APPENDIX PART 1*B* TO

BI-STATE REINVESTMENT CORRIDOR ASSESSMENT AND STRATEGY ACTION PLAN

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APPENDIX A: EXISTING CONDITIONS REPORT

APPENDIX A
EXISTING CONDITIONS REPORT

(Continued)

Transportation and Mobility

Roadway Network

The configuration of the corridor's roadway network includes several interfaces with freeways, but relatively few major cross streets outside of the core urban footprint of Kansas City, Missouri and Kansas City, Kansas.

The Study Area's network covers a mix of streets owned and maintained by local and state agencies, with numerous interfaces with other key thoroughfares and freeways. The east-west orientation of the area captures major routes from the west end of Wyandotte County into the Kansas Cities' two downtowns, and further east to Independence.

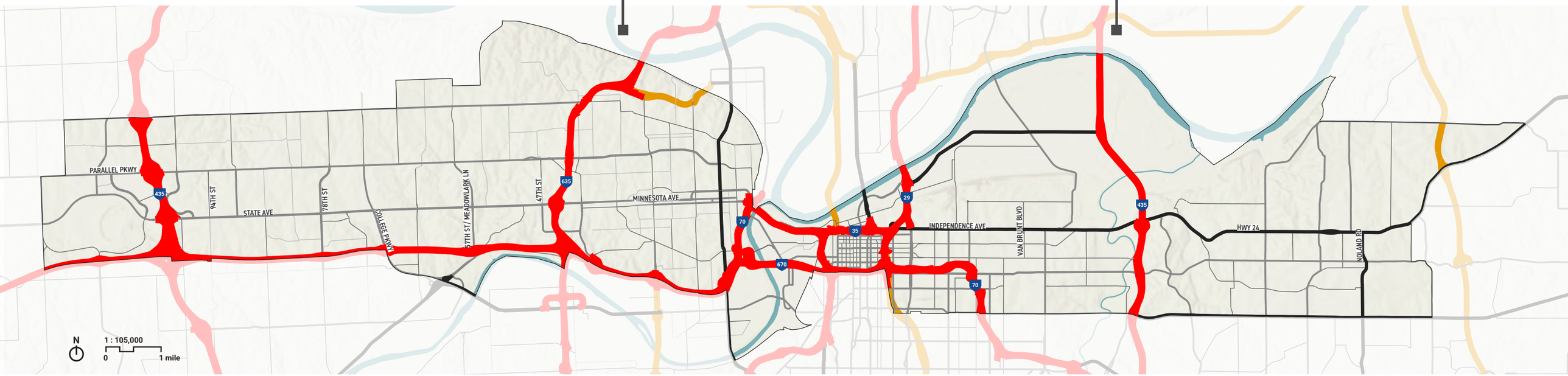
The roadway classification system guides policy and funding decisions for street management and enhancement. Notably, more study area streets in Missouri are classified as arterials than in Kansas, despite many serving primarily for property access.

SURFACE NETWORK CHARACTERISTICS in KANSAS		
Roadway classification	Major Corridors	Primary intended function
Minor Arterial	State Avenue, Parallel Parkway, Leavenworth Road, College Parkway, Meadowlark Lane	Regional mobility, with some property access
Collector	Quindaro Boulevard, Central Avenue, most connecting streets between the major east-west corridors	Connecting local streets to mobility corridors balanced with property access

SURFACE NETWORK CHARACTERISTICS in MISSOURI		
Roadway classification	Major Corridors	Primary intended function
Principal Arterial	Independence Avenue-US 24, Truman Road (east of I-435), 23rd Street, Front Street	Regional mobility, with limited property access
Minor Arterial	Truman Road (west of I-435), Winner Road, Sterling Avenue	Regional mobility, with some property access
Collector	Blue Ridge Avenue, Noland Road	Connecting local streets to mobility corridors balanced with property access

PLAN 24
ROADWAY NETWORK
(from MARC Roadway Functional Classification)

Interstate
Freeway/Expressway
Principal Arterial
Minor Arterial
Major Collector
Minor Collector



Overall Network Strength

The robustness of the BSRC street network varies throughout the Study Area, with a high density of intersections and network streets closer into the metropolitan core and varying outside of this area.

