

TRANSPORTATION IMPROVEMENT PROGRAM

Mid-America Regional Council
Transportation Department

2026-2030

Updated September 2025



MPO Self-Certification

The Kansas Department of Transportation, the Missouri Department of Transportation and the Mid-America Regional Council certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Patrick J. Toby, P.E.
Chief of Transportation Planning
Kansas Department of Transportation

Date 10/28/25



Greg Bolon
Kansas City District Engineer
Missouri Department of Transportation

Date 10/30/25



David A. Warm
Executive Director
Mid-America Regional Council

Date 10/28/2025

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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 a variety of 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. The member counties are Cass, Clay, Jackson, Platte, and Ray in Missouri and Johnson, Leavenworth, Miami, and Wyandotte in Kansas. The six cities with direct Board appointments are Kansas City, Missouri; Kansas City, Kansas; Independence, Missouri; Lee's Summit, Missouri; Olathe, Kansas; and Overland Park, Kansas.

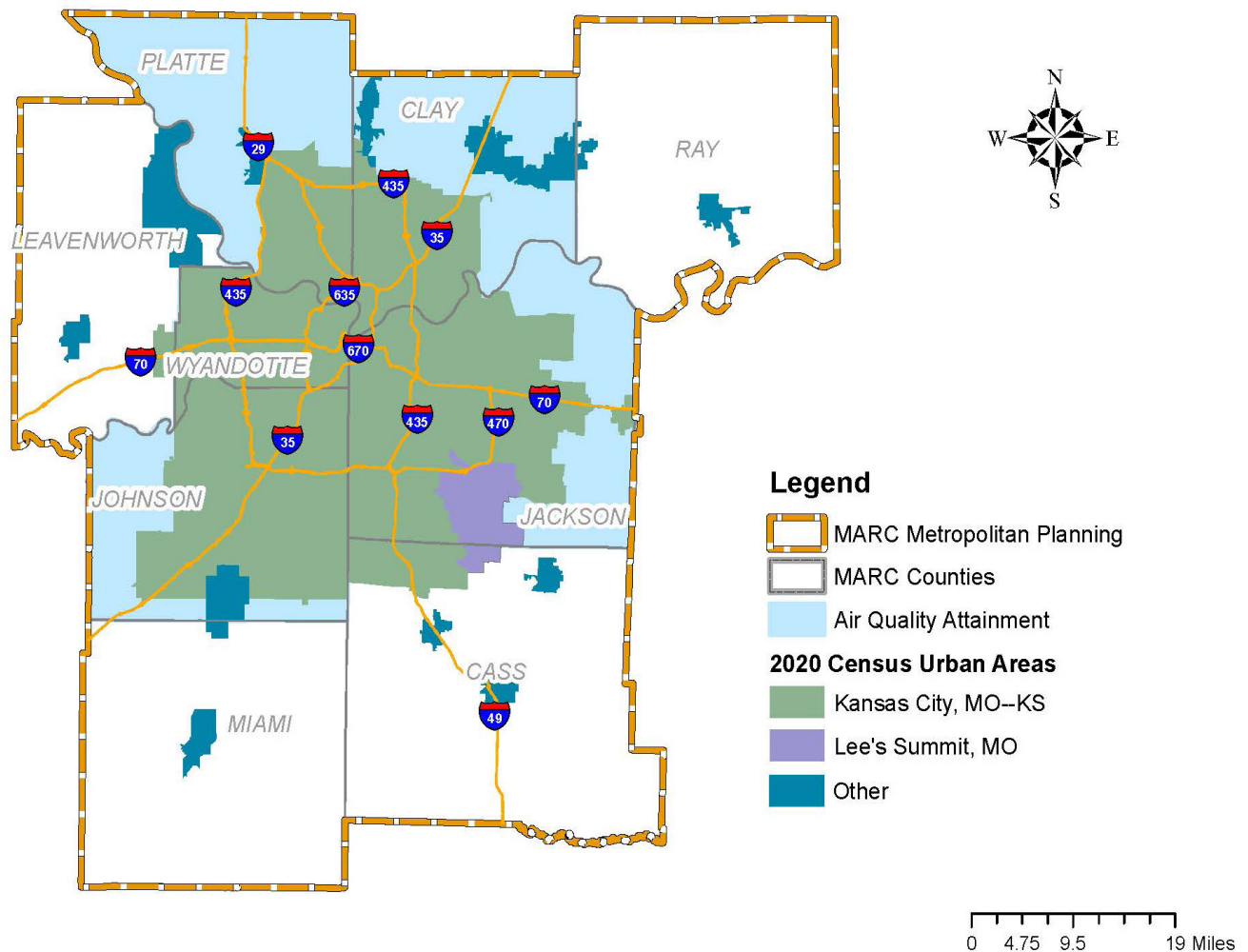
MARC plays an active leadership role in strengthening the metropolitan community by providing:

- 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

MARC serves as the MPO for the bistate Kansas City region. Its current planning jurisdiction consists of nine counties (Cass, Clay, Jackson, Platte and Ray counties in Missouri, and Johnson, Leavenworth, Miami and Wyandotte counties in Kansas), home to a population of approximately 2.13 million.

MARC Regional Boundaries



The most recent update to the Metropolitan Planning Boundary was approved by the Governor of Missouri on Oct.

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, Platte and Ray counties and a small 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 2.13 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.

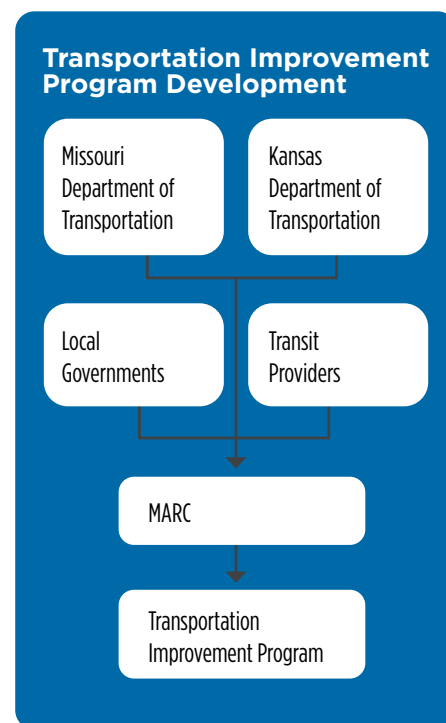
- Be consistent with the approved metropolitan transportation plan.
- Conform with the State Implementation Plan (SIP) for air quality if the region is designated a non-attainment or maintenance area.
- Demonstrate that proposed transportation investments are financially realistic and achievable.
- List 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 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	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 2026-2030 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. 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. Additional details are provided in a later section of this document.

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 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 2026–2030 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 2026–2030.

The IIJA also 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 originally 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.

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. MARC actively tracks these and other performance measures.

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 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 2024 design value was at the 71ppb threshold set by the 2015 standard. Particulate matter (PM_{2.5}) is also of concern, with tightened standards promulgated in 2024. Annual design values for particulate pollution are trending upward in Kansas City, Kansas and Olathe, Kansas. MARC continues to monitor this situation closely while preparing for the potential impacts of a redesignation on the regional planning processes.

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 2026–2030.

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 2026–2030 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.

Active Transportation Programming Committee programs projects for Kansas and Missouri TAP	Kansas and Missouri STP Committees make recommendations for Kansas and Missouri STBG funds.	Transportation Emissions Committee makes recommendations for the Carbon Reduction and CMAQ programs	Mobility Advisory Committee recommends funding for FTA Section 5310 projects
Programming recommendations are approved by MARC’s Total Transportation Policy Committee			
Programming recommendations are approved by MARC’s Board of Directors and incorporated into the TIP			
TIP is approved by the Kansas, Missouri and the U.S. departments of transportation and incorporated directly or by reference into state TIPs.			

The MARC Total Transportation Policy Committee (TTPC) approved the 2026-2030 TIP on October 21, 2025. 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 approved the TIP on October 28, 2025. 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					
2025	2026	2027	2028	2029	2030
Complete update 2026-2030	Amendments only	Complete update 2028-2032	Amendments only	Complete update 2030-2034	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.

Connected KC 2050, the MTP for the Kansas City region, directs transportation decision-making and serves as the foundation for the project and program evaluation processes and programming activities used by MARC. The evaluation criteria used to determine project priorities reflects the goals and objectives identified in Connected KC 2050. The most recent update of Connected KC 2050, approved in June 2025, added a new goal regarding Housing and the reduction of the housing/transportation cost burden for area residents. MARC committees will work to incorporate this goal into the project evaluation criteria and programming process in

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

advance of the next call for projects in early 2026.

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.

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

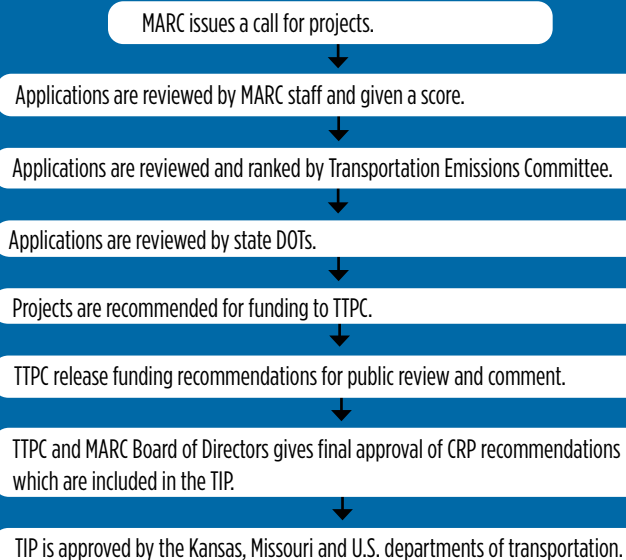
Carbon Reduction Program

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.

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 transportation impacts, emissions reduction, environmental stewardship, public health and economic impact. These scores, along with public input, other relevant information, and committee discretion are used by the Transportation Emissions Committee to develop a

recommendation of proposed projects for each state. The committee forwards these recommendations to the TTPC. Additional information regarding the CRP program is available online at marc.org/transportation/funding/carbon-reduction-program

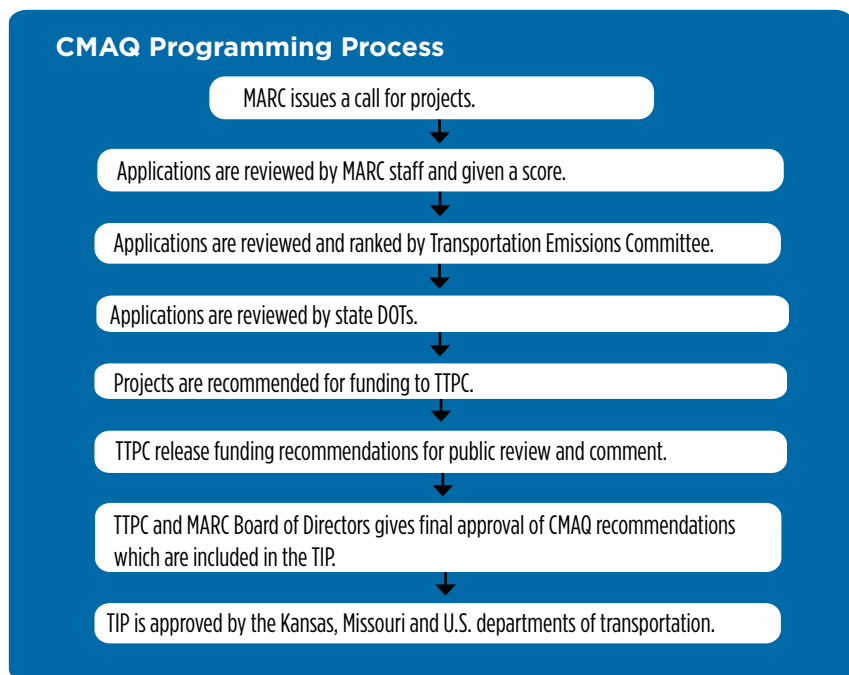
CRP Programming Process



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.

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.

MARC programs CMAQ funds using a competitive application process through the Transportation Emissions.

Project applications were solicited in four categories:

- Alternative fuels, diesel retrofit, outreach, and other
- Bicycle and pedestrian
- Public transportation
- Traffic flow

MARC staff determine scores for CMAQ funding applications based on criteria developed by the committee. 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. The Transportations Emissions Committee uses 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 committee makes a recommendation to the TTPC. Additional information regarding the CMAQ program is available online at marc.org/Transportation/Funding/FHWA/Congestion-Mitigation-Air-Quality.

