment transfer \$2.885 million to MoDOT's operations budget, \$2.47 million from KDOT.	\$5,356,000
990322	MoDOT	Emergency response operations and staffing in the urban Kansas City District.	\$1,666,000
990323	MoDOT	Various Routes: Job Order Contracting for fence repair at various locations in the urban Kansas City District.	\$229,000
990333	MoDOT	Various Routes: Replace signage at various locations in the urban Kansas City District.	\$1,205,000
990334	MoDOT	Signal interconnect at various locations in the urban Kansas City District.	\$1,256,000
990337	MoDOT	Bridge rehabilitation in various locations in the urban Kansas City District.	\$2,223,000
990338	MoDOT	Various Routes: Job Order Contracting for lighting repair at various locations in the urban Kansas City District.	\$2,593,000
990342	MoDOT	VARIOUS: Scoping for design and safety improvements at various locations in the urban Kansas City District.	\$120,000
990346	MoDOT	IS 435 N: Payment to KDOT for column repair on I-435 from 0.16 mile south of Northwest River Road and 1.17 miles north of Wolcott Drive.	\$110,000
990347	MoDOT	Various Routes: On-call work zone enforcement at various locations in the urban Kansas City District.	\$173,000
990349	MoDOT	Various Routes: Bridge rehabilitation at various locations within the urban Kansas City District. Project involves bridge L0232.	\$2,711,000

Projects From TIP 2022–2026 Completed

TIP Project Number	Lead Agency	Project Name	Total Cost
990351	MoDOT	ITS operations, staffing, and equipment for the KC Scout Intelligent Transportation System at the Transportation Management Center (TMC) building.	\$5,411,000
990352	MoDOT	Emergency response operations and staffing in the urban Kansas City District.	\$1,666,000
990353	MoDOT	ITS asset management and device replacements at various locations in the urban Kansas City District.	\$2,420,000
990358	MoDOT	Various: Surveying to sell excess right of way in the urban Kansas City District.	\$510,000
990364	MoDOT	Various: ITS asset management and device replacements at various locations in the urban Kansas City District.	\$2,532,000
990368	MoDOT	Various: Upgrade lighting, high-mast luminaires, street lighting and underpass luminaires with LED lighting.	\$5,500,000
990370	MoDOT	Various Routes: Striping replacement at various locations in Jackson and Clay Counties.	\$325,000
990372	MoDOT	MO 2 E: Bridge and culvert improvements at various locations in the urban Kansas City District.	\$195,000
995188	KCATA	Regional Clean Vehicle Bus Purchase	\$5,727,854

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Projects From TIP 2022-2026 Under construction/in progress

TIP Project Number	Lead Agency	Project Name	Total Cost
163017	Leavenworth	Leavenworth Safe Streets for All (SS4A) Action Plan	\$350,000
165020	Leavenworth County	Leavenworth County Safe Streets for All (SS4A) Action Plan	\$350,000
180076	KDOT	K-16 and Parallel Road in Leavenworth County	\$3,203,300
258005	Edwardsville	98th Street Corridor (Kansas Ave to City Limits segment)	\$9,972,015
259207	Unified Government of Wyandotte County/Kansas City	Safe Routes to School Phase G – Northwest Middle and B. Caruthers Schools, Sidewalk Improvements	\$2,860,900
259216	Unified Government of Wyandotte County/Kansas City	Unified Government of Wyandotte County/Kansas City Safe Streets for All (SS4A) Action Plan	\$1,250,000
280178	KDOT	Repair Bridge #244 on I-670 in Wyandotte County	\$898,200
280180	KDOT	Repair Bridge #243 on I-670 in Wyandotte County	\$607,000
280182	KDOT	I-35 and 24th Street located in the Unified Government of Kansas City, KS/Wyandotte County	\$400,500
280183	KDOT	K-32: bridge #086 over Betts Creek Drainage located 1.63 miles west of I-435	\$372,100
343109	Gardner	Center Street Sidewalk Improvements	\$433,467
344033	Leawood	Mission Road (133rd St to 143rd St)	\$17,274,693
349254	Olathe	Sunset & Ridgeview Traffic Signal	\$950,000
349259	Olathe	Olathe Safe Streets for All (SS4A) Action Plan	\$350,000
350235	Overland Park	Overland Park Electric Vehicle Charging Stations	\$180,000
350244	Overland Park	INRIX data support for U.S. 69 Express Toll Lane	\$174,000
354002	Westwood	47th Complete Street Project	\$3,270,000
380202	KDOT	Brookridge Economic Development in Overland Park, KS: W 103rd Street from Antioch Road east to Hemlock Drive and Antioch Road from W 104th Street north to W 103rd Street	\$9,310,000
380203	KDOT	Bridge #096 on U.S. 69 southbound in Overland Park	\$435,000
380204	KDOT	KC Scout Communication Network Replacement along I-70, I-635, I-35, I-435 in Johnson & Wyandotte Counties	\$4,928,100
380207	KDOT	I-435: From the I-435/Metcalf Avenue interchange east approximately 3.26 miles to the Kansas/Missouri State line	\$2,916,000
380211	KDOT	I-635: Beginning at Foster Street thence North to the Wyandotte/Johnson County Line	\$199,000
380212	KDOT	I-435: Beginning at Junction K-10/I-435 thence North to Midland Drive	\$344,900
380219	KDOT	Redeck Bridges #178 & #179 on K-10 in Johnson County	\$5,173,100
380222	KDOT	Discovery: De Soto at K-10/Lexington Ave Interchange, local road improvements at various locations	\$850,000
380224	KDOT	US-69 from 151st Street North to 103rd Street	\$13,500,000
380225	KDOT	Leawood Town Center Bike/Hike Trail Extension	\$1,307,300
380228	KDOT	I-35: from 2.6 miles south of 151st Street north to 151st Street	\$540,100