Street network is a useful proxy measure for many indicators that lead to successful multimodal corridors. In particular, the western suburban neighborhoods of Kansas City, Kansas, and most of the Study Area within Independence and Sugar Creek, Missouri, feature a less connected network with many streets only accessing their surrounding areas by connections to one main thoroughfare street. This pattern is especially pronounced in the more suburban areas of the western Study Area in Kansas.

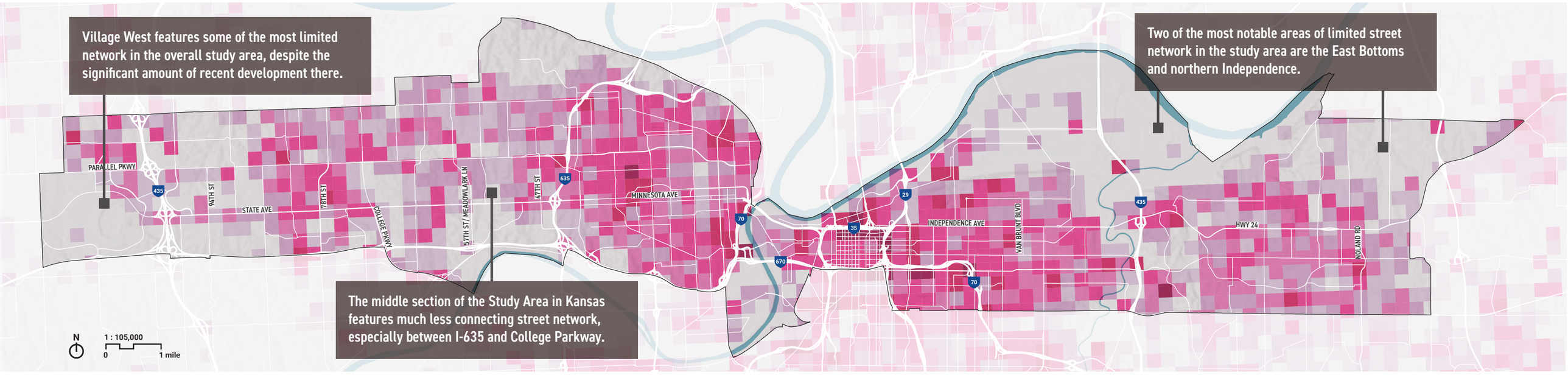
There are multiple reasons for the lack of connection: newer development patterns after World War II favored cul-de-sac and dead-end streets to offer a more exclusive and low-traffic environment for neighborhoods; the hilly topography of the Study Area above floodplains makes street connections and land development more challenging, and large industrial and commercial properties in parts of the Study Area did not create multiple connections onto the street network.

PLAN 25
NETWORK DENSITY DIAGRAM
(from MARC Roadway Functional Classification)

1 map square = 1/4 mile

Average Density of Intersections per Square Mile

Up to 25 | 25 - 50 | 50 - 100 | 100 - 150 | 150 - 200 | 200 - 300 | 300 - 400 | More than 400