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

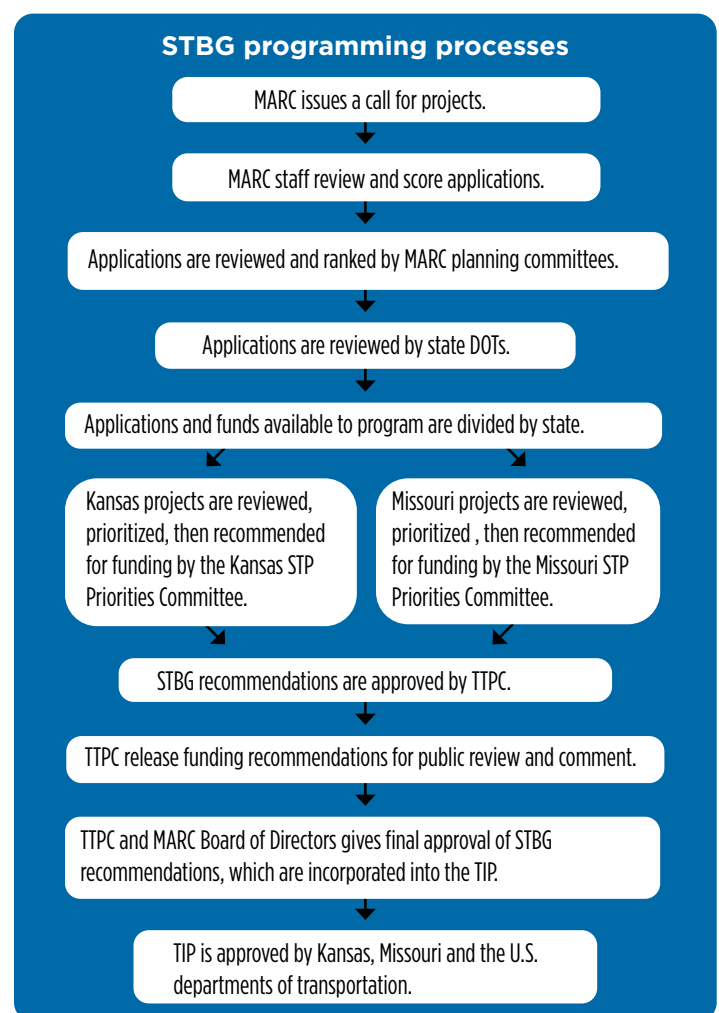
Surface Transportation Block Grant Program

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.
- Public transportation.
- Roadway capacity.
- Transportation operations and management.
- Transportation safety.
- Other eligible projects

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,

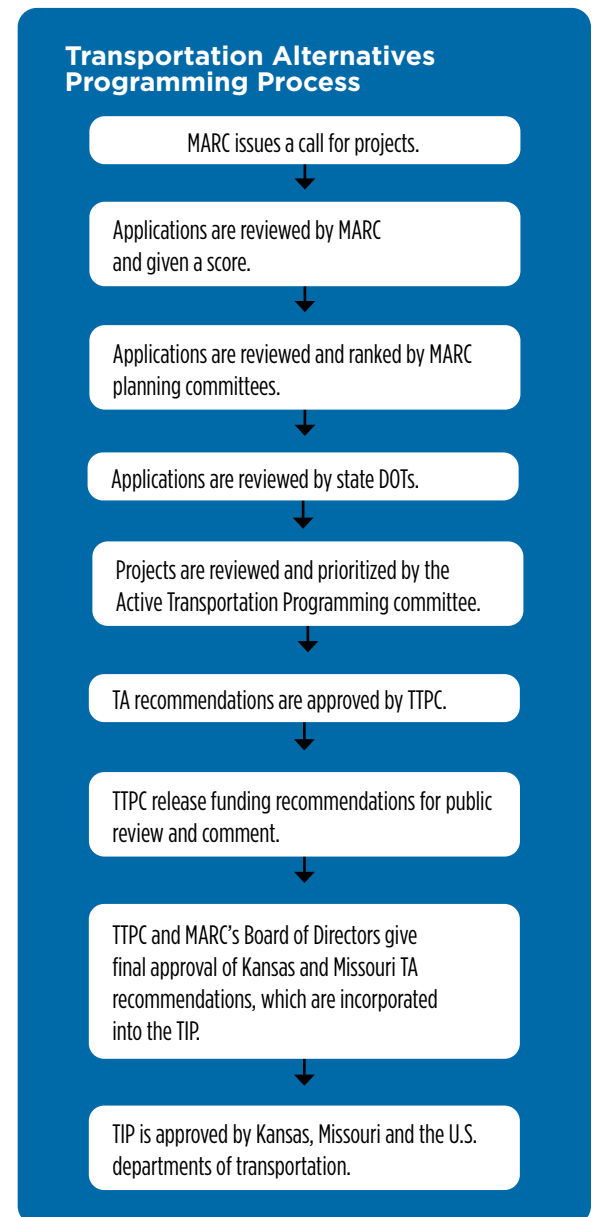


environment, economic vitality, and consistency with regional goals. The Priorities Committees use these scores, advisory input from MARC planning committees, public input, other relevant information and committee discretion to develop a ranking of proposed projects for each category. Finally, the committees make recommendations to the TTPC. Additional information regarding the STBG program is available online at marc.org/Transportation/Funding/FHWA/Surface-Transportation-Block-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 and scores the applications based on factors such as system performance and condition, safety, environment, 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. Additional information regarding the TA program is available online at marc.org/transportation/funding/transportation-alternatives-set-aside.



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.

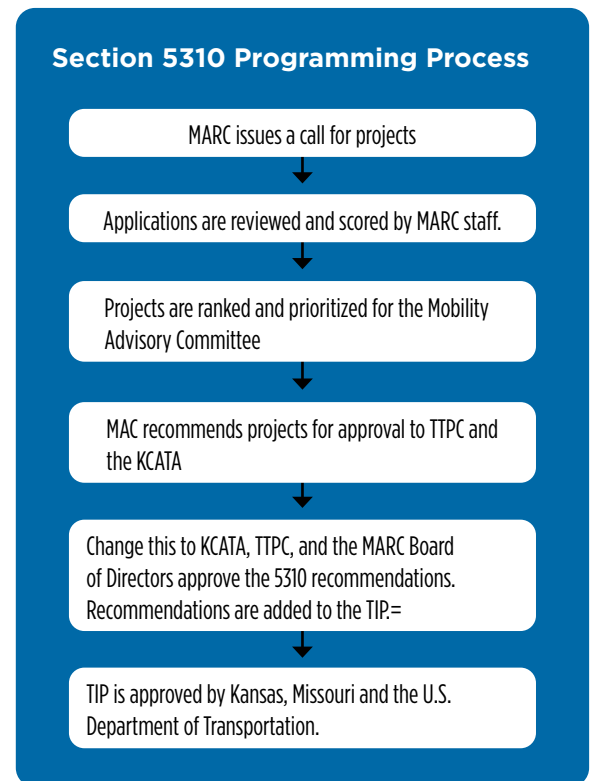
A locally developed coordinated public transit-human services transportation plan must include projects selected for funding. At least 55% of program funds must be spent on the types of capital projects eligible under the former section 5310 — public transportation projects planned, designed and carried 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), 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, 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 Total Transportation Policy Committee and the Kansas City Area Transportation Authority Board of Directors. 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: 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.

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 2026-2030 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 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 and balanced multimodal 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/plans-and-studies/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, TTPC and 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 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 2024-2028 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 450.326(N) (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.

The following major projects documented in the 2024-2028 TIP advanced to implementation:

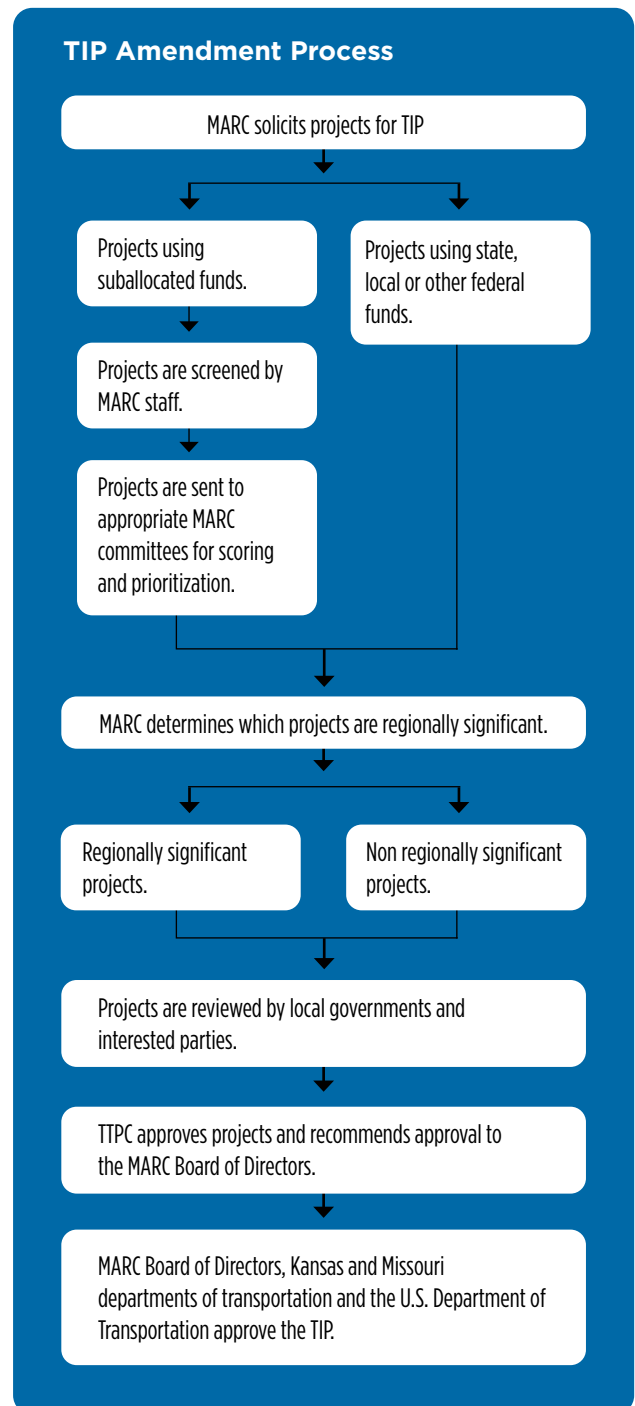
- KDOT #280125 - Bridges #104 & #105 on K-32 in Wyandotte County, located at the K-32/Turner Diagonal/Kaw Drive intersection
- KDOT #280172 - Bridge #136 on US-69 (18th St. Expressway) in Wyandotte County
- KDOT #380208 - US-69 from 151st Street North to 103rd Street and 167th Street Interchange
- KDOT #380221- De Soto (Panasonic Battery Plant): local road improvements at various locations including widening a section from 2-lane to 4-lane, shared use path and interchange improvements at K-10/Lexington Ave
- MoDOT #690563 - IS 70: Bridge replacement, removal and rebuild pavement from Paseo to I-435
- MoDOT #690687 - IS 70: Safety and capacity improvements from Blue Springs to Odessa

No projects from the 2024-2028 TIP meet the criteria for significant delay.

MARC has compiled a listing of all projects included in the 2024-2028 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 2025 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, 2024 to September 30, 2025. MARC will produce the Annual Listing by Dec. 31, 2025, in accordance with 23 CFR 450.334 and the MARC Public Participation Plan. The listing will be published to marc.org.



PUBLIC PARTICIPATION

MARC seeks to provide participation opportunities for residents interested in the transportation planning process. 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:

- 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 X 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 Block Grant Program (STBG), Congestion Mitigation Air Quality (CMAQ), Carbon Reduction Program, 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.

Use input to shape policies, plans and programs

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.

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.

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 at marc.org/transportation/plans-and-studies/public-participation-plan.

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 2026–2030 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 2026–2030 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, 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 also 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 2026–2030 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 increased due to inflation.

It should be noted 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 expires at the end of the 2026 federal 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.

In 2024, MARC used a competitive application process to program Carbon Reduction Program funding directly suballocated to the region through FY 2028 in both Kansas and Missouri. MARC's Transportation Emissions Committee, a subcommittee of TTPC, governed this process.

In 2026, MARC expects to begin the process of developing a new program of CRP projects in both Kansas and Missouri through 2030. 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 2026-2030 TIP includes previously programmed CRP projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved.

Revenues for 2029-2030 have been projected based on levels of funding under the IIJA. Table 3 summarizes the expected revenues and expenditures for the CRP program.

Table 3: MARC Carbon Reduction Program (\$1,000's)					
Kansas	2026	2027	2028	2029	2030
Revenue	\$2,163.39	\$2,163.39	\$2,163.39	\$2,163.39	\$2,163.39
Carryover from Previous Years	\$157.92	\$891.30	\$901.69	\$553.08	\$2,716.47
Expenditure	\$1,430.00	\$2,153.00	\$2,512.00	\$0.00	\$0.00
Total Remaining	\$891.30	\$901.69	\$553.08	\$2,716.47	\$4,879.86
Missouri	2026	2027	2028	2029	2030
Revenue	\$3,244.27	\$3,244.27	\$3,244.27	\$3,244.27	\$3,244.27
Carryover from Previous Years	\$7,755.61	\$255.73	\$0.00	\$344.27	\$3,588.54
Expenditure	\$10,744.15	\$3,500.00	\$2,900.00	\$0.00	\$0.00
Total Remaining	\$255.73	\$0.00	\$344.27	\$3,588.54	\$6,832.81

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 2024, MARC programmed CMAQ funds through FY 2028 in a competitive application process. The MARC Air Quality Forum and TTPC governed this process.