Projects From TIP 2022-2026 Under construction/in progress

415212	Kansas City, MO	Waukomis Complete Streets Upgrade/Reconstruction Phase 1	\$8,500,000
490205	MoDOT	MO 45: Pavement resurfacing from Buchanan County line to Rte. 273.	\$5,580,000
490215	MoDOT	IS 435: Pavement resurfacing from Cookingham Drive to 108th Street.	\$8,197,000
490216	MoDOT	IS 29N: Bridge replacement over NW 72nd Street.	\$10,465,000
490220	MoDOT	MO 45: Pavement resurfacing and replacement from Rte. 273 to Moore's Ferry Road.	\$14,218,000
510075	Kansas City, MO	Route 152 Trail Segment 12	\$2,204,000
520050	Liberty	Withers & Holt Traffic Signal	\$398,417
530001	Smithville	Smithville Streetscape Phase III	\$707,500
590175	MoDOT	Add interchange south of Rte. 92 at 19th Street in Kearney.	\$27,527,000
590270	MoDOT	MO 210: Pavement resurfacing from I-435 to 0.3 mile west of Rte. 291.	\$4,262,000
590290	MoDOT	IS 435: Pavement resurfacing from northeast 108th Street to Rte. 69.	\$7,588,000
590292	MoDOT	MO 92: Replace box culvert 0.1 mile west of Cordell Road between Excelsior Springs and Kearney.	\$327,000
590298	MoDOT	MO 210: Pavement resurfacing and add guardrail from west of Rte. 291 to Ray County line.	\$6,513,000
590299	MoDOT	MO 210: Bridge replacements at Brighton Avenue, 0.8 mile east of Chouteau Parkway and 0.3 mile west of Searcy Creek Parkway and at Searcy Creek Parkway, 0.9 mile east of I-435 and 0.3 mile east of Brighton Avenue.	\$10,592,000
590300	MoDOT	MO 269: Bridge rehabilitation over the Missouri River from Riverboat Drive to West Access Road.	\$2,481,000
590314	MoDOT	IS 29: Bridge rehabilitation over Guinotte Avenue.	\$2,388,000
590315	MoDOT	NW Barry Rd: Bridge rehabilitation at Rte. 169	\$498,000
590317	MoDOT	IS 35: Concrete pavement repair from Clinton County line to Fishing Creek.	\$6,428,000
611159	Kansas City, MO	Lee's Summit Road -Anderson to Lakewood Boulevard	\$9,145,000
611182	Kansas City, MO	Blue River Trail - Stadium Drive to Truman Road	\$1,639,091
611196	Kansas City, MO	Trolley Connector Trail Segment 2	\$748,160
611197	Kansas City, MO	Martha Truman Connector Trail	\$720,800
611198	Kansas City, MO	Waldo Area Improvements -75th and Wornall	\$11,465,000
611204	Kansas City, MO	KCMO Concrete Bus Stop Pad Improvements	\$500,000
611215	KCATA	Grand Cycle Track (2nd and 3rd Streets)	\$1,271,988
627006	Grandview	Raytown Road Bridge	\$2,300,000
628139	Independence	Truman Depot Renovations and Pacific Avenue Trail	\$510,000
628140	MoDOT	US 24: Add intersection turn lane and bicycle/pedestrian facilities from River Boulevard to Rte. 291	\$15,485,000
630080	Lee's Summit	Colbern Road - Douglas Street to MO 350 Hwy	\$18,650,000
634081	Jackson County	Haines Street Bridge Replacement	\$571,500
690421	MoDOT	I-70: Bridge replacement over I-70 in Independence. Project involves bridge L0997.	\$2,710,000
690501	MoDOT	PVT OVERPASS: Bridge demolition at I-70 over Truman Road in Kansas City.	\$427,000

Projects From TIP 2022-2026 Under construction/in progress

690504	MoDOT	Various: Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations in the urban Kansas City district.	\$2,325,000
690513	MoDOT	IS-70: Replace twin bridges over Rte. AA and Rte. BB, 4 miles east of Rte. 7 and 3.8 miles west of Rte. F. Project involves twin bridges L0984.and A2482.	\$7,556,000
690533	MoDOT	US 24: Add turn lanes, improve signage, upgrade pedestrian facilities, upgrade drainage, replace signals and access management from Sterling Avenue to River Boulevard.	\$6,829,000
690535	MoDOT	MO 350: Add turn lanes, pedestrian crosswalks and signals from Laurel Avenue to Westridge Road.	\$1,290,000
690536	MoDOT	CST NW CHIPMAN RD: Geometric improvements, signal upgrades, pavement widening, pavement resurfacing and pedestrian facilities from Murray Road to just west of Blue Parkway.	\$1,545,000
690576	MoDOT	CST CLEVELAND AVE: Bridge rehabilitation over I-70 from 25th Street and 0.1 mile north of 27th Street and 26th Street from Cleveland Avenue and Monroe Avenue.	\$6,045,000
690578	MoDOT	CST E 23RD ST: Bridge rehabilitation over I-70 from 0.5 mile east of 18th Street and 0.5 mile west of 27th Street.	\$5,814,000
690585	MoDOT	MO 350: Pavement resurfacing from 63rd Street to 0.7 mile west of Colbern Road.	\$8,800,000
690589	MoDOT	MO 7: Pavement resurfacing from Rte. 24 to Pink Hill Road.	\$2,572,000
690590	MoDOT	RT V; Pavement resurfacing from Rte. 40 to Rte. 350.	\$2,294,000
690593	MoDOT	MO 210: Pavement resurfacing from I-29 to I-435.	\$4,133,000
690595	MoDOT	CST Prospect: Bridge replacement over I-70, 0.1 mile south of 13th Street and 0.1 mile north of Truman Road.	\$11,137,000
690597	MoDOT	IS 435: Bridge replacement over 87th Street, 1.1 miles north of Rte. W and 2.2 miles south of Gregory Boulevard.	\$6,900,000
690601	MoDOT	MO 291: Pavement resurfacing from Rte. 78 to 39th Street.	\$3,494,000
690602	MoDOT	MO 7: Pavement resurfacing from Pink Hill Road to Victor Road.	\$3,421,000
690604	MoDOT	IS 70: Bridge and pavement improvements on I-70 corridor for bridges from 27th St. to Rte. 40 and pavement from 27th St. to Lister Ave.	\$39,490,000
690650	MoDOT	CST PITTMAN RD S: Drainage upgrade from 41st Street to 42nd Street.	\$341,000
690652	MoDOT	IS 49 S: Replace sign truss 0.3 mile south of Longview Road and 0.3 mile north of Blue Ridge Boulevard.	\$310,000
735028	Belton	Route 58 and Powell Road - Multimodal Traffic Relief	\$6,777,900
735030	Belton	North Scott Corridor Improvements	\$3,625,000
760003	Peculiar	Route C - Intersection Improvements (Short-Term)	\$1,700,350
790052	Cass County	Replace Bridge No. 5900010 - Cart Road 590(342nd Street) Over Sugar Creek	\$440,000
790098	MoDOT	MO 58: Add roundabout at Prairie Road	\$2,715,000
790115	MoDOT	MO 58: Add roundabout at Ward Road, turn lanes and signal upgrades at Rte. 291 and Rte. 58 and resurface 0.1 mile east of Prairie Road to Rte. 291.	\$4,047,000
790128	MoDOT	MO 7: Pavement resurfacing from 0.2 mile west of I-49 to 0.3 mile east of Rte. B in Creighton.	\$15,088,000
790132	MoDOT	RT C: Upgrade intersection and add turn lanes from Legend Lane to the south intersection of Peculiar Drive in the Peculiar.	\$2,582,000