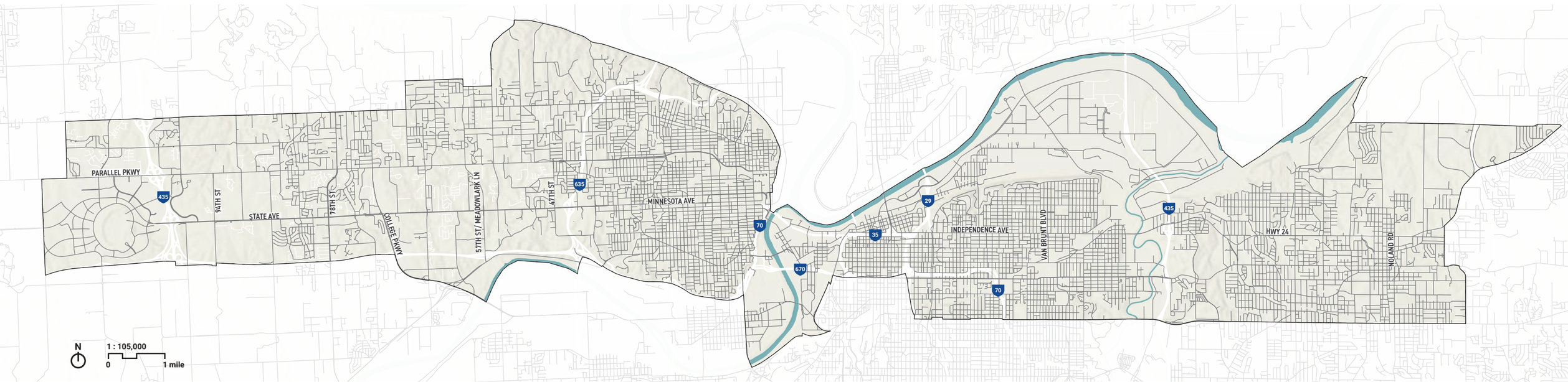
Connectivity Along the Corridor

The strength of the overall corridor street network speaks to its preparedness for major mobility investments and supporting development.

When considering which streets in the overall Study Area provide true connections to other parts of the region, the Study Area varies considerably. It features a connected grid of streets located mostly within the I-635 to I-435 subset of the Study Area: the historic boundaries of Kansas City, Kansas prior to consolidation with Wyandotte County, and the core urban neighborhoods of Kansas City, Missouri. Outside of these areas, there are far fewer connecting streets between more than one major thoroughfare.

Overall, this suggests that the parts of the Study Area outside of I-635 and I-435 rely more heavily on a single arterial connection for all forms of travel—both regional trips outside of their immediate district, and shorter local trips within that district. This in turn has implications for traffic operations and safety, when these thoroughfares have to function as traffic arteries as well as local streets.

PLAN 26
EFFECTIVE NETWORK DIAGRAM
(from MARC Roadway Functional Classification)



Bridges and the Roadway Network

The east and west reaches of the Study Area do not feature extensive bridges, but crossings of the Kansas River and the extent through downtown Kansas City, Missouri is connected to numerous bridge crossings.

The Kansas City region has extensive roadway, rail, and bridge infrastructure, and the Study Area includes some of the most notable concentrations of bridges. As it is crossed by multiple freeway and rail corridors, bridges and viaducts are a key part of the overall transportation landscape. Their condition varies throughout the Study Area, with most roadway bridges in the Kansas side of the Study Area in good condition and a greater share of bridges in the Missouri side in fair to poor condition.

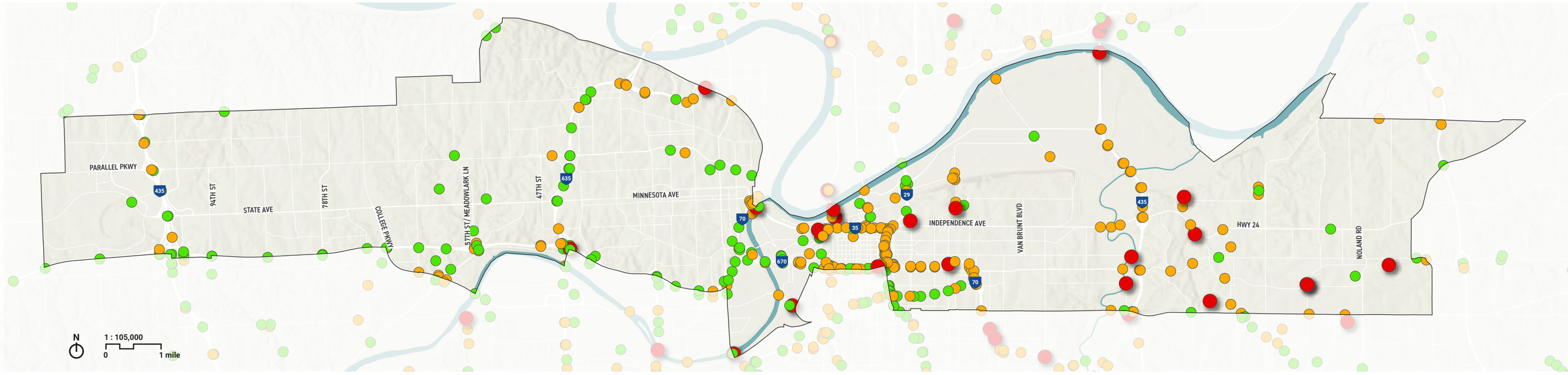
Notably, in Kansas very few bridges cross water features, and most are roadway viaducts where the freeway system has grade separation from the surface street network.