In early 2026, MARC expects to begin the process of developing a new program for CMAQ projects in both Kansas and Missouri through at least FY 2030. 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 2026-2030 TIP includes previously programmed CMAQ projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2029-2030 have been projected based on levels of funding under the IIJA. Table 4 summarizes the expected revenues and expenditures for the CMAQ program.

Table 4: MARC CMAQ Program (\$1,000s)

Kansas	2026	2027	2028	2029	2030
Revenue	\$2,603.50	\$2,370.07	\$2,732.08	\$2,732.08	\$2,732.08
Carryover from previous years	\$0.00	\$0.00	\$686.06	\$747.64	\$3,479.73
Expenditure	\$2,603.50	\$1,684.01	\$2,670.50	\$0.00	\$0.00
Total remaining	\$0.00	\$686.06	\$747.64	\$3,479.73	\$6,211.81
Missouri	2026	2027	2028	2029	2030
Revenue	\$2,902.78	\$2,902.78	\$2,902.78	\$2,902.78	\$2,902.78
Carryover from previous years	\$1,808.77	\$597.46	\$275.32	\$0.00	\$2,902.79
Expenditure	\$4,114.09	\$3,224.93	\$3,178.10	\$0.00	\$0.00
Total remaining	\$597.46	\$275.32	\$0.00	\$2,902.79	\$5,805.57

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 2024, MARC programmed STBGM funds through FY 2028 using a competitive application process. MARC's Kansas and Missouri STP Priorities Committees, subcommittees of TTPC, govern this process. In early 2026, both the Kansas and Missouri STP Priorities committees will begin the process of developing a new round of projects for FFY 2029–2030. 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 2026–2030 TIP includes previously programmed STBGM projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2029–2030 have been projected based on levels of funding under the IIJA.

Table 5: Kansas STBGM Program (\$1,000s)

	2026	2027	2028	2029	2030
Expected annual allocation	\$16,068.79	\$16,068.79	\$16,068.79	\$16,068.79	\$16,068.79
Carryover from previous years	\$5,273.32	\$2,345.29	\$4,971.08	\$3,002.87	\$19,071.66
Expenditures	\$18,996.82	\$13,443.00	\$18,037.00	\$0.00	\$0.00
Total remaining	\$2,345.29	\$4,971.08	\$3,002.87	\$19,071.66	\$35,140.45

Table 6: Missouri STBGM Program (\$1,000s)

	2026	2027	2028	2029	2030
Expected annual allocation	\$27,193.88	\$27,193.88	\$27,193.88	\$27,193.88	\$27,193.88
Carryover from previous years	\$3,692.07	\$1,491.33	\$424.12	\$0.00	\$1,501.88
Expenditures	\$29,394.62	\$28,261.09	\$27,618.00	\$25,692.00	\$0.00
Total remaining	\$1,491.33	\$424.12	\$0.00	\$1,501.88	\$28,695.76

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 2024, MARC used a competitive application process to program Transportation Alternatives funding directly suballocated to the region through FY 2028 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 2030 for both Kansas and Missouri in early 2026. 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 2026–2030 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 2029–2030 have been projected based on levels of funding provided under the IIJA.

Table 7: Transportation Alternatives Program (\$1,000s)

Kansas	2026	2027	2028	2029	2030
Expected annual allocation	\$2,414.99	\$2,414.99	\$2,414.99	\$2,414.99	\$2,414.99
Carryover from previous years	\$3,404.13	\$833.02	\$0.00	\$1,610.92	\$4,025.91
Expenditure	\$4,986.10	\$3,248.01	\$804.08	\$0.00	\$0.00
Total remaining	\$833.02	\$0.00	\$1,610.92	\$4,025.91	\$6,440.90
Missouri	2026	2027	2028	2029	2030
Expected annual allocation	\$5,731.01	\$5,731.01	\$5,731.01	\$5,731.01	\$5,731.01
Carryover from previous years	\$11,320.47	\$1,940.82	\$0.00	\$2,604.33	\$7,335.33
Expenditure	\$15,110.66	\$7,671.83	\$3,126.68	\$1,000.00	\$0.00
Total remaining	\$1,940.82	\$0.00	\$2,604.33	\$7,335.33	\$13,066.34

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.

In 2024, the Mobility Advisory Committee used a competitive application process to determine priorities for funding made available under the IIJA. MARC expects to program additional 5310 funding in early 2026.

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

Kansas has successfully funded comprehensive transportation programs throughout the state for the last 20 years. Kansas' current transportation program, the Eisenhower Legacy Transportation Program (IKE), will continue through 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 2026-2030 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 37 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 29% of the revenue generated from the state's 29.5 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 25% of transportation revenues. It should be noted that the Missouri tax on motor fuel was recently increased by 2.5 cents per gallon each year until 2025. Now fully implemented, the state motor fuel tax is 29.5 cents per gallon and is estimated to generate an additional \$500 million in annual revenue less refunds. The additional revenue is distributed to the state, cities and counties.

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 2026 and beyond. Motor vehicle and driver licensing fees are projected to grow 1.5 percent for 2026 and beyond.

Additional transportation funds have recently been made available via general revenue for the Governor's Focus on Bridges Program, Transportation Cost Share Programs, Improve Interstate 70 (I-70) Project, and General Assembly Designated and Funded Initiatives. 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 Revenue to make the debt service payments annually for 15 years.

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 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 2026 and included in the FY 2024-2028 TIP that were obligated by FHWA in late FY 2025 will be carried forward into the FY 2026-2030 TIP to aid in the completion of the remaining implementation steps.

The estimated street and highway revenues are shown in Table 8; the project costs for each year of the FFY 2026-2030 TIP are included in Table 9.

² Estimates of 2025-2026 Special City/County Highway Fund distributions are available at admin.ks.gov/media/cms/SCCHF_20252026_County_Distribution_Estimate_460fe77bbda83.pdf

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

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 2026-2030 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 five years covered by this document, these scoping projects are not included in the totals for MoDOT’s FY 2026-2030 program. A list of scoping projects is included as Appendix C.

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. The second 3/8 cent sales tax was renewed by voters in 2023 and will remain in effect until 2033.

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.

Some jurisdictions on the Missouri side of the region also provide local support to the KCATA with general tax revenues, mainly for demand response services. General tax revenues also fund local support on the Kansas side of the region. Although there is no fare for general transit service at the current time, local revenue estimates include passenger fares for demand response services, which represent a significant source of revenue for public transit services.

Table 8: Estimated revenues by year and funding source (\$1,000s)

STATE	SOURCE	2026	2027	2028	2029	2030
Kansas	BRF-KS	\$51,400.00	\$38,249.00	\$18,320.00	\$2,718.20	\$0.00
	BR-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$1,446.70
	BRO-KS	\$1,933.25	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$140.00	\$1,799.57	\$1,761.58	\$2,732.08	\$2,732.08
	CREDIT	(\$281,369.00)	(\$176,738.25)	(\$216,595.00)	(\$179,165.40)	(\$2,773.00)
	CRP-KS	\$1,404.24	\$1,800.00	\$0.00	\$2,024.00	\$0.00
	CRPM-KS	\$1,158.07	\$2,153.00	\$2,512.00	\$2,163.39	\$2,163.39
	FRP-KS	\$6,024.00	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-KS	\$5,000.00	\$8,020.40	\$800.00	\$800.00	\$800.00
	LOCAL	\$117,074.55	\$97,374.66	\$91,273.01	\$66,048.96	\$66,055.88
	NHPP-KS	\$222,346.35	\$137,688.75	\$138,785.90	\$39,731.90	\$526.30
	PRTCT-KS	\$300.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$62,927.14	\$8,724.53	\$6,860.01	\$6,509.81	\$6,619.46
	STATE-KS (AC)	\$172,474.10	\$82,013.50	\$2,640.00	\$800.00	\$800.00
	STBG-KS	\$798.60	\$0.00	\$58,688.40	\$121,745.70	\$0.00
	STBGM-KS	\$21,893.67	\$17,304.08	\$20,649.87	\$19,071.66	\$16,068.79
	STP-KS	\$0.00	\$0.00	\$0.00	\$12,145.60	\$0.00
	TA-KS	\$5,819.12	\$3,248.01	\$2,414.99	\$2,414.99	\$2,414.99

Table 8: Estimated revenues by year and funding source (\$1,000s)

STATE	SOURCE	2026	2027	2028	2029	2030
Missouri	BRO-MO	\$608.00	\$1,100.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$4,114.09	\$1,929.75	\$2,607.60	\$2,902.78	\$2,902.78
	CREDIT	(\$55,477.00)	(\$14,115.00)	(\$10,125.00)	(\$2,248.00)	(\$13,859.00)
	CRPM-MO	\$10,999.88	\$3,500.00	\$3,244.27	\$3,244.27	\$3,244.27
	FLAP-MO	\$1,019.76	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$4,101.90	\$15,921.00	\$9,069.00	\$0.00	\$0.00
	HUD-MO	\$249.00	\$0.00	\$0.00	\$0.00	\$0.00
	INFRA-MO	\$43,135.00	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$100,516.01	\$94,660.16	\$96,091.30	\$105,653.96	\$113,378.06
	NHFP-MO	\$9,458.00	\$9,462.50	\$211,789.00	\$12.00	\$3,176.00
	NHPP-MO	\$214,678.50	\$132,602.20	\$163,376.80	\$96,232.20	\$60,570.00
	RAISE-MO	\$1,684.65	\$5,695.00	\$0.00	\$0.00	\$0.00
	SS4A-MO	\$8,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-MO	\$104,237.92	\$90,852.43	\$104,072.56	\$46,665.63	\$42,357.28
	STATE-MO (AC)	\$51,246.80	\$15,112.80	\$9,063.00	\$2,328.00	\$13,305.00
	STBGM-MO	\$30,285.95	\$26,375.21	\$27,618.00	\$27,193.88	\$27,193.88
	STBG-MO	\$48,131.00	\$8,242.00	\$0.00	\$0.00	\$0.00
	STP-MO	\$10,948.00	\$5,873.00	\$10,125.00	\$2,248.00	\$13,859.00
	TA-MO	\$17,051.48	\$7,671.83	\$5,731.01	\$5,731.01	\$5,731.01
Regional	CMAQ-KS	\$463.50	\$570.50	\$570.50	\$0.00	\$0.00
	CMAQ-MO	\$0.00	\$570.50	\$570.50	\$0.00	\$0.00
	LOCAL	\$928.38	\$2,672.75	\$557.75	\$0.00	\$0.00
	STBGM-KS	\$250.00	\$1,110.00	\$390.00	\$0.00	\$0.00
	STPBG-MO	\$600.00	\$2,310.00	\$0.00	\$0.00	\$0.00

Table 8: Estimated revenues by year and funding source (\$1,000s)

STATE	SOURCE	2026	2027	2028	2029	2030
Transit	5307	\$30,630.34	\$30,260.25	\$24,240.61	\$32,336.82	\$32,962.66
	5310	\$4,200.00	\$0.00	\$0.00	\$0.00	\$0.00
	5337	\$0.00	\$865.00	\$800.00	\$0.00	\$0.00
	5339	\$2,350.00	\$2,420.50	\$2,450.00	\$0.00	\$0.00
	ARP-MO	\$0.00	\$0.00	\$6,464.00	\$0.00	\$0.00
	CMAQ-KS	\$2,000.00	\$0.00	\$400.00	\$0.00	\$0.00
	CMAQ-MO	\$0.00	\$1,000.00	\$0.00	\$0.00	\$0.00
	CRP-KS	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	CRPM-KS	\$271.93	\$0.00	\$0.00	\$0.00	\$0.00
	CRRSAA-MO	\$0.00	\$0.00	\$1,616.00	\$0.00	\$0.00
	LOCAL	\$214,648.82	\$202,621.80	\$206,674.20	\$210,807.70	\$215,023.90
Kansas subtotal		\$389,324.09	\$221,637.25	\$128,110.76	\$99,740.89	\$96,854.59
Missouri subtotal		\$604,988.94	\$404,882.89	\$632,662.55	\$289,963.72	\$271,858.29
Regional subtotal		\$2,241.88	\$7,233.75	\$2,088.75	\$0.00	\$0.00
Transit		\$255,101.09	\$237,167.55	\$242,644.81	\$243,144.52	\$247,986.56
Subtotal by Year		\$1,251,656.00	\$870,921.44	\$1,005,506.87	\$632,849.13	\$616,699.43
TOTAL		\$4,377,632.87				

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

STATE	SOURCE	2026	2027	2028	2029	2030
Kansas	BRO-KS	\$1,933.25	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-KS	\$140.00	\$113.51	\$1,700.00	\$0.00	\$0.00
	CRP-KS	\$1,404.24	\$1,800.00	\$0.00	\$0.00	\$0.00
	CRPM-KS	\$1,158.07	\$2,153.00	\$2,512.00	\$0.00	\$0.00
	HSIP-KS	\$4,200.00	\$7,220.40	\$0.00	\$0.00	\$0.00
	LOCAL	\$63,594.16	\$47,388.63	\$41,436.12	\$4,525.00	\$21,510.00
	OTHER	\$325.00	\$350.00	\$0.00	\$0.00	\$0.00
	PRTCT-KS	\$300.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$56,739.31	\$2,431.50	\$460.00	\$1.00	\$0.00
	STATE-KS (AC)	\$172,474.10	\$73,067.10	\$2,640.00	\$800.00	\$800.00
	STBGM-KS	\$21,092.11	\$16,068.79	\$17,647.00	\$0.00	\$0.00
	TA-KS	\$5,479.34	\$3,248.01	\$804.08	\$0.00	\$0.00