Projects From TIP 2022-2026 Under construction/in progress

790134	MoDOT	OR 49: Bridge replacement over Grand River, 1.2 miles north of Miller Road and 0.1 mile south of 237th Street.	\$1,438,000
790135	MoDOT	OR 49: Bridge rehabilitation over East Fork Creek, 0.6 mile east of Overpass Road and 0.6 mile east of Indian Springs Road.	\$730,000
790136	MoDOT	MO 7: Bridge replacement and auxiliary lane extension at I-49 1.4 miles south of Rte. 2 and 0.9 mile north of 283rd Street.	\$13,122,000
790138	Cass County	Cass County McCoy Road Bridge #5400008 Replacement	\$590,000
790147	Cass County	Cass County Groh Road Bridge #1930010 Replacement	\$850,000
880006	KDOT	K-68: from US-169, East to US-69 at Louisburg	\$28,002,500
880020	KDOT	US-169: Beginning 3.9 Miles South of Junction K-68/UA-169 (Baptiste Drive) to 1.4 Miles South of the Miami/Johnson County Line (North Bound Only)	\$678,100
880021	KDOT	I-35: from the Franklin/Miami County line Northeast to the Miami/Johnson County line	\$582,800
970108	MARC	Operation Green Light Regional Advanced Traffic Management System Software	\$1,200,000
970109	MARC	Missouri Regional Preventive Maintenance Program	\$9,643,327
990356	MoDOT	RP Wyoming St to IS670E: Bridge rehabilitation on ramp from Wyoming Street to I-670 eastbound.	\$1,656,000
995198	KCATA	Prospect MAX Enhanced Transit Service (BRT) Operating Assistance	\$1,234,375
995212	KCATA	Regional Transit Corridor Improvements – Missouri	\$10,125,000
995213	KCATA	Regional Transit Corridor Improvements – Metcalf & 75th/Quivira	\$1,000,000
995215	KCATA	ADA Bus Stops and Pedestrian Improvements	\$500,000
995216	KCATA	New Regional Job Access Services	\$750,000
995218	KCATA	Regional Clean Transit Vehicle Program - KS	\$1,985,015
995220	KCATA	KCATA Regional Battery Electric Bus (BEB) Program	\$8,857,010
995221	KCATA	Regional Transit Fleet Electrification	\$5,687,500
490229	MoDOT	CRD OLD PIKE RD: Scoping for bridge replacement over I-29, 1.8 miles south of New Market Road and 1.4 miles north of Rte. U.	\$25,000
490230	MoDOT	Various: Scoping to survey segments of Roanridge Road to sell excess right-of-way parcels near I-435 in Platte City and from Barry Road to south of 56th Street in Kansas City.	\$210,000
490231	MoDOT	MO 92: Scoping for intersection improvements at Rte. 45.	\$20,000
490232	MoDOT	RP NW Gateway Ave N to IS 29N: Scoping for bridge rehabilitation over I-29.	\$80,000
490237	MoDOT	MO 45 N: Scoping for safety and operational improvements from Rte. 273 to I-435 and on Rte. 92 from Missouri River to Rte. 169.	\$460,000
490238	MoDOT	IS 435 N: Scoping for pavement resurfacing from I-29 to NW Cookingham Drive.	\$20,000
490239	MoDOT	RT KK E: Scoping for pavement resurfacing from Rte. B to Platte County line.	\$20,000
590201	MoDOT	MO 291: Scoping for corridor improvements from Ash Avenue to I-435 in Kansas City.	\$146,000
590266	MoDOT	IS 435: Scoping for operational improvements at 48th Street and Parvin Road in Kansas City.	\$422,000
590283	MoDOT	MO 33: Scoping for intersection improvements at 19th Street in Kearney.	\$25,000