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

STATE	SOURCE	2026	2027	2028	2029	2030
Missouri	BRO-MO	\$608.00	\$1,100.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$4,114.09	\$1,654.43	\$2,607.60	\$0.00	\$0.00
	CRPM-MO	\$10,994.15	\$3,500.00	\$2,900.00	\$0.00	\$0.00
	FLAP-MO	\$1,019.76	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$9,459.90	\$8,004.00	\$594.00	\$0.00	\$0.00
	HUD-MO	\$249.00	\$0.00	\$0.00	\$0.00	\$0.00
	INFRA-MO	\$43,135.00	\$0.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$64,863.84	\$38,489.59	\$18,972.39	\$21,192.00	\$0.00
	NHFP-MO	\$9,480.40	\$9,505.30	\$211,831.40	\$1,834.40	\$3,387.00
	NHPP-MO	\$214,678.50	\$132,602.20	\$163,376.80	\$96,232.20	\$60,570.00
	RAISE-MO	\$1,684.65	\$5,695.00	\$0.00	\$0.00	\$0.00
	SS4A-MO	\$8,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-MO	\$80,950.72	\$72,976.70	\$77,706.80	\$19,642.40	\$19,316.00
	STATE-MO (AC)	\$58,742.80	\$14,557.80	\$9,063.00	\$2,328.00	\$13,306.00
	STBG-MO	\$3,602.00	\$0.00	\$0.00	\$0.00	\$0.00
	STBGM-MO	\$28,794.62	\$26,951.09	\$26,618.00	\$25,692.00	\$0.00
	STP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000.00
	TA-MO	\$15,110.66	\$7,671.83	\$3,126.68	\$1,000.00	\$0.00
Regional	CMAQ-KS	\$463.50	\$570.50	\$570.50	\$0.00	\$0.00
	CMAQ-MO	\$0.00	\$570.50	\$570.50	\$0.00	\$0.00
	LOCAL	\$928.38	\$2,672.75	\$557.75	\$0.00	\$0.00
	STBGM-KS	\$250.00	\$1,110.00	\$390.00	\$0.00	\$0.00
	STBGM-MO	\$600.00	\$2,310.00	\$0.00	\$0.00	\$0.00

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

STATE	SOURCE	2026	2027	2028	2029	2030
Transit	5307	\$30,630.34	\$30,260.25	\$24,240.61	\$32,336.82	\$32,962.66
	5310	\$4,200.00	\$0.00	\$0.00	\$0.00	\$0.00
	5337	\$0.00	\$865.00	\$800.00	\$0.00	\$0.00
	5339	\$2,350.00	\$2,420.50	\$2,450.00	\$0.00	\$0.00
	ARP-MO	\$0.00	\$0.00	\$6,464.00	\$0.00	\$0.00
	CMAQ-KS	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$0.00	\$1,000.00	\$0.00	\$0.00	\$0.00
	CRP-KS	\$1,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	CRPM-KS	\$271.93	\$0.00	\$0.00	\$0.00	\$0.00
	CRRSAA-MO	\$0.00	\$0.00	\$1,616.00	\$0.00	\$0.00
	LOCAL	\$139,356.37	\$122,357.44	\$121,403.65	\$126,329.54	\$121,142.34
Kansas subtotal		\$328,839.58	\$153,840.94	\$67,199.20	\$5,326.00	\$22,310.00
Missouri subtotal		\$555,488.09	\$322,707.94	\$516,796.67	\$167,921.00	\$98,579.00
Regional subtotal		\$2,241.88	\$7,233.75	\$2,088.75	\$0.00	\$0.00
Transit		\$179,808.64	\$156,903.19	\$156,974.26	\$158,666.36	\$154,105.00
Subtotal by Year		\$1,066,378.19	\$640,685.83	\$743,058.87	\$331,913.36	\$274,994.00
Total		\$3,057,030.25				

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 2026 budget request to establish regional O&M costs.

The KDOT STIP assumes a statewide O&M cost of \$7,200 per lane mile and the ELTP assumes \$2,947 per lane mile for the Kansas City urban area. In fiscal year 2026, based on state system lane mileage for the Kansas City metropolitan area of 2,100 KDOT’s O&M is estimated to be \$6.19M. These expenditures are expected to grow at 1.7% annually resulting in estimated expenditures of \$6.62M at the end of fiscal year 2030.

In fiscal year 2026, MoDOT budgeted for \$533.8M in maintenance expenditures and fleet investments that would grow to \$566.6M at the end of fiscal year 2030. These expenditures were projected to increase 1.5% annually. These costs do not include maintenance fringe benefits. Statewide, MoDOT’s O&M cost is \$6,883 per lane mile based on 77,557 lane miles of roadway. In the Kansas City region, O&M would be \$28.1M in FY 2026 based on the 4,084 lane miles of roadway MoDOT maintains. By the end of FY 2030, the O&M cost would grow to \$29.8M.

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 10: Financial Summary of Kansas Local Public Agency Financial Capacity

Kansas	2026	2027	2028	2029	2030
SCCHF Funds (Current year projected forward)	\$39,770.34	\$40,366.90	\$40,972.40	\$41,586.99	\$42,210.79
O&M Costs	\$25,055.40	\$25,481.34	\$25,914.52	\$26,355.07	\$26,803.13
TIP Programmed Funds	\$63,594.16	\$47,388.63	\$41,436.12	\$4,525.00	\$21,510.00
Remaining after O&M and Programming	\$(48,879.21)	\$(32,503.07)	\$(26,378.24)	\$10,706.92	\$(6,102.34)
Other available non-federal local funds	\$63,033.57	\$44,118.92	\$34,608.05	\$7,612.31	\$24,669.31
Balance	\$14,154.36	\$11,615.85	\$8,229.82	\$18,319.23	\$18,566.98

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

Missouri	2026	2027	2028	2029	2030
CART Funds (Current year projected forward)	\$61,994.14	\$62,915.59	\$63,850.86	\$64,800.16	\$65,763.70
O&M Costs	\$17,737.37	\$18,000.37	\$18,269.72	\$18,544.30	\$18,821.49
TIP Programmed Funds	\$64,863.84	\$38,489.59	\$18,972.39	\$21,192.00	\$-
Remaining after O&M and Programming	\$(20,607.08)	\$6,425.63	\$26,608.75	\$25,063.86	\$46,942.21
Other available non-federal local funds	\$26,470.45	\$10,771.92	\$2,303.46	\$7,518.53	\$-
Balance	\$5,863.38	\$17,197.55	\$28,912.21	\$32,582.39	\$46,942.21

Table 12: Highway Revenues versus Expenditures

	2026	2027	2028	2029	2030
Kansas Revenue	\$389,324.09	\$221,637.25	\$128,110.76	\$99,740.89	\$96,854.59
Kansas O&M Expenditure	\$31,243.23	\$31,774.36	\$32,314.53	\$32,863.87	\$33,422.56
Kansas Project Expenditure	\$328,839.58	\$153,840.94	\$67,199.20	\$5,326.00	\$22,310.00
Difference	\$29,241.28	\$36,021.95	\$28,597.04	\$61,551.01	\$41,122.03
Missouri Revenue	\$604,988.94	\$404,882.89	\$632,662.55	\$289,963.72	\$271,858.29
Missouri O&M Expenditure	\$43,435.98	\$44,308.06	\$45,193.66	\$46,099.57	\$47,018.93
Missouri Project Expenditure	\$555,488.09	\$322,707.94	\$516,796.67	\$167,921.00	\$98,579.00
Difference	\$6,064.86	\$37,866.89	\$70,672.22	\$75,943.16	\$126,260.35
Regional Revenue	\$2,241.88	\$7,233.75	\$2,088.75	\$0.00	\$0.00
Regional Expenditure	\$2,241.88	\$7,233.75	\$2,088.75	\$0.00	\$0.00
Difference	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Revenue	\$996,554.91	\$633,753.89	\$762,862.06	\$389,704.61	\$368,712.87
Total Expenditure	\$961,248.76	\$559,865.05	\$663,592.80	\$252,210.44	\$201,330.49
Difference	\$35,306.15	\$73,888.84	\$99,269.26	\$137,494.17	\$167,382.38

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 2026-2030 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 2026-2030 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 13: Transit Operations & Maintenance

	2026	2027	2028	2029	2030	Total
Region	\$124,002,699	\$126,482,753	\$129,012,408	\$131,592,656	\$134,224,509	\$645,315,025

Table 14: Transit Revenue versus Expenditures

	2026	2027	2028	2029	2030
Transit Revenue	\$214,648,822	\$202,621,798	\$206,674,234	\$210,807,719	\$215,023,873
Transit O&M Expenditure	\$124,002,699	\$126,482,753	\$129,012,408	\$131,592,656	\$134,224,509
Transit O&M programmed in TIP	\$153,858,730	\$155,643,190	\$156,864,260	\$158,656,360	\$154,095,000
Remaining Transit O&M	\$0	\$0	\$0	\$0	\$0
Transit Revenue Remaining for Non O&M Expenditures	\$60,790,092	\$46,978,608	\$49,809,974	\$52,151,359	\$60,928,873
Transit Project Expenditure (Non O&M)	\$25,939,910	\$1,250,000	\$0	\$0	\$0
Difference	\$34,850,182	\$45,728,608	\$49,809,974	\$52,151,359	\$60,928,873

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. Updated by the Mid-America Regional Council Board of Directors in 2025, 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 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 asset management
- Transit safety
- Safety
- Infrastructure condition
- System performance

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 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 Asset Management

The Transit Asset Management (i.e., infrastructure condition) target is developed cooperatively with the Kansas and Missouri Departments of Transportation, the Kansas City Area Transportation Authority (KCATA), and the Kansas City Streetcar Authority for the following areas:

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

Updated annually, the MARC Board of Directors approved the most recent targets on March 25, 2025. 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.

Transit asset management projects			
TIP Number	Project	Lead Agency	2026-2030 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

Transit 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 approved the Transit Targets on March 25, 2025. The targets are updated annually and 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 by states of Kansas and Missouri, historical trends, the anticipated effects of state and regional plans and programs 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 most recent regional safety targets were approved by the MARC Board of Directors on March 25, 2025 and will continue to be updated annually. 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:

Safety projects			
TIP Number	Project	Lead Agency	2026-2030 Investment
165021	Tonganoxie Drive 2025 High Risk Rural Roads (HRRR) Improvements	Leavenworth County	\$1,278,880
344034	Tomahawk Creek Parkway (College to Roe)	Leawood	\$5,104,000
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

INational Highway System (NHS). The targets are updated every 2 years with the most recent being approved by the MARC Board of Directors on March 25, 2025.

MARC works cooperatively with the Kansas and Missouri Departments of Transportation, and other regional stakeholders to develop these targets. 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

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.

Infrastructure condition projects			
TIP Number	Project	Lead Agency	2026-2030 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

System performance, like infrastructure condition, focuses on the National Highway System (NHS). The most recent targets were adopted by the MARC Board of Directors on March 25, 2025 and are updated every 2 years. To develop these targets, MARC works cooperatively with the Kansas and Missouri Departments of Transportation, and other 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

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.

System performance projects			
TIP Number	Project	Lead Agency	2026-2030 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 Upgrades	KDOT	\$1,800,000

PROJECT LISTINGS

How to Read the TIP Project Listings

The project listing is a complete list of all projects in the TIP for 2026–2030. 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.)		4 Project Type: PEDESTRIAN AND/OR BIKE WAYS	
5 Federal ID#: STP-3301(428)		6 State ID #:	
7 Phase		8 Year of Obligation	
9 Type		10 Source	
11 Total: \$336.2		12 Description: Smithville Lake Trail (Hwy W to 188th St.)	
13 Amendment Description: New project		14 ☒ New ☐ Deleted ☐ Schedule ☐ Budget ☐ AirQuality ☐ 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	Surface Transportation Block Grant Program	Flexible funds programmed by the state 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: Project Listing

The TIP project listings will be updated on regular basis and are available marc.org/transportation/plans-and-studies/transportation-improvement-program.

Appendix C: Scoping Jobs

County	Project Location	MoDOT Job #	Project Description	Fund Category	State Funds FY 2026-2030 (\$1,000s)	Federal Programmed FY 2026-2030 (\$1,000s)	Total Programmed FY 2026-2030 (\$1,000s)	Future Cost (\$1,000s)
CASS	MO 58	413129	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	CST S COMMERCIAL ST	KU0433	Scoping for intersection improvements at I-49 in Harrisonville.	STBG	2	6	8	1 - 300
CASS	IS 49	KU0428	Scoping for pavement reconstruction from Blue Ridge Boulevard to 0.4 mile south of 155th Street.	NHPP	0	2	2	50,001 - 75,000
CASS	IS 49	KU0438	Scoping for interchange improvements at Rte. 2.	NHPP	3	27	30	1,001 - 2,000
CASS	MO 2	KU0452	Scoping for pavement resurfacing from Independence to I-49.	NHPP	3	13	16	2,001 - 5,000

County	Project Location	MoDOT Job #	Project Description	Fund Category	State Funds FY 2026-2030 (\$1,000s)	Federal Programmed FY 2026-2030 (\$1,000s)	Total Programmed FY 2026-2030 (\$1,000s)	Future Cost (\$1,000s)
CASS	MO 2	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	4	5	301 - 1,000
CASS	RT B	KU0384	Scoping for pavement resurfacing from I-49 to Rte. 7.	AC-STBG	2	7	9	2,001 - 5,000
CASS	RT B	KU0393	Scoping to repair slides at South Grand River 0.4 mile east of I-49.	NHPP	2	8	10	1 - 300
CASS	RT D	KU0392	Scoping to repair slide from 223rd Street to 227th Terrace.	NHPP	2	8	10	1 - 300
CLAY	IS 435	4I3353	Scoping for operational improvements at 48th Street and Parvin Road in Kansas City.	SAFETY	6	51	57	15,001 - 25,000
CLAY	MO 33	4S3507	Scoping for intersection improvements at 19th Street in Kearney.	AC-STBG	2	8	10	1,001 - 2,000
CLAY	SP 69	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	1	2	3	2,001 - 5,000
CLAY	IS 35	KU0191	Scoping for corridor improvements from I-435 to Rte. 69.	NHPP	0	5	5	75,001 - 100,000
CLAY	IS 35	KU0206	Scoping for pavement resurfacing from the Clay County line to Fishing River Bridge.	NHPP	1	9	10	1,001 - 2,000
CLAY	IS 435	KU0192	Scoping to modify interchange configuration at Parvin Road.	NHPP	3	32	35	15,001 - 25,000
CLAY	MO 291	KU0215	Scoping to upgrade signals at Claywoods Drive and at Ruth Ewing Road.	NHPP	4	16	20	1,001 - 2,000
CLAY	MO 9	KU0214	Scoping to upgrade signals at North Oak Trafficway.	NHPP	4	16	20	301 - 1,000
CLAY	MO 92	KU0210	Scoping for intersection improvements at Plattsburg Road.	AC-STBG	3	10	13	1,001 - 2,000
CLAY	IS 29	KU0285	Scoping for pavement resurfacing from Rte. 69 to I-35.	NHPP	0	4	4	2,001 - 5,000
CLAY	US 69	KU0281	Scoping for pavement resurfacing from McCleary Road to I-35.	NHPP	1	2	3	5,001 - 10,000
CLAY	US 169	KU0280	Scoping for pavement resurfacing from Barry Road to I-29.	NHPP	1	3	4	5,001 - 10,000
CLAY	RT C	KU0268	Scoping for bridge rehabilitation over Camp Branch on Smithville Lake. Project involves bridge A3613.	NHPP	2	6	8	301 - 1,000
CLAY	US 169	KU0259	Scoping for pavement repairs from Owens Avenue to Commercial Street.	NHPP	1	5	6	301 - 1,000

County	Project Location	MoDOT Job #	Project Description	Fund Category	State Funds FY 2026-2030 (\$1,000s)	Federal Programmed FY 2026-2030 (\$1,000s)	Total Programmed FY 2026-2030 (\$1,000s)	Future Cost (\$1,000s)
CLAY	CST NW BARRY RD	KU0333	Scoping for bridge rehabilitation over Rte. 169 (North Arrowhead Trafficway).	NHPP	4	16	20	2,001 - 5,000
CLAY	IS 29	KU0354	Scoping for bridge washing over Missouri river. Project involves Bridge A7650.	NHPP	1	9	10	1 - 300
CLAY	RT H	KU0368	Scoping for roadway improvements from Excelsior Springs to Rte. 10.	NHPP	2	8	10	1 - 300
CLAY	IS 29	KU0285	Scoping for pavement resurfacing from Rte. 69 to I-35.	NHPP	0	4	4	2,001 - 5,000
CLAY	IS 35	KU0430	Scoping for corridor improvements from Rte. 210 to Independence Avenue.	NHPP	2	18	20	> 100,000
CLAY	US 169	KU0431	Scoping for corridor improvements from north of NW 68th Street to I-29.	NHPP	3	12	15	25,001 - 50,000
CLAY	IS 35	KU0324	Scoping for corridor improvements from Rte. 45 to Rte. 210 and I-435 to Rte. 210 and Rte. 169 from NW 68th Street to I-29. Project involves bridge L0658.	NHPP	204	1,836	2,040	> 100,000
CLAY	IS 435	KU0429	Scoping for corridor improvements from Rte. 45 to Rte. 210.	NHPP	2	18	20	> 100,000
CLAY	IS 435	KU0395	Scoping for erosion control in the median 0.4 mile north of I-35.	NHPP	1	9	10	1 - 300
CLAY	MO 10	KU0275	Scoping for pavement resurfacing from Rte. 69 to Rte. Y.	NHPP	1	4	5	1,001 - 2,000
CLAY	MO 291	4P3099	Scoping for corridor improvements from I-435 to Northeast 104th Street in Kansas City	NHPP	2	10	12	25,001 - 50,000
CLAY	MO 291	KU0440	Scoping for intersection improvements from North Flintlock Road to North Ash Avenue.	NHPP	6	24	30	1,001 - 2,000
CLAY	RP US69N TO IS35S	KR03669	Scoping for culvert and erosion repair at the northbound I-35 exit ramp to Rte. 69.	NHPP	2	8	10	1 - 300
CLAY	RT A	KU0420	Scoping for roadway improvements 0.3 mile south of 120th Street.	NHPP	0	2	2	1 - 300
CLAY	IS 29	KU0289	Scoping for pavement repair from Rte. 210 to I-70.	NHPP	1	7	8	1,001 - 2,000
JACKSON	US 50	4P2336	Scoping for corridor improvements from Colbern Road to Todd George Parkway in Lee's Summit.	NHPP	1	3	4	50,001 - 75,000
JACKSON	IS 470	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	2	18	20	10,001 - 15,000

County	Project Location	MoDOT Job #	Project Description	Fund Category	State Funds FY 2026-2030 (\$1,000s)	Federal Programmed FY 2026-2030 (\$1,000s)	Total Programmed FY 2026-2030 (\$1,000s)	Future Cost (\$1,000s)
JACKSON	IS 70	4I3195	Scoping to add lanes, rebuild pavements and widen shoulders from Manchester Avenue to I-470. Potential Design-Build.	NHPP	107	968	1,075	> 100,000
JACKSON	IS 470	4I3253	Scoping for interchange improvements at Woods Chapel Road in Lee's Summit. Project involves bridge A2121.	NHPP	1	7	8	2,001 - 5,000
JACKSON	US 50	4P3502	Scoping for slope protection repair between O'Brien Street and Third Street.	AC-STBG	1	3	4	1,001 - 2,000
JACKSON	MO 78	4S3428	Scoping for pavement resurfacing from I-435 to Rte. 291.	NHPP	0	2	2	2,001 - 5,000
JACKSON	RT BB	4S3342	Scoping for intersection improvements at Duncan Road.	SAFETY	0	3	3	1,001 - 2,000
JACKSON	CST TOPPING AVE	4S3504	Scoping for bridge replacement over Rte. 40 east of Oakley Avenue and west of White Avenue. Project involves bridge K0354.	NHPP	1	4	5	2,001 - 5,000
JACKSON	RT W	4S3446	Scoping for bridge replacement over I-435. Project involves bridge A1643.	NHPP	0	2	2	10,001 - 15,000
JACKSON	RT E	4S3542	Scoping for pavement resurfacing from Rte. 50 to Rte. KK.	AC-STBG	2	8	10	1 - 300
JACKSON	RP IS670E TO CENTRAL ST	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	4	16	20	2,001 - 5,000
JACKSON	Various	4P3390C	Scoping to survey right-of-way at various locations in Grain Valley.	STATE	3	0	3	0
JACKSON	MO 350	KU0211	Scoping to modify intersections from Hunter Avenue to Noland Road.	NHPP	4	16	20	1,001 - 2,000
JACKSON	MO 78	KU0193	Scoping for corridor improvements from Lee's Summit Road to Truman Road.	NHPP	4	16	20	25,001 - 50,000
JACKSON	MO 9	KU0194	Scoping for corridor improvements from 3rd Street to Admiral Boulevard.	NHPP	4	16	20	15,001 - 25,000
JACKSON	N OR 70	KU0207	Scoping for pavement resurfacing from Rte H to end of state maintenance.	STATE	3	0	3	1 - 300
JACKSON	RP IS35S TO 27TH ST	KU0162	Scoping for bridge rehabilitation over I-35 and I-35 southbound ramp to Summit Street. Project involves bridges A1707 and L0248.	NHPP	7	28	35	1,001 - 2,000

County	Project Location	MoDOT Job #	Project Description	Fund Category	State Funds FY 2026-2030 (\$1,000s)	Federal Programmed FY 2026-2030 (\$1,000s)	Total Programmed FY 2026-2030 (\$1,000s)	Future Cost (\$1,000s)
JACKSON	IS 70	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	1	9	10	10,001 - 15,000
JACKSON	IS 70	KU0213	Scoping to modify ramps from 11th Street to Admiral Boulevard.	NHPP	2	18	20	1,001 - 2,000
JACKSON	IS 70	KU0157	Scoping for bridge rehabilitation over Troost Avenue, The Paseo, Woodland Avenue and Brooklyn Avenue. Project involves bridges A0249, A0250, A0251, A0288, A0289 and A0290.	NHPP	1	9	10	> 100,000
JACKSON	US 24	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	7	28	35	2,001 - 5,000
JACKSON	US 50	KU0171	Scoping to rebuild pavement from I-470 to Rte. RA.	NHPP	2	6	8	15,001 - 25,000
JACKSON	US 50	KU0200	Scoping for corridor improvements from Rte. 7 to Johnson County line.	NHPP	5	20	25	2,001 - 5,000
JACKSON	US 71	KU0195	Scoping for safety improvements from Dr. Martin Luther King Jr. Boulevard to 85th Street	NHPP	404	1,616	2,020	> 100,000
JACKSON	US 40	4P3323D	Scoping for safety and operational improvements from I-435 in Kansas City to Adam's Dairy Parkway in Blue Springs.	SAFETY	200	1,800	2,000	1,001 - 2,000
JACKSON	IS 470	KU0286	Scoping for pavement resurfacing from Raytown Road to Rte. 291.	NHPP	0	3	3	10,001 - 15,000
JACKSON	US 71	KU0279	Scoping for pavement resurfacing from Dr. Martin Luther King Jr. Boulevard to I-470.	NHPP	12	48	60	5,001 - 10,000
JACKSON	US 50	KU0278	Scoping for pavement resurfacing from Rte. RA to Johnson County line.	NHPP	3	12	15	10,001 - 15,000
JACKSON	IS 435	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	7	8	301 - 1,000
JACKSON	IS 35	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	0	4	4	2,001 - 5,000

County	Project Location	MoDOT Job #	Project Description	Fund Category	State Funds FY 2026-2030 (\$1,000s)	Federal Programmed FY 2026-2030 (\$1,000s)	Total Programmed FY 2026-2030 (\$1,000s)	Future Cost (\$1,000s)
JACKSON	MO 150	KU0363	Scoping for roadway improvements from Holmes Road to Botts Road.	NHPP	2	8	10	1 - 300
JACKSON	MO 150	KU0364	Scoping for roadway improvements from Botts Road to CPKC Railroad.	NHPP	2	8	10	1 - 300
JACKSON	MO 150	KU0367	Scoping for roadway improvements from CPKC Railroad to White Avenue.	NHPP	2	8	10	1 - 300
JACKSON	MO 291	KU0360	Scoping for roadway improvements from Rte. 291 to 0.1 mile south of Southeast Meadowbrook Drive.	NHPP	2	10	12	5,001 - 10,000
JACKSON	MO 7	KU0366	Scoping for roadway improvements from Moreland School Road to Wyatt Road.	NHPP	2	8	10	1 - 300
JACKSON	MO 78	KU0361	Scoping for roadway improvements from Swope Drive to 0.1 mile west of Powahatan Court.	NHPP	2	8	10	1 - 300
JACKSON	RP IS435N TO US71N	KU0355	Scoping for high friction surface treatment at various locations on I-435 in Jackson County.	SAFETY	1	9	10	301 - 1,000
JACKSON	IS 470	KU0437	Scoping for interchange improvements at I-70 in Independence.	AC-NHPP	1	7	8	75,001 - 100,000
JACKSON	IS 29	KU0290	Scoping for pavement resurfacing from Independence Avenue to Front Street.	NHPP	0	4	4	2,001 - 5,000
JACKSON	RT D	KU0436	Scoping for intersection improvements from Rte. 150 to Rte. 58.	NHPP	4	16	20	1 - 300
JACKSON	RP RTD TO MO150E	KU0398	Scoping to repair slides at Holmes Road entrance ramp.	NHPP	2	8	10	1 - 300
JACKSON	MO 7	KU0365	Scoping for roadway improvements from Victor Drive to Moreland School Road.	NHPP	2	8	10	1 - 300
JACKSON	RP EASTWOOD TRFY TO IS435N	KU0396	Scoping to repair slides on northbound ramp.	NHPP	2	8	10	1 - 300
JACKSON	IS 49	KU0477	Scoping for pavement reconstruction from Blue Ridge Boulevard to Rte. 150.	NHPP	2	16	18	2,001 - 5,000
JACKSON	IS 670	KU0388	Scoping for the Kansas City Lid over I-670 from Broadway Boulevard to Grand Boulevard. Project involves bridge A0819.	NHPP	25	228	253	0
JACKSON	US 50	KU0397	Scoping to repair slides between O'Brien Street and Third Street.	NHPP	2	8	10	1 - 300
JACKSON	MO 150	KU0434	Scoping for corridor improvements from west of SE Doc Henry Road to Rte. 7.	NHPP	2	6	8	1 - 300
JACKSON	MO 291	KU0445	Scoping for geological investigation of mine collapse at Truman Road.	NHPP	2	8	10	1 - 300