Projects From TIP 2022-2026 Under construction/in progress

590291	MoDOT	SP 69: Scoping for bridge rehabilitation over I-35, 0.3 mile south of Lancaster Avenue and 0.4 mile north of Brighton Avenue.	\$209,000
590318	MoDOT	IS 29: Scoping for bridge lighting repair over the Missouri River.	\$20,000
590319	MoDOT	IS 35: Scoping for corridor improvements from I-435 to Rte. 69.	\$160,000
590320	MoDOT	IS 35: Scoping for pavement resurfacing from the Clay County Line to Fishing River Bridge.	\$25,000
590321	MoDOT	IS 435: Scoping to repair erosion in the median 0.4 mile north of I-35.	\$20,000
590322	MoDOT	IS 435: Scoping to modify interchange configuration at Parvin Road.	\$80,000
590323	MoDOT	MO 291: Scoping for pavement resurfacing from Rte. 33 to Orchard Avenue.	\$25,000
590324	MoDOT	MO 291: Scoping to upgrade signals at Claywoods Drive and at Ruth Ewing Road.	\$20,000
590325	MoDOT	MO 9: Scoping to signal upgrade at North Oak Trafficway.	\$20,000
590326	MoDOT	MO 92: Scoping for intersection improvements at Plattsburg Road.	\$20,000
590329	MoDOT	IS 29 S: Scoping for pavement resurfacing from Rte. 69 to I-35.	\$20,000
590330	MoDOT	US 69 N: Scoping for pavement resurfacing from McCleary Road to I-35.	\$20,000
590331	MoDOT	US 169 S: Scoping for pavement resurfacing from Barry Road to I-29.	\$20,000
590332	MoDOT	RT C S: Scoping for pavement resurfacing from Clinton County line to Rte. 92.	\$20,000
590333	MoDOT	MO 10 W: Scoping for pavement resurfacing from Rte. 69 to Rte. Y.	\$20,000
590334	MoDOT	MO 92 E: Scoping for pavement resurfacing from Rte. 33 to Rte. 69.	\$20,000
590335	MoDOT	RT H W: Scoping for pavement resurfacing from Liberty city limits to McKee Road.	\$20,000
590336	MoDOT	MO 9 N: Scoping for bridge rehabilitation over Missouri River.	\$20,000
590337	MoDOT	RT C S: Scoping for bridge rehabilitation over Camp Branch on Smithville Lake.	\$20,000
590338	MoDOT	RP IS35N TO MO92 N: Scoping to rebuild pavement on northbound ramp.	\$20,000
590339	MoDOT	US 169 N: Scoping for concrete pavement repairs from Owens Avenue to Commercial Street.	\$20,000
690399	MoDOT	US 50: Scoping for corridor improvements from Colbern Road to Todd George Parkway in Lee's Summit.	\$388,000
690401	MoDOT	I-70 SCOPING FOR CORRIDOR IMPROVEMENTS	\$2,540,000
690438	MoDOT	VARIOUS: Scoping for interchange improvements from SW Ward Road to SW Blue Parkway in Lee's Summit.	\$251,000
690485	MoDOT	IS 470: Scoping for bridge and operational improvements from Little Blue River in Independence to 39th Street in Independence.	\$545,000
690494	MoDOT	I-70: Scoping for corridor improvements from I-435 to I-470	\$120,000
690498	MoDOT	US 71: Scoping to add turn lanes, drainage and upgrade sidewalks from Truman Road to I-470 in Kansas City.	\$105,000
690499	MoDOT	I-70: Scoping for bridge improvements. IS 70: Scoping for bridge improvements at Union Pacific Railroad over I-70 in Independence.	\$250,000
690510	MoDOT	IS 470: Scoping for interchange improvements at Woods Chapel Road in Lee's Summit	\$420,000
690546	MoDOT	MO 291: Scoping for Surveying	\$225,000

Projects From TIP 2022-2026 Under construction/in progress

690550	MoDOT	CST Blue Ridge Blvd: Modify interchange configuration over I-70 in Independence.	\$12,584,000
690554	MoDOT	IS 70: Scoping for corridor improvements from the downtown loop in Kansas City to Rte. 40.	\$2,545,000
690555	MoDOT	IS 35: Scoping to replace sign trusses from Kansas State line to I-670.	\$57,000
690559	MoDOT	US 50: Scoping for slope protection repair between O'Brien Street and Third Street.	\$25,000
690564	MoDOT	IS 70: Scoping for capacity improvements from Rte. 7 in Blue Springs to Rte. F in Oak Grove.	\$1,135,000
690566	MoDOT	IS 70: Scoping for bridge replacement from 0.5 mile east of Prospect Avenue to 0.5 mile east of 27th Street.	\$50,000
690567	MoDOT	IS 70: Scoping for bridge replacement from 0.3 mile east of Troost Avenue to 0.2 mile east of Prospect Avenue.	\$100,000
690568	MoDOT	IS 70: Scoping for bridge rehabilitation over Liberty Street and Mulberry Street, from Kansas state line to 0.2 mile west of Broadway Street.	\$25,000
690570	MoDOT	IS 70: Scoping to add median barrier from Troost Avenue to 0.1 mile east of Rte. 40.	\$35,000
690572	MoDOT	US 71: Scoping for bridge replacement over 12th Street, 0.1 mile south of 10th Street and 0.1 mile north of 13th Street.	\$22,000
690575	MoDOT	RT BB: Scoping for intersection improvements at Duncan Road.	\$25,000
690577	MoDOT	PED CYPRESS OVERPASS: Scoping for bridge improvements over I-70 from Cypress Street to Oakley Street.	\$30,000
690581	MoDOT	CST TOPPING AVE: Scoping for bridge replacement over Rte. 40 east of Oakley Avenue and west of White Avenue.	\$20,000
690582	MoDOT	RT W: Scoping for bridge replacement over I-435	\$30,000
690615	MoDOT	IS 70: Scoping for bridge rehabilitation over Sni-A-Bar Creek, 0.8 mile west of Lefholz Road and 0.8 mile east of Rte. AA.	\$25,000
690616	MoDOT	RT E: Scoping for pavement resurfacing from Rte. 50 to Rte. KK.	\$25,000
690617	MoDOT	RT F: Scoping for pavement resurfacing from 11th Street to 13th Street.	\$25,000
690620	MoDOT	RP IS670E TO CENTRAL ST: Scoping for bridge rehabilitation on off-ramp to Central Street, 0.1 mile east of Broadway Street and 0.1 mile west of Wyandotte Street.	\$50,000
690621	MoDOT	CRD LEFHOLZ RD: Scoping for bridge replacement over I-70, 1.6 miles east of Rte. AA and 2.2 miles west of Rte F.	\$25,000
690622	MoDOT	CST PITTMAN RD: Scoping for drainage improvements at I-70.	\$3,000
690624	MoDOT	ROUTE AA, ROUTE BB, JEFFERSON: Scoping to survey right-of-way at various locations in Grain Valley.	\$402,000
690625	MoDOT	CST The Paseo: Scoping for bridge rehabilitation 0.1 mile south of Missouri Avenue and 0.1 mile north of Independence Avenue.	\$80,000
690626	MoDOT	MO 350: Scoping to modify intersections from Hunter Avenue to Noland Road.	\$20,000
690628	MoDOT	MO 78: Scoping for corridor improvements from Lee's Summit Road to Truman Road.	\$20,000
690629	MoDOT	MO 9: Scoping for corridor improvements from 3rd Street to Admiral Boulevard.	\$20,000
690630	MoDOT	N OR 70: Scoping for pavement resurfacing west of Rte H.	\$25,000
690631	MoDOT	RP Eastwood Trfy to IS 435N: Scoping to repair slides on northbound ramp from RP Eastwood Trfy to IS435N	\$5,000