County	Project Location	MoDOT Job #	Project Description	Fund Category	State Funds FY 2026-2030 (\$1,000s)	Federal Programmed FY 2026-2030 (\$1,000s)	Total Programmed FY 2026-2030 (\$1,000s)	Future Cost (\$1,000s)
PLATTE	IS 635	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	2	18	20	5,001 - 10,000
PLATTE	MO 92	KU0212	Scoping for intersection improvements at Rte. 45.	NHPP	1	6	7	2,001 - 5,000
PLATTE	RP NW GATEWAY AVE N TO IS29	KU0151	Scoping for bridge rehabilitation over I-29. Project involves bridge L0692.	AC-STBG	7	28	35	1,001 - 2,000
PLATTE	MO 45	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	2	10	12	301 - 1,000
PLATTE	IS 435	KU0287	Scoping for pavement resurfacing from I-29 to NW Cookingham Drive.	NHPP	0	4	4	5,001 - 10,000
PLATTE	CST NW WAUKOMIS DR	KU0326	Scoping for roadway improvements from Rte. 69 to I-29.	NHPP	4	16	20	5,001 - 10,000
PLATTE	IS 29	KU0358	Scoping for roadway improvements from Platte County line to Rte. 273.	NHPP	1	9	10	1 - 300
PLATTE	MO 92	KU0325	Scoping for roadway improvements from I-29 to I-169.	NHPP	4	16	20	25,001 - 50,000
PLATTE	IS 29	KU0357	Scoping for pavement rebuild on mainline parking and sidewalks at weigh stations 1.4 miles south of Rte. U/E and at Dearborn rest areas.	NHPP	1	10	11	2,001 - 5,000
PLATTE	IS 29	KU0439	Scoping for interchange improvements at Northwest 112th Street.	NHPP	3	27	30	1 - 300
PLATTE	MO 45	KU0446	Scoping for permanent erosion control improvement 0.5 mile east of Route P in Weston.	PROTECT	2	10	12	25,001 - 50,000
PLATTE	RT FF	KU0432	Scoping to repair slopes from Rte. 9 to end of state maintenance.	NHPP	1	5	6	5,001 - 10,000
PLATTE	RT HH	KU0387	Scoping for pavement resurfacing from I-29 to Interurban Road.	AC-STBG	2	6	8	2,001 - 5,000
PLATTE	IS 29	KU0455	Scoping to repair slides 0.2 mile south of North American Avenue and 0.3 mile south of Rte. 92.	PROTECT	3	12	15	301 - 1,000
PLATTE	IS 29	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 Northwest 8th Street to I-29 in Kansas City. \$640,000 BUILD and \$160,000 Kansas City funds.	NHPP	2	18	20	5,001 - 10,000

County	Project Location	MoDOT Job #	Project Description	Fund Category	State Funds FY 2026-2030 (\$1,000s)	Federal Programmed FY 2026-2030 (\$1,000s)	Total Programmed FY 2026-2030 (\$1,000s)	Future Cost (\$1,000s)
PLATTE	IS 29	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	2	18	20	15,001 - 25,000
PLATTE	RT D	KU0172	Scoping to rebuild pavement from I-435 to Ambassador Drive.	AC-STBG	4	14	18	301 - 1,000
VARIOUS	RTE 291	KU0295	Scoping for shoulder replacement on I-49, I-29, and I-70.	NHPP	4	16	20	1 - 300
VARIOUS	VARIOUS	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	4P3323	Scoping for design and safety improvements at various locations in the Urban Kansas City District	SAFETY	1	7	8	301 - 1,000
VARIOUS	VARIOUS	4P3390	Scoping to sell excess right of way in the Urban Kansas City District	STATE	10	0	10	0
VARIOUS	VARIOUS	4P3508	Scoping for sign truss inspections on various routes in the urban Kansas City District.	NHPP	104	416	520	0
VARIOUS	VARIOUS	KU0208	Scoping to upgrade signage at various locations in the urban Kansas City District.	AC-STBG	2	6	8	1,001 - 2,000
VARIOUS	VARIOUS	KU0334	Scoping for bridge deck sealing at various locations in the urban Kansas City District.	NHPP	2	10	12	301 - 1,000
VARIOUS	VARIOUS	KU0336	Scoping for bridge improvement at various locations in the urban Kansas City District.	NHPP	2	8	10	2,001 - 5,000
VARIOUS	VARIOUS	KU0381	Scoping for bridge improvements at various locations in the urban Kansas City District.	NHPP	2	8	10	2,001 - 5,000
VARIOUS	VARIOUS	KU0483	Traffic sign inspection and log updating at various locations in the Kansas City District.	NHPP	4	16	20	1 - 300
PLATTE	CST NW WAUKOMIS DR S	KU0326	Scoping for roadway improvements from Rte. 69 to I-29.	NHPP	3	12	15	5,001 - 10,000
PLATTE	IS 29 S	KU0358	Scoping for roadway improvements from Platte County line to Rte. 273.	NHPP	2	18	20	1 - 300
PLATTE	MO 92 E	KU0325	Scoping for roadway improvements from I-29 to I-169.	NHPP	3	12	15	15,001 - 25,000

County	Project Location	MoDOT Job #	Project Description	Fund Category	State Funds FY 2026-2030 (\$1,000s)	Federal Programmed FY 2026-2030 (\$1,000s)	Total Programmed FY 2026-2030 (\$1,000s)	Future Cost (\$1,000s)
PLATTE	WS IS29S PLATTE CITY S	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	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	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	KU0172	Scoping to rebuild pavement from I-435 to Ambassador Drive.	AC-STBG	24	96	120	5,001 - 10,000
VARIOUS	RTE 291	KU0295	Scoping for shoulder replacement on I-49, I-29, and I-70.	NHPP	2	8	10	1 - 300
VARIOUS	VARIOUS	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	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	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	4P3390	Scoping to sell excess right of way in the Urban Kansas City District	STATE	10	0	10	0

Appendix D: Public Comments and Responses

The 2026–2030 Transportation Improvement Program was released for public review and comment at marc.org/transportation/metropolitan-planning/transportation-public-input on Sept. 16 2025, 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.

Connected KC 2050 Amendment #1/2026-2030 Transportation Improvement Program

Comment #1 – Transit

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

Comment #2 –Transit

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

Response to Comments #1 & #2

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

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

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

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

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

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

Comment #3 – K-10

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

Comment #4 – K-10

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

Comment #5 – K-10

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

Comment #6 – K-10

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

Comment #7 – K-10

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

Dear Members of the MARC Board,

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

Our operations employ nearly 1,400 workers from across Johnson County and the Kansas City Metropolitan area, and we welcome nearly 7,500 students to our schools each day. Reliable, efficient highway access is crucial not only for our workforce but also for the safety of our students. The Lexington Avenue interchange is an essential piece of infrastructure that will:

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

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

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

Sincerely,

Cory L. Gibson

Proud Superintendent of USD 232

Comment #8 – K-10

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

Dear Members of the MARC Board,

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

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

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

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

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

Sincerely,

Amy Peterson
Vice President of Human Resources
Huhtamaki, Inc.

Comment #9 – K-10

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

Response to Comments #3 – #9

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

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

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

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

Sincerely,

Marc Hansen, AICP
Principal Planner
Mid-America Regional Council

Appendix E: Projects removed from TIP

MARC has compiled a listing of projects included in the 2024–2028 Transportation Improvement Program that have been completed, are under construction or have been withdrawn by request of the project sponsor.

Projects From TIP 2024–2028 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 2024-2028 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
590256	MoDOT	Payback to Kearney for the construction of new interchange south of Rte. 92 at 19th Street in Kearney	\$3,221,000

Projects From TIP 2024–2028 Completed

TIP Project Number	Lead Agency	Project Name	Total Cost
165019	Leavenworth County	Fairmount Road over Little Stranger Creek	\$1,637,000.00
180081	KDOT	US-24: Beginning at the Douglas/Leavenworth County Line to the South City Limits of Tonganoxie	\$1,193,300.00
180082	KDOT	K-192: Beginning at the Jefferson/Leavenworth County Line to Junction US-73/K-192.	\$1,554,800.00
259208	Unified Government of Wyandotte County/Kansas City	Unified Government Comprehensive SRTS Outreach & Education Program	\$375,000.00
259212	Unified Government of Wyandotte County/Kansas City	Replacement of Bridge No. 311 on Thorn Drive over Barber Creek	\$1,400,000.00
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)	\$39,215,000.00
280168	KDOT	I-635: Bridge #036 over I-635 (Metropolitan Avenue) located 1.11 miles south of old K-132	\$10,700,700.00
280170	KDOT	I-635: Bridge #032 in Wyandotte County located 1.02 Miles North of I-35	\$3,504,100.00
280171	KDOT	I-70: Bridge #152 in Wyandotte County located at the I-70/I-635 Interchange	\$10,153,300.00
280173	KDOT	I-70: From S. 78th St. east 4 miles to the west I-70/ I-635 interchange approach; from 0.5 mile east of the I-70 bridge over Kaw Drive east to the west S.18th St. bridge approach; & from the I-70/I-670 split east to the west Lewis & Clark Viaduct bridge	\$14,682,000.00
280174	KDOT	I-635: From the Wyandotte/Johnson county line north to the south approach of the BNSF Railroad Bridges and from 750 feet north of 43rd Street north to the I-635/K-5 junction	\$117,200.00
280175	KDOT	K-32: Beginning at Bridges #104 & #105 located at the K-32/Turner Diagonal/Kaw Drive intersection East to S. 55th Street	\$914,750.00
280176	KDOT	Repair Bridge #029 on I-70 in Wyandotte County	\$384,800.00
280186	KDOT	I-435: Sign Structure located over southbound I-435 at ramp to K-32 (Kaw Drive)	\$110,000.00
280189	KDOT	I-35 Guardrail upgrades: various sections and ramps from county line to state line in Wyandotte County	\$611,100.00
280193	KDOT	I-435: Bridges #202 and #203 in Edwardsville and #221, #223, #227, #236, and #254 in Kansas City	\$2,795,000.00
280194	KDOT	I-70: Bridge #189 located 0.10 Miles East of West Junction Old K-32/I-70	\$608,400.00
280196	KDOT	I-435: Bridge #213 and #214 (I-70)	\$1,287,000.00
280197	KDOT	US-169: Bridge #287 (Kansas River, railroad yard, and 3 local roads) located 0.55 miles North of I-35 in Kansas City	\$49,600.00
280199	KDOT	State route removal of K-5 in Wyandotte County from I-435/K-5 Jct to I-635/K5 Jct	\$4,009,000.00
280200	KDOT	US-69: Bridge #130 (Merriam Lane and Turkey Creek) located at the Junction of Merriam Lane and US-69 in Kansas City	\$1,697,800.00
280208	KDOT	KCT and 5th Street in Kansas City	\$501,000.00
280209	KDOT	I-670: Bridge #244 located 1.06 Miles East of Mill Street	\$2,763,200.00
280210	KDOT	I-670: Bridge #243 located 1.06 Miles East of Mill Street	\$2,498,000.00
349253	Olathe	167th & Ridgeview Geometric Improvements	\$4,000,000.00
350234	Overland Park	Downtown Overland Park Wayfinding Signage	\$325,000.00