Projects From TIP 2022-2026 Under construction/in progress

690632	MoDOT	RP IS 35S to 27th St: Scoping for bridge rehabilitation over I-35 and I-35 southbound ramp to Summit Street.	\$80,000
690633	MoDOT	CST The Paseo: Scoping for bridge rehabilitation 0.1 mile south of Missouri Avenue and 0.1 mile north of Independence Avenue.	\$80,000
690634	MoDOT	IS 70: Scoping for corridor improvements from Rte. 7 to Rte. F.	\$200,000
690635	MoDOT	IS 70: Scoping for bridge rehabilitation 0.1 mile south of the 12th Street and 0.1 mile north of Troost Avenue and bridge east of Rte. 71 and 0.2 miles east of Troost Avenue over I-670.	\$160,000
690636	MoDOT	IS 70: Scoping for bridge rehabilitation over 12th Street.	\$160,000
690637	MoDOT	IS 70: Scoping to modify ramps from 11th Street to Admiral Boulevard.	\$20,000
690638	MoDOT	IS 70: Scoping for bridge rehabilitation over Troost Avenue.	\$240,000
690639	MoDOT	US 24: Scoping for bridge rehabilitation over Union Pacific Railroad and bridge over Little Blue River 0.5 mile west of Ferguson Road.	\$80,000
690640	MoDOT	US 24: Scoping for pavement resurfacing from I-435 to Rte. 291.	\$25,000
690642	MoDOT	US 50: Scoping to rebuild pavement from I-470 to Rte. RA.	\$200,000
690643	MoDOT	US 50: Scoping for corridor improvements from Rte. 7 to Johnson County line.	\$40,000
690644	MoDOT	US 71: Scoping for safety improvements from 22nd Street to 55th Street.	\$40,000
690645	MoDOT	IS 29: Scoping for bridge rehabilitation over Platte River 0.7 mile south of Rte. 371 and 0.9 mile north of Rte. HH.	\$60,000
690646	MoDOT	RT D: Scoping to rebuild pavement from I-435 to Ambassador Drive.	\$160,000
690647	MoDOT	RP RT D to MO 150E: Scoping to repair slides at Holmes Road entrance ramp.	\$5,000
690655	MoDOT	US 40 E: Scoping for safety and operational improvements from I-435 to Adam's Dairy Parkway.	\$450,000
690658	MoDOT	IS 70 E: Scoping for pavement resurfacing from Kansas State line to I-435.	\$20,000
690660	MoDOT	IS 29 S: Scoping for pavement repair from Rte. 210 to I-70.	\$20,000
690661	MoDOT	IS 435 S: Scoping for pavement resurfacing from Rte. 78 to Raytown Road.	\$20,000
690662	MoDOT	IS 470 W: Scoping for pavement resurfacing from Raytown Road to Rte. 291.	\$20,000
690663	MoDOT	IS 70 W: Scoping for pavement resurfacing from Manchester Trafficway to I-470.	\$20,000
690664	MoDOT	IS 435 S: Scoping for pavement resurfacing from Raytown Road to Rte. W.	\$20,000
690665	MoDOT	US 71 N: Scoping for pavement resurfacing from Dr. Martin Luther King Jr. Boulevard to I-470.	\$20,000
690666	MoDOT	US 50 E: Scoping for pavement resurfacing from Rte. RA to Johnson County line.	\$20,000
690667	MoDOT	US 24 E: Scoping for pavement resurfacing from Rte. 291 to Rte. 7.	\$20,000
690668	MoDOT	MO 291 N: Scoping for pavement resurfacing from I-470 to Rte. 50.	\$20,000
690669	MoDOT	RT W W: Scoping for pavement resurfacing from Kansas State line to I-435.	\$20,000
690671	MoDOT	IS 435 S: Scoping for bridge rehabilitation over Union Pacific Railroad, Kansas City Terminal Railway and BNSF Railway 1 mile south of Front Street.	\$20,000
790096	MoDOT	MO 58: Scoping to modify interchange configuration and bridge replacement in Belton.	\$104,000
790130	MoDOT	IS 49: Scoping for pavement resurfacing from 0.3 miles south of Rock Haven Road to 0.7 miles south of Rte. 7.	\$20,000

Projects From TIP 2022-2026 Under construction/in progress

790143	MoDOT	MO 2: Scoping for bridge rehabilitation over Poney Creek, 0.6 mile north of Main Street and 0.1 mile south of 267th Street.	\$9,000
790149	MoDOT	RT A: Scoping for bridge rehabilitation at I-49.	\$20,000
790150	MoDOT	RT B: Scoping to repair slides at South Grand River 0.4 mile from I-49.	\$20,000
790151	MoDOT	RT D: Scoping for slide repairs from 223rd Street to 227th Terrace.	\$20,000
790152	MoDOT	W OR 49 N: Scoping of West outer road of I-49 just south of Harrisonville, Cass County from 275th Street to 0.3 miles south of 275th Street.	\$10,000
790155	MoDOT	RT K S: Scoping for pavement resurfacing from Rte. P to Rte. 2.	\$20,000
790156	MoDOT	MO 291 N: Scoping for pavement resurfacing from Rte. 58 to I-49.	\$20,000
790157	MoDOT	MO 58 E: Scoping for pavement resurfacing from Rte. D to Clint Drive.	\$20,000
790158	MoDOT	RT C N: Scoping for pavement resurfacing from Rte. YY to Rte. 2.	\$20,000
990293	MoDOT	Scoping for signal improvements	\$262,000
990310	MoDOT	VARIOUS: Scoping for signal connectivity improvements at various locations in the urban Kansas City District.	\$115,000
990311	MoDOT	US-169; Improve sight distance and drainage and add turn lanes at 188th Street.	\$2,370,000
990312	MoDOT	VARIOUS: Scoping for lighting improvements at various locations in the urban Kansas City District.	\$130,000
990343	MoDOT	IS 435: Repair Slides on southbound at 53rd Street, southbound I-29 north of Rte. U, southbound I-29 north of truck parking area and northbound I-29 north of Rte. 273.	\$2,388,000
990344	MoDOT	VARIOUS: Scoping for sign truss inspections on various routes in the urban Kansas City District.	\$150,000
990361	MoDOT	Various Routes: Scoping for signage upgrade at various interchanges.	\$20,000
990371	MoDOT	Rte. 291: Scoping for shoulder replacement on I-49, I-29, and I-70.	\$20,000
356107	Johnson County	Drive on Sunshine-Johnson County Solar Powered Pool Vehicle Program	\$610,000
490235	MoDOT	MO 92: Rebuild pavement from Marshall Street to Kentucky Avenue.	\$6,917,000
627020	Grandview	135th Street Multipurpose Trail	\$206,250
690569	MoDOT	IS 70: Bridge rehabilitation over Rte. 40, 0.1 mile west of Blue Ridge Boulevard and bridge rehabilitation over Sterling Avenue, 0.7 mile east of Pittman Road.	\$20,431,000
738107	Pleasant Hill	MOPAC Trail Phase 3	\$485,257
867004	Louisburg	K-68 W. Crestview to S. 2nd Street to Broadway	\$664,860

Table 28: Projects From TIP 2022–2026 Deleted

TIP Project Number	Lead Agency	Project Name	Total Cost
490226	MoDOT	IS 635: Scoping for bridge replacement on ramp to I-29 north, 1.0 mile north of High Drive and 0.5 mile south of 64th Street.	\$25,000
490229	MoDOT	CRD OLD PIKE RD: Scoping for bridge replacement over I-29, 1.8 miles south of New Market Road and 1.4 miles north of Rte. U.	\$25,000
490230	MoDOT	Various: Scoping to survey segments of Roanridge Road to sell excess right-of-way parcels near I-435 in Platte City and from Barry Road to south of 56th Street in Kansas City.	\$210,000
490231	MoDOT	MO 92: Scoping for intersection improvements at Rte. 45.	\$20,000
490232	MoDOT	RP NW Gateway Ave N to IS 29N: Scoping for bridge rehabilitation over I-29.	\$80,000
490237	MoDOT	MO 45 N: Scoping for safety and operational improvements from Rte. 273 to I-435 and on Rte. 92 from Missouri River to Rte. 169.	\$460,000
490238	MoDOT	IS 435 N: Scoping for pavement resurfacing from I-29 to NW Cookingham Drive.	\$20,000
490239	MoDOT	RT KK E: Scoping for pavement resurfacing from Rte. B to Platte County line.	\$20,000
590201	MoDOT	MO 291: Scoping for corridor improvements from Ash Avenue to I-435 in Kansas City.	\$146,000
590266	MoDOT	IS 435: Scoping for operational improvements at 48th Street and Parvin Road in Kansas City.	\$422,000
590283	MoDOT	MO 33: Scoping for intersection improvements at 19th Street in Kearney.	\$25,000
590291	MoDOT	SP 69: Scoping for bridge rehabilitation over I-35, 0.3 mile south of Lancaster Avenue and 0.4 mile north of Brighton Avenue.	\$209,000
590318	MoDOT	IS 29: Scoping for bridge lighting repair over the Missouri River.	\$20,000
590319	MoDOT	IS 35: Scoping for corridor improvements from I-435 to Rte. 69.	\$160,000
590320	MoDOT	IS 35: Scoping for pavement resurfacing from the Clay County Line to Fishing River Bridge.	\$25,000
590321	MoDOT	IS 435: Scoping to repair erosion in the median 0.4 mile north of I-35.	\$20,000
590322	MoDOT	IS 435: Scoping to modify interchange configuration at Parvin Road.	\$80,000
590323	MoDOT	MO 291: Scoping for pavement resurfacing from Rte. 33 to Orchard Avenue.	\$25,000
590324	MoDOT	MO 291: Scoping to upgrade signals at Claywoods Drive and at Ruth Ewing Road.	\$20,000
590325	MoDOT	MO 9: Scoping to signal upgrade at North Oak Trafficway.	\$20,000
590326	MoDOT	MO 92: Scoping for intersection improvements at Plattsburg Road.	\$20,000
590329	MoDOT	IS 29 S: Scoping for pavement resurfacing from Rte. 69 to I-35.	\$20,000
590330	MoDOT	US 69 N: Scoping for pavement resurfacing from McCleary Road to I-35.	\$20,000
590331	MoDOT	US 169 S: Scoping for pavement resurfacing from Barry Road to I-29.	\$20,000
590332	MoDOT	RT C S: Scoping for pavement resurfacing from Clinton County line to Rte. 92.	\$20,000
590333	MoDOT	MO 10 W: Scoping for pavement resurfacing from Rte. 69 to Rte. Y.	\$20,000
590334	MoDOT	MO 92 E: Scoping for pavement resurfacing from Rte. 33 to Rte. 69.	\$20,000