Projects From TIP 2024–2028 Completed			
TIP Project Number	Lead Agency	Project Name	Total Cost
356106	Johnson County	Comprehensive Safe Routes to School Program in Johnson County	\$347,500.00
380206	KDOT	Overlay U.S.56 at I-35 ramps & to W.175th St in Gardner	\$2,389,500.00
380209	KDOT	US-56: Multiple locations - North Junction I-35/US-56/US-69 to 0.333 Miles West of Lamar. East of Metcalf to State Line Road and Interchange Ramps US-56/US-69	\$1,737,500.00
380210	KDOT	US-56: Beginning at the start of curb in West Gardner to Sycamore	\$888,000.00
380218	KDOT	K-10: bridges #178 and #179 over Kill Creek (westbound and eastbound) located 5.12 miles east of the Douglas/Johnson county line	\$829,500.00
380221	KDOT	De Soto (Panasonic Battery Plant): local road improvements at various locations including widening a section from 2-lane to 4-lane, shared use path and interchange improvements at K-10/Lexington Ave	\$31,920,000.00
380223	KDOT	Improvements to Local Roads in De Soto/Johnson County	\$2,730,000.00
380229	KDOT	US-69: Beginning at Merriam Lane, North to North Radius of Pacific Avenue	\$671,800.00
380230	KDOT	K-10: Bridge #185 (Cedar Creek) located 8.54 miles east of the Douglas County Line in De Soto	\$477,200.00
380238	KDOT	Guardrail End Terminal Updates on US-56 in Johnson Co	\$173,600.00
380239	KDOT	K-7 and 119th Street interchange	\$293,800.00
380242	KDOT	De Soto: Area surrounding Panasonic plant	\$62,500.00
380245	KDOT	In the Johnson County Airport Commision industrial rail park in New Century, KS	\$2,000,500.00
410076	Kansas City, MO	Waukomis Drive Complete Streets Reconstruction Phase 2	\$600,000.00
410077	Kansas City, MO	NW 56th Street Complete Street Reconstruction	\$600,000.00
410078	Kansas City, MO	Second Creek Trail Phase 2	\$250,000.00
490183	MoDOT	Rte 92: Payment to KDOT for bridge rehabilitation at Leavenworth (Missouri River bridge on Rte. 92).	\$4,006,000.00
490195	MoDOT	MO 92 E:Payment to KDOT for deck and lighting repair at Centennial Bridge over the Missouri River at Leavenworth.	\$273,000.00
490203	MoDOT	IS 29: Pavement resurfacing from Rte. 273 to 0.8 mile south of Mexico Avenue.	\$9,785,000.00
490214	MoDOT	MO 371: Pavement resurfacing from Rte. 273 to the Buchanan County line.	\$3,143,000.00
490219	MoDOT	IS 435: 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.	\$102,000.00
490222	MoDOT	MO 92: Payment to KDOT for navigation light repair at Centennial Bridge over the Missouri River at Leavenworth from 0.2 mile east of North 4th Street and 0.5 mile west of Rte. 45.	\$257,000.00
490240	MoDOT	IS 29: Payment to private entity to add turn lanes and signalize intersection at Mexico City Avenue.	\$2,575,000.00
510079	Kansas City, MO	Searcy Creek Trail Segment 2	\$858,000.00
510087	Kansas City, MO	Searcy Creek Trail Segment 3	\$100,000.00
510088	Kansas City, MO	Searcy Creek Trail Segment 4	\$100,000.00
590276	MoDOT	US 69: Pavement resurfacing from Rte. 92 to McCleary Road.	\$2,287,000.00
590287	MoDOT	RT N: Pavement resurfacing from Seybold Road to Rte. 210.	\$901,000.00

Projects From TIP 2024–2028 Completed			
TIP Project Number	Lead Agency	Project Name	Total Cost
590293	MoDOT	US 69: Remove the pedestrian bridge and upgrade pedestrian facilities to comply with the ADA Transition Plan from Park Avenue to Randolph Road.	\$867,000.00
590301	MoDOT	MO 92: Pavement resurfacing including ramps at I-35, asphalt entrances and loop detector replacement from Nation Road to east side of Rte. 33. Upgrade pedestrian facilities to comply with the ADA Transition Plan on ramps at Rte. 33.	\$2,522,000.00
590340	MoDOT	US 169: Improve median barrier from Briarcliff Road to the Broadway Bridge in Kansas City and North Kansas City.	\$3,121,000.00
590341	MoDOT	MO 291 N: Payback to Kansas City to add traffic signals at Northeast 108th Street.	\$109,000.00
590347	MoDOT	RT A: Replace culvert 0.2 mile south of 120th Street.	\$270,000.00
590352	MoDOT	MO 291: Payment to Liberty for sidewalk and signal upgrades from Stewart Road to Kansas Street.	\$1,108,000.00
690373	MoDOT	IS 435: Bridge rehabilitation over Raytown Road.	\$2,489,000.00
690512	MoDOT	CST LITTLE BLUE PKWY: Bridge rehabilitation, widen interchange ramps and upgrade signals at I-70 in Independence.	\$3,181,000.00
690561	MoDOT	MO 7: Pavement resurfacing from 0.2 mile south of Colbern Road to Bird Street in Harrisonville.	\$12,281,000.00
690571	MoDOT	N OR 70: Pavement resurfacing from I-470 to Lafayette County line, Rte. BB from Northwest Woodbury Drive to Duncan Road and Rte. AA from Walnut Street to Old Highway 40.	\$2,121,000.00
690587	MoDOT	US 40: Pavement and shoulder replacement at the north side of Moore Street.	\$359,000.00
690592	MoDOT	RT FF: Pavement resurfacing from Rte. 7 to Webb Road, excluding Rte. BB.	\$1,452,000.00
690593	MoDOT	MO 210: Pavement resurfacing from I-29 to I-435.	\$4,133,000.00
690600	MoDOT	MO 269: Pavement resurfacing from the Missouri River to Front Street.	\$543,000.00
690672	MoDOT	IS 35: Bridge rehabilitation over Southwest Boulevard 0.5 mile south of I-670.	\$192,000.00
790133	MoDOT	RT YY: Pavement resurfacing from Rte. Y to Rte. C in Peculiar.	\$1,440,000.00
790139	MoDOT	MO 58: Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations in Cass County.	\$3,462,000.00
790141	MoDOT	MO 7: Upgrade pedestrian facilities to comply with the ADA Transition Plan from 163rd Street to Richland Parkway and Rte. VV from Rte. 7 to Lexington Road.	\$6,682,000.00
880000	KDOT	K-68: from US-169, East to US-69 at Louisburg	\$2,600,000.00
880005	KDOT	Road improvements on K-68 in Miami County	\$3,755,600.00
880013	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	\$6,054,300.00
880015	KDOT	Overlay on I-35 in Miami County from the FR/MI county line northeast to the MI/JO county line	\$4,374,900.00
880016	KDOT	K-68: Beginning at Junction US-69/K-68 to the Kansas/Missouri State Line.	\$1,298,500.00
880018	KDOT	I-35: from the Franklin/Miami County line Northeast to the Miami/Johnson County line	\$636,400.00
880019	KDOT	US-69: Beginning 1.3 miles South of 359th Street thence North to 0.6 miles South of K-68	\$1,270,200.00
880024	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)	\$710,700.00
970087	MARC	MARC PSP Program	\$2,025,000.00

Projects From TIP 2024–2028 Completed

TIP Project Number	Lead Agency	Project Name	Total Cost
990270	MoDOT	Various: Job Order Contracting for bridge repairs at various locations in the urban Kansas City District.	\$2,155,000.00
990308	MoDOT	Various Routes: Scout Intelligent Transportation System (ITS) asset management and device replacements at various locations in Cass and Jackson Counties in the urban Kansas City District.	\$1,089,000.00
990348	MoDOT	Various: On-call work zone enforcement at various locations in the urban Kansas City District.	\$171,000.00
990350	MoDOT	Various: Job Order Contracting for asphalt pavement repair at various locations on major and interstate routes in the urban Kansas City District.	\$2,050,000.00
990354	MoDOT	Various: Emergency response operations and staffing in the urban Kansas City District.	\$1,950,000.00
990355	MoDOT	ITS operations, staffing, and equipment for the Kansas City Scout Intelligent Transportation System at the Transportation Management Center building in the urban Kansas City district.	\$5,676,200.00
990357	MoDOT	Various: Job Order Contracting for lighting repair at various locations in the urban Kansas City District.	\$2,677,000.00
990373	MoDOT	IS 70: Striping upgrades on I-70, I-35, I-29 and Rte. 71 in the urban Kansas City District.	\$2,228,000.00
990374	MoDOT	Various: Job Order Contracting for guard cable and guardrail repair at various locations in the urban Kansas City District.	\$3,220,000.00
990380	MoDOT	Various: Job Order Contracting for signage repairs on various major routes in the urban Kansas City District.	\$394,000.00
990381	MoDOT	Various: Job Order Contracting for concrete pavement repair at various major route locations in the urban Kansas City District.	\$2,145,000.00
990392	MoDOT	Various: On-call work zone enforcement at various locations in the urban Kansas City District.	\$2,060,000.00
990398	MoDOT	Various: Job Order Contracting for concrete pavement repair at various major route locations in the urban Kansas City District.	\$2,147,000.00
995209	Kansas City, MO	KC Streetcar - Main Street Extension to UMKC	\$351,706,570.00
996097	Johnson County Transit	Capital and Operating Assistance for The JO	\$1,224,814.80

Projects From TIP 2024-2028 Under construction/in progress

TIP Project Number	Lead Agency	Project Name	Total Cost
163018	Leavenworth	K-7 Mill & Overlay from Rees St to Poplar St	\$736,581.00
165018	Leavenworth County	Leavenworth County: RS381 from Tonganoxie North City Limit thence north 1.1 mile	\$2,046,000.00
165021	Leavenworth County	RS 381 Tonganoxie Drive 2025 High Risk Rural Roads (HRRR) Improvements	\$1,556,880.00
166001	Basehor	Parallel Road and 158th Street Bicycle/Pedestrian Improvements	\$3,599,500.00
166002	Basehor	155th Street Improvements	\$13,193,127.30
166003	Basehor	158th Street & Parallel Roadway Improvements	\$9,261,039.00
166004	Basehor	Basehor Civic Campus Trails	\$2,176,342.00
180077	KDOT	Leavenworth CCLIP-PR: US-73 from Choctaw to Seneca	\$7,722,500.00
257010	Bonner Springs	138th Street Improvements - Phase 1	\$5,778,040.00
280202	KDOT	I-435: Bridge #253 (Connor Creek Drainage) located 0.30 mile N of K-5 South Junction in Kansas City	\$273,000.00
280204	KDOT	I-635: from north approach of Bridges #040 and #041 over the BNSF Railroad Yard and K-32, north to 1.36 miles north of I-70/I-635 junction	\$683,600.00
280213	KDOT	I-35: various sections and ramps from county line to state line	\$638,400.00
341005	DeSoto	Sunflower Road Recreational Path	\$1,203,462.00
343110	Gardner	Gardner Traffic Signal Interconnect	\$416,090.00
344034	Leawood	Tomahawk Creek Parkway (115th to Roe)	\$7,155,000.00
344036	Leawood	Tomahawk Creek Parkway (College to 115th)	\$6,015,000.00
346009	Merriam	Citywide Streetlight LED Upgrades	\$653,583.80
349256	Olathe	119th St., Woodland to Northgate, Improvements	\$43,325,000.00
350236	Overland Park	167th Street, Switzer Road to Antioch Road	\$17,745,032.00
350237	Overland Park	Quivira Road, 179th Street to 187th Street	\$22,035,000.00
350242	Overland Park	Overland Park Electric Vehicle Charging Stations	\$807,655.40
350247	Overland Park	Sustainable Medians Pilot Project	\$195,938.00
350248	Overland Park	Driver Feedback Sign Speed Management	\$125,000.00
356108	Olathe	Black Bob Road, 159th to 167th, Improvements	\$17,490,000.00
380243	KDOT	Interchange located at I-35/US-56	\$2,500,000.00
380244	KDOT	I-35: from 95th Street to the I-635/I-35 junction	\$455,700.00
380250	KDOT	I-435: Bridge #230 southbound lanes and #231 northbound lanes over Little Mill Creek located 0.29 and 0.28 mile north of the Renner Road interchange in the City of Shawnee	\$4,326,900.00
410061	Kansas City, MO	KCI Corridor Trail Segment 1- Old Tiffany Springs Road to Tiffany Springs Parkway	\$1,357,334.60
410071	Kansas City, MO	KCI Corridor Trail Segment 2	\$1,100,000.00
410072	Kansas City, MO	KCI Corridor Trail Segment 3	\$951,765.00
440001	Platte Woods	Route 9 and NW Prairie View Road Sidewalk/Bike Lane Improvement	\$758,575.00