Table 28: Projects From TIP 2022–2026 Deleted

TIP Project Number	Lead Agency	Project Name	Total Cost
590335	MoDOT	RT H W: Scoping for pavement resurfacing from Liberty city limits to McKee Road.	\$20,000
590336	MoDOT	MO 9 N: Scoping for bridge rehabilitation over Missouri River.	\$20,000
590337	MoDOT	RT C S: Scoping for bridge rehabilitation over Camp Branch on Smithville Lake.	\$20,000
590338	MoDOT	RP IS35N TO M092 N: Scoping to rebuild pavement on northbound ramp.	\$20,000
590339	MoDOT	US 169 N: Scoping for concrete pavement repairs from Owens Avenue to Commercial Street.	\$20,000
690399	MoDOT	US 50: Scoping for corridor improvements from Colbern Road to Todd George Parkway in Lee's Summit.	\$388,000
690401	MoDOT	I-70 SCOPING FOR CORRIDOR IMPROVEMENTS	\$2,540,000
690438	MoDOT	VARIOUS: Scoping for interchange improvements from SW Ward Road to SW Blue Parkway in Lee's Summit.	\$251,000
690485	MoDOT	IS 470: Scoping for bridge and operational improvements from Little Blue River in Independence to 39th Street in Independence.	\$545,000
690494	MoDOT	I-70: Scoping for corridor improvements from I-435 to I-470	\$120,000
690498	MoDOT	US 71: Scoping to add turn lanes, drainage and upgrade sidewalks from Truman Road to I-470 in Kansas City.	\$105,000
690499	MoDOT	I-70: Scoping for bridge improvements. IS 70: Scoping for bridge improvements at Union Pacific Railroad over I-70 in Independence.	\$250,000
690510	MoDOT	IS 470: Scoping for interchange improvements at Woods Chapel Road in Lee's Summit	\$420,000
690546	MoDOT	MO 291: Scoping for Surveying	\$225,000
690550	MoDOT	CST Blue Ridge Blvd: Modify interchange configuration over I-70 in Independence.	\$12,584,000
690554	MoDOT	IS 70: Scoping for corridor improvements from the downtown loop in Kansas City to Rte. 40.	\$2,545,000
690555	MoDOT	IS 35: Scoping to replace sign trusses from Kansas State line to I-670.	\$57,000
690559	MoDOT	US 50: Scoping for slope protection repair between O'Brien Street and Third Street.	\$25,000
690564	MoDOT	IS 70: Scoping for capacity improvements from Rte. 7 in Blue Springs to Rte. F in Oak Grove.	\$1,135,000
690566	MoDOT	IS 70: Scoping for bridge replacement from 0.5 mile east of Prospect Avenue to 0.5 mile east of 27th Street.	\$50,000
690567	MoDOT	IS 70: Scoping for bridge replacement from 0.3 mile east of Troost Avenue to 0.2 mile east of Prospect Avenue.	\$100,000
690568	MoDOT	IS 70: Scoping for bridge rehabilitation over Liberty Street and Mulberry Street, from Kansas state line to 0.2 mile west of Broadway Street.	\$25,000
690570	MoDOT	IS 70: Scoping to add median barrier from Troost Avenue to 0.1 mile east of Rte. 40.	\$35,000
690572	MoDOT	US 71: Scoping for bridge replacement over 12th Street, 0.1 mile south of 10th Street and 0.1 mile north of 13th Street.	\$22,000
690575	MoDOT	RT BB: Scoping for intersection improvements at Duncan Road.	\$25,000

Table 28: Projects From TIP 2022–2026 Deleted

TIP Project Number	Lead Agency	Project Name	Total Cost
690577	MoDOT	PED CYPRESS OVERPASS: Scoping for bridge improvements over I-70 from Cypress Street to Oakley Street.	\$30,000
690581	MoDOT	CST TOPPING AVE: Scoping for bridge replacement over Rte. 40 east of Oakley Avenue and west of White Avenue.	\$20,000
690582	MoDOT	RT W: Scoping for bridge replacement over I-435	\$30,000
690615	MoDOT	IS 70: Scoping for bridge rehabilitation over Sni-A-Bar Creek, 0.8 mile west of Lefholz Road and 0.8 mile east of Rte. AA.	\$25,000
690616	MoDOT	RT E: Scoping for pavement resurfacing from Rte. 50 to Rte. KK.	\$25,000
690617	MoDOT	RT F: Scoping for pavement resurfacing from 11th Street to 13th Street.	\$25,000
690620	MoDOT	RP IS670E TO CENTRAL ST: Scoping for bridge rehabilitation on off-ramp to Central Street, 0.1 mile east of Broadway Street and 0.1 mile west of Wyandotte Street.	\$50,000
690621	MoDOT	CRD LEFHOLZ RD: Scoping for bridge replacement over I-70, 1.6 miles east of Rte. AA and 2.2 miles west of Rte F.	\$25,000
690622	MoDOT	CST PITTMAN RD: Scoping for drainage improvements at I-70.	\$3,000
690624	MoDOT	ROUTE AA, ROUTE BB, JEFFERSON: Scoping to survey right-of-way at various locations in Grain Valley.	\$402,000
690625	MoDOT	CST The Paseo: Scoping for bridge rehabilitation 0.1 mile south of Missouri Avenue and 0.1 mile north of Independence Avenue.	\$80,000
690626	MoDOT	MO 350: Scoping to modify intersections from Hunter Avenue to Noland Road.	\$20,000
690628	MoDOT	MO 78: Scoping for corridor improvements from Lee's Summit Road to Truman Road.	\$20,000
690629	MoDOT	MO 9: Scoping for corridor improvements from 3rd Street to Admiral Boulevard.	\$20,000
690630	MoDOT	N OR 70: Scoping for pavement resurfacing west of Rte H.	\$25,000
690631	MoDOT	RP Eastwood Trfy to IS 435N: Scoping to repair slides on northbound ramp from RP Eastwood Trfy to IS435N	\$5,000
690632	MoDOT	RP IS 35S to 27th St: Scoping for bridge rehabilitation over I-35 and I-35 southbound ramp to Summit Street.	\$80,000
690633	MoDOT	CST The Paseo: Scoping for bridge rehabilitation 0.1 mile south of Missouri Avenue and 0.1 mile north of Independence Avenue.	\$80,000
690634	MoDOT	IS 70: Scoping for corridor improvements from Rte. 7 to Rte. F.	\$200,000
690635	MoDOT	IS 70: Scoping for bridge rehabilitation 0.1 mile south of the 12th Street and 0.1 mile north of Troost Avenue and bridge east of Rte. 71 and 0.2 miles east of Troost Avenue over I-670.	\$160,000
690636	MoDOT	IS 70: Scoping for bridge rehabilitation over 12th Street.	\$160,000
690637	MoDOT	IS 70: Scoping to modify ramps from 11th Street to Admiral Boulevard.	\$20,000
690638	MoDOT	IS 70: Scoping for bridge rehabilitation over Troost Avenue.	\$240,000
690639	MoDOT	US 24: Scoping for bridge rehabilitation over Union Pacific Railroad and bridge over Little Blue River 0.5 mile west of Ferguson Road.	\$80,000

Table 28: Projects From TIP 2022–2026 Deleted

TIP Project Number	Lead Agency	Project Name	Total Cost
690640	MoDOT	US 24: Scoping for pavement resurfacing from I-435 to Rte. 291.	\$25,000
690642	MoDOT	US 50: Scoping to rebuild pavement from I-470 to Rte. RA.	\$200,000
690643	MoDOT	US 50: Scoping for corridor improvements from Rte. 7 to Johnson County line.	\$40,000
690644	MoDOT	US 71: Scoping for safety improvements from 22nd Street to 55th Street.	\$40,000
690645	MoDOT	IS 29: Scoping for bridge rehabilitation over Platte River 0.7 mile south of Rte. 371 and 0.9 mile north of Rte. HH.	\$60,000
690646	MoDOT	RT D: Scoping to rebuild pavement from I-435 to Ambassador Drive.	\$160,000
690647	MoDOT	RP RT D to MO 150E: Scoping to repair slides at Holmes Road entrance ramp.	\$5,000
690655	MoDOT	US 40 E: Scoping for safety and operational improvements from I-435 to Adam's Dairy Parkway.	\$450,000
690658	MoDOT	IS 70 E: Scoping for pavement resurfacing from Kansas State line to I-435.	\$20,000
690660	MoDOT	IS 29 S: Scoping for pavement repair from Rte. 210 to I-70.	\$20,000
690661	MoDOT	IS 435 S: Scoping for pavement resurfacing from Rte. 78 to Raytown Road.	\$20,000
690662	MoDOT	IS 470 W: Scoping for pavement resurfacing from Raytown Road to Rte. 291.	\$20,000
690663	MoDOT	IS 70 W: Scoping for pavement resurfacing from Manchester Trafficway to I-470.	\$20,000
690664	MoDOT	IS 435 S: Scoping for pavement resurfacing from Raytown Road to Rte. W.	\$20,000
690665	MoDOT	US 71 N: Scoping for pavement resurfacing from Dr. Martin Luther King Jr. Boulevard to I-470.	\$20,000
690666	MoDOT	US 50 E: Scoping for pavement resurfacing from Rte. RA to Johnson County line.	\$20,000
690667	MoDOT	US 24 E: Scoping for pavement resurfacing from Rte. 291 to Rte. 7.	\$20,000
690668	MoDOT	MO 291 N: Scoping for pavement resurfacing from I-470 to Rte. 50.	\$20,000
690669	MoDOT	RT W W: Scoping for pavement resurfacing from Kansas State line to I-435.	\$20,000
690671	MoDOT	IS 435 S: Scoping for bridge rehabilitation over Union Pacific Railroad, Kansas City Terminal Railway and BNSF Railway 1 mile south of Front Street.	\$20,000
790096	MoDOT	MO 58: Scoping to modify interchange configuration and bridge replacement in Belton.	\$104,000
790130	MoDOT	IS 49: Scoping for pavement resurfacing from 0.3 miles south of Rock Haven Road to 0.7 miles south of Rte. 7.	\$20,000
790143	MoDOT	MO 2: Scoping for bridge rehabilitation over Poney Creek, 0.6 mile north of Main Street and 0.1 mile south of 267th Street.	\$9,000
790149	MoDOT	RT A: Scoping for bridge rehabilitation at I-49.	\$20,000
790150	MoDOT	RT B: Scoping to repair slides at South Grand River 0.4 mile from I-49.	\$20,000
790151	MoDOT	RT D: Scoping for slide repairs from 223rd Street to 227th Terrace.	\$20,000
790152	MoDOT	W OR 49 N: Scoping of West outer road of I-49 just south of Harrisonville, Cass County from 275th Street to 0.3 miles south of 275th Street.	\$10,000

Table 28: Projects From TIP 2022–2026 Deleted

TIP Project Number	Lead Agency	Project Name	Total Cost
790155	MoDOT	RT K S:Scoping for pavement resurfacing from Rte. P to Rte. 2.	\$20,000
790156	MoDOT	MO 291 N:Scoping for pavement resurfacing from Rte. 58 to I-49.	\$20,000
790157	MoDOT	MO 58 E:Scoping for pavement resurfacing from Rte. D to Clint Drive.	\$20,000
790158	MoDOT	RT C N:Scoping for pavement resurfacing from Rte. YY to Rte. 2.	\$20,000
990293	MoDOT	Scoping for signal improvements	\$262,000
990310	MoDOT	VARIOUS: Scoping for signal connectivity improvements at various locations in the urban Kansas City District.	\$115,000
990311	MoDOT	US-169; Improve sight distance and drainage and add turn lanes at 188th Street.	\$2,370,000
990312	MoDOT	VARIOUS: Scoping for lighting improvements at various locations in the urban Kansas City District.	\$130,000
990343	MoDOT	IS 435: Repair Slides on southbound at 53rd Street, southbound I-29 north of Rte. U, southbound I-29 north of truck parking area and northbound I-29 north of Rte. 273.	\$2,388,000
990344	MoDOT	VARIOUS: Scoping for sign truss inspections on various routes in the urban Kansas City District.	\$150,000
990361	MoDOT	Various Routes: Scoping for signage upgrade at various interchanges.	\$20,000
990371	MoDOT	Rte. 291:Scoping for shoulder replacement on I-49, I-29, and I-70.	\$20,000
356107	Johnson County	Drive on Sunshine-Johnson County Solar Powered Pool Vehicle Program	\$610,000
490235	MoDOT	MO 92: Rebuild pavement from Marshall Street to Kentucky Avenue.	\$6,917,000
627020	Grandview	135th Street Multipurpose Trail	\$206,250
690569	MoDOT	IS 70: Bridge rehabilitation over Rte. 40, 0.1 mile west of Blue Ridge Boulevard and bridge rehabilitation over Sterling Avenue, 0.7 mile east of Pittman Road.	\$20,431,000
738107	Pleasant Hill	MOPAC Trail Phase 3	\$485,257
867004	Louisburg	K-68 W. Crestview to S. 2nd Street to Broadway	\$664,860



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