Projects From TIP 2024-2028 Under construction/in progress			
490207	MoDOT	MO 9 S: Bridge rehabilitation over Riverway Boulevard 0.8 mile north of NW Briardiff Parkway and 0.7 mile south of I-635.	\$2,454,000.00
490208	MoDOT	RT B: Bridge replacement over Grove Creek 0.1 mile north of Perrin Street and 0.1 mile south of Main Street.	\$1,691,000.00
490213	MoDOT	MO 9 S: Bridge rehabilitation over Line Creek 0.2 mile north of Riverway Boulevard and 0.4 mile south of I-635.	\$4,768,000.00
490221	MoDOT	Various: Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations in Clay and Platte County.	\$3,189,000.00
490223	MoDOT	RT Z: Bridge replacement, guardrail and striping over Platte River, 1.4 mile east of Rte. F and 0.7 mile west of Sherwood Forest.	\$8,117,000.00
490224	MoDOT	MO 152 E: Pavement resurfacing from I-29 to Rte. 169.	\$12,587,000.00
490225	MoDOT	MO 45: Add southbound left turn lane and northbound right turn lane at Jones-Meyer Road.	\$781,000.00
490236	MoDOT	MO 273: Signalize intersection and add intersection turn lanes at Rte. 371.	\$1,197,000.00
490251	MoDOT	IS 29: Bridge deck sealing at various locations in the urban Kansas City District.	\$657,000.00
490259	MoDOT	CST NW 76TH ST W: Bridge replacement over Brush Creek 0.4 mile west of Schott Drive.	\$2,048,000.00
510065	Kansas City, MO	Front Street - Chouteau to Universal	\$12,728,142.00
510085	Kansas City, MO	N Oak Reconstruction – 42nd to 46th St	\$8,900,000.00
518016	Gladstone	The Linden Connector	\$980,000.00
524010	Clay County	Stockdale Road Bridge Replacement - Bridge No. 1840010	\$3,674,997.10
524012	Lawson	Salem Road Extension	\$2,290,000.00
530001	Smithville	Smithville Streetscape Phase III	\$1,957,500.00
530002	Smithville	Commercial Pedestrian Project	\$1,330,000.00
590274	MoDOT	IS 35: Pavement and shoulder resurfacing from bridge over Pleasant Valley Road to the I-29/I-35 split. Includes ramps at Antioch Road, Chouteau Trafficway, Winn Road and Rte. 69.	\$7,189,000.00
590279	MoDOT	MO 9: Bridge rehabilitation over Northwest Briardiff Parkway 0.3 mile north of Rte. 169 and 0.6 mile south of Riverway Boulevard.	\$2,074,000.00
590281	MoDOT	MO 291: Add signal and westbound turn lane at North Sherman Road.	\$456,000.00
590284	MoDOT	IS 35: Pavement and shoulder resurfacing from Pleasant Valley Road to I-29. Includes ramps at Antioch Road, Chouteau Trafficway, Winn Road and Rte. 69.	\$8,504,000.00
590289	MoDOT	MO 1: Pavement reconstruction, upgrade pedestrian facilities and upgrade signals from 72nd Street to Northeast 42nd Street.	\$20,134,000.00
590302	MoDOT	MO 1: Pavement resurfacing from Rte. 152 to 72nd Street.	\$2,208,000.00
590303	MoDOT	MO 152: Pavement resurfacing from Rte. 169 to Rte. 1.	\$6,119,000.00
590304	MoDOT	MO 152: Pavement resurfacing from Rte. 1 to I-35.	\$8,052,000.00
590305	MoDOT	US 169: Bridge rehabilitation over I-435 and NW Cookingham Drive, 1.3 miles north of NW Shoal Creek Parkway and 0.6 mile south of NW 124th Street.	\$2,350,000.00
590308	MoDOT	IS 435: Pavement resurfacing from Missouri River to Rte. 24.	\$4,745,000.00
590310	MoDOT	RT A: Pavement resurfacing from Rte. 92 to Liberty city limits.	\$1,186,000.00

Projects From TIP 2024-2028 Under construction/in progress			
590312	MoDOT	RT DD: Pavement resurfacing from Litton Way to Rte. 92.	\$462,000.00
590316	MoDOT	IS 29: Pavement resurfacing from 0.2 mile north of Parvin Road to Rte. 210.	\$3,653,000.00
590360	MoDOT	RT H: Pavement resurfacing on Rte. CC (Buchanan County), Rte. J (Clay County), Rte. H, Rte. J and Rte. O (Clinton County).	\$3,217,000.00
590361	MoDOT	MO 92: Repair slide 0.4 mile west of Old Quarry Road near Excelsior Springs.	\$453,000.00
590362	MoDOT	MO 33: Culvert replacement 0.3 mile west of Burris Road.	\$803,000.00
611183	Kansas City, MO	Swope Park Blue River Connector Trail	\$1,073,655.00
611197	Kansas City, MO	Martha Truman Connector Trail	\$740,250.00
611203	Kansas City, MO	Grand Boulevard Bike-Ped Bridge	\$8,250,000.00
611215	KCATA	Grand Cycle Track (2nd and 3rd Streets)	\$1,271,987.50
627027	Grandview	Blue Ridge Blvd at KCS Railroad Overpass Bike/Ped Accommodations	\$13,883,800.00
630081	Lee's Summit	Complete Street Improvements, 3rd St Blue Pkwy to Jefferson, and Market St	\$7,630,300.00
630083	Lee's Summit	Pryor Road Complete Streets Improvements - Phase 1	\$24,058,000.00
630086	Lee's Summit	M291 North Interchange with US 50	\$29,867,774.00
634076	Jackson County	Greenwood Connector: Jefferson to Hamblen Road	\$2,200,000.00
634079	Jackson County	Little Blue Trace/Rock Island Connector	\$2,133,000.00
634080	Jackson County	Helmig Road Bridge Replacement	\$517,000.00
690369	MoDOT	MO 350: Bridge replacement, pavement resurfacing and intersection improvements at Rte. 350 and Noland Road (Rte. V).	\$7,233,000.00
690488	MoDOT	MO 291: Bridge replacement, rebuild pavement, add sidewalks and realign north ramp of interchange from SE 7th Terrace to SE Oldham Parkway.	\$29,527,000.00
690551	MoDOT	US 40: Pavement resurfacing from Sterling Avenue to I-70 in Grain Valley.	\$14,095,000.00
690553	MoDOT	MO 150: Pavement resurfacing from Rte. 291 to Rte. E.	\$5,374,000.00
690556	MoDOT	IS 35: Pavement resurfacing from I-70 to Kansas State line.	\$4,323,000.00
690558	MoDOT	IS 470: Pavement resurfacing from Hickman Mills Drive to Raytown Road.	\$9,475,000.00
690560	MoDOT	IS 670: Pavement resurfacing from the Belleview Overpass to Troost Avenue.	\$2,942,000.00
690563	MoDOT	IS 70: Bridge replacement, removal and rebuild pavement from Paseo to I-435.	\$276,850,000.00
690588	MoDOT	MO 291: Pavement resurfacing from 0.7 mile south of Rte. 150 to Rte. 58 and add turn lanes at Southwest 163rd Street and Kidwell Road.	\$3,030,000.00
690606	MoDOT	MO 291: Bridge washing over the Missouri River in the urban Kansas City District. Project involves bridges A4757 and A7650.	\$331,000.00
690612	MoDOT	US 24: Bridge rehabilitation over Fire Prairie Creek and Drainage Ditch from 0.3 mile west of Schuster Road to 0.4 mile east of Burnley Road.	\$5,400,000.00
690614	MoDOT	IS 470: Drainage and pavement repair at Rte. 291.	\$492,000.00
690619	MoDOT	CST HOLMES ST: Bridge replacement over I-670, 0.1 mile north of Truman Road and 0.1 mile south of 13th Street.	\$8,960,000.00

Projects From TIP 2024-2028 Under construction/in progress			
690649	MoDOT	Various: Upgrade lighting at various locations in Jackson County.	\$1,287,000.00
690651	MoDOT	RT E: Pavement resurfacing from Rte. 150 to Rte. KK.	\$482,000.00
690653	MoDOT	MO 210: Upgrade signals at Rte. 291.	\$950,000.00
690657	MoDOT	IS 70 E: Striping upgrades on IS 70, IS 35, IS 49 and IS 29.	\$1,311,000.00
690686	MoDOT	RP IS70W TO IS470W W: High friction surface treatment at various locations in the urban Kansas City District.	\$562,000.00
690687	MoDOT	IS 70: Safety and capacity improvements from Blue Springs to Odessa.	\$366,501,000.00
690697	MoDOT	IS 435: Urgent sign truss repair south of Rte. 12 (Truman Road).	\$382,000.00
690709	MoDOT	Urgent sound abatement wall repair 0.3 mile west of Grandview Road.	\$516,000.00
690710	MoDOT	Urgent concrete barrier repair at Wornall Road in Kansas City.	\$343,000.00
735028	Belton	Route 58 and Powell Road - Multimodal Traffic Relief	\$6,777,900.00
735031	Belton	Markey Parkway Connection	\$4,750,000.00
790142	MoDOT	RT D: Bridge replacement over Coldwater Road, 0.1 mile south of East 319th Street and 0.3 mile north of 323rd Street.	\$1,293,000.00
790144	MoDOT	RT D: Pavement resurfacing from Rte. 58 to Rte. Y.	\$1,457,000.00
790146	MoDOT	RT VV: Pavement resurfacing from Rte. 7 to Rte. E.	\$682,000.00
790162	MoDOT	RT J: Bridge repair at various locations in the urban Kansas City district.	\$2,324,000.00
790164	MoDOT	RT C: Pavement resurfacing from I-49 to Rte. 2.	\$2,137,000.00
790173	MoDOT	RT D: Signalize intersection at Loch Lloyd Parkway 0.4 mile north of North Avenue and 0.1 mile south of Suffolk Lane.	\$460,000.00
970114	KCATA	Berkley Riverfront Mobility Hub	\$1,906,537.50
980034	KDOT	KC Scout Intelligent Transportation System Upgrades	\$3,183,000.00
980035	KDOT	Mid-America Regional Council SS4A Action Plan	\$29,250.00
990203	MoDOT	Various: Bridge improvements at various locations in the urban Kansas City District.	\$4,925,000.00
990309	MoDOT	Various: Overhead signage replacement at various locations in the urban Kansas City District.	\$1,820,000.00
990341	MoDOT	Various Routes: Upgrade attenuators at various locations in the urban Kansas City District.	\$1,120,000.00
990345	MoDOT	Various: Scout Intelligent Transportation System (ITS) asset management and device replacements at various locations in Clay and Platte Counties in the urban Kansas City District.	\$930,000.00
990349	MoDOT	"IS 435:	Bridge rehabilitation over Parvin Road and over West 48th Street. Project involves bridges A1667 and A1674."
990362	MoDOT	Various: ITS operations, staffing and equipment for the Kansas City Scout ITS at the Transportation Management Center building in the urban Kansas City District.	\$5,892,000.00
990363	MoDOT	Various: Emergency response operations and staffing in the urban Kansas City District.	\$2,016,000.00
990369	MoDOT	Various: Upgrade signals at various locations in the urban Kansas City District.	\$2,874,000.00

Projects From TIP 2024-2028 Under construction/in progress			
990382	MoDOT	RT J: Bridge repair at various locations in the urban Kansas City district.	\$2,324,000.00
990383	MoDOT	RT Y: Pavement preservation treatment at various locations in the urban Kansas City district.	\$2,247,000.00
990384	MoDOT	RT E: Pavement preservation treatment at various locations in the urban Kansas City District.	\$709,000.00
990385	MoDOT	RT T: Pavement resurfacing from Rte. 210 to Rte. 10.	\$1,379,000.00
990388	MoDOT	RT F: Pavement resurfacing from Rte. B to end of state maintenance.	\$608,000.00
990390	MoDOT	RT T: Bridge replacement over Panther Creek at Triple Springs Road.	\$1,561,000.00
990391	MoDOT	RT Z: Bridge replacement over Kinny Creek 0.6 mile south of Agnes Street and 0.3 mile north of Centennial Road.	\$1,226,000.00
990395	MoDOT	Various: Job Order Contracting for guard cable and guardrail repair at various locations in the urban Kansas City District.	\$2,285,000.00
990399	MoDOT	Various: Job Order Contracting for concrete pavement repair at various locations in the urban Kansas City District.	\$2,145,000.00
990400	MoDOT	Various: Job Order Contracting for asphalt pavement repair at various locations in the urban Kansas City District.	\$2,145,000.00
990408	MoDOT	Various: Signage replacement at various locations in the urban Kansas City District.	\$895,000.00
990411	MoDOT	Various: Job Order Contracting for signage replacement at various locations in the urban Kansas City district.	\$1,079,000.00
995210	KCATA	Kansas City Streetcar Riverfront Extension	\$59,854,176.00

Table 28: Projects From TIP 2024–2028 Deleted

TIP Project Number	Lead Agency	Project Name	Total Cost
258008	Edwardsville	104th Sidewalk Extension	\$782,915.00
347016	Mission	Bike Share in Northeast Johnson County	\$628,808.00
410067	Platte County	Route 152 Segments 1&2	\$3,200,000.00
415219	Platte County	NW 76th Street Bridge/Brush Creek Connector	\$3,149,000.00
521001	North Kansas City	Burlington Corridor Complete Streets	\$12,110,000.00
521002	North Kansas City	Burlington Corridor Phase 3	\$9,050,000.00
524011	Randolph	6th Street over Small Creek Bridge Replacement - Bridge No. 3593001	\$409,760.00
611162	Kansas City, MO	Swope Park Industrial Area Flyover Bridge	\$12,019,197.00
611165	Kansas City, MO	Red Bridge Road - Blue River Road to Montgall	\$8,683,670.00
611195	Kansas City, MO	Missouri River Trail Segment 1	\$1,695,789.20
611219	Kansas City, MO	11th/12th Street Bikeways - Phase 2	\$2,550,000.00
611224	Kansas City, MO	Charging Kansas City Communities	\$1,901,330.00
690580	MoDOT	CRD LEFHOLZ RD: Bridge rehabilitation over I-70 on Lefholz Road.	\$4,012,000.00
760004	Peculiar	City of Peculiar -- Trail Crossings	\$25,000.00
980037	KDOT	Paola Association for Church Action, Inc.	\$82,500.00
990396	MoDOT	Various: Job Order Contracting for bridge repairs at various locations in the urban Kansas City District.	\$4,444,000.00



600 Broadway, Suite 200 • Kansas City, MO 64105-1659
Phone: 816-474-4270 • www.marc.org