Some of the most significant bridge crossings in the Study Area cross the Kansas River, where several major connections have been closed to vehicle traffic due to bridges in need of repair and at risk of failure. These are discussed in more detail in a later page.

At the time of this report, Wyandotte County is planning to begin a bridge study to address this issue. As noted in the following page, both cities face a major challenge of recent failure of three of the major river crossings that connect Kansas City, Kansas to Kansas City, Missouri. Before these failures, the two cities had already seen steady reduction of connectivity between the two downtowns—beginning after World War II with the dismantling of the legacy urban streetcar system and eventually closure of rail and road bridges.

PLAN 27
BRIDGE CONDITION
(MARC)

- Bridge in **Good** Condition
- Bridge in **Fair** Condition
- Bridge in **Poor** Condition



Bridges and Rail Crossings

Railroads are prominent in the Kansas City region and create numerous locations that make east-west travel difficult. Even though they extend through more of the Missouri side of the Study Area, a limited number of rail crossings in Kansas complicates access across the Kansas River.

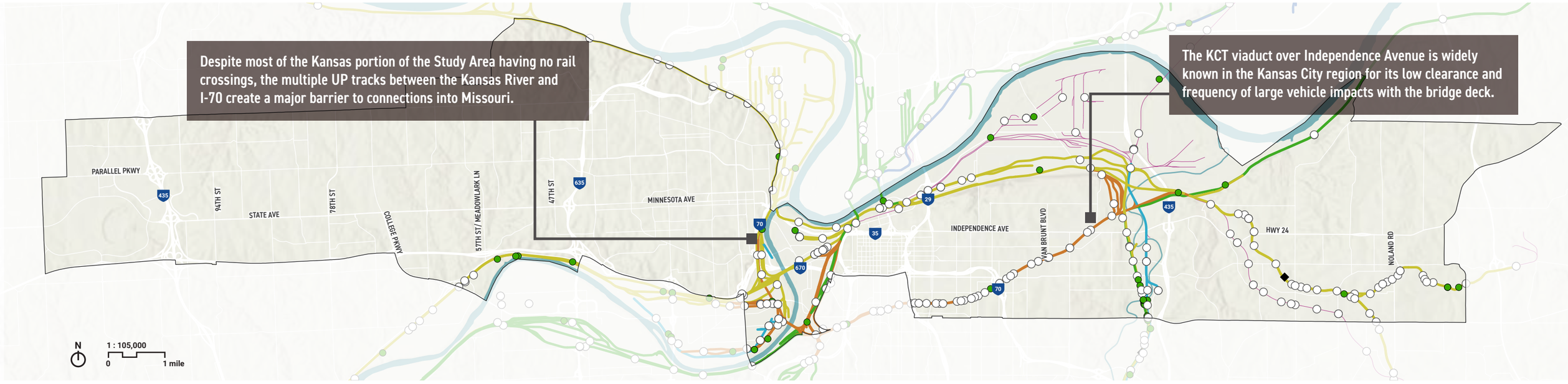
There are no railroad interfaces in most of the Study Area west of the Kansas River, but numerous locations east of the river and into Missouri where streets and the Kansas City region's extensive freight rail network cross. Owing in part to the long history of this rail network in the Kansas City area and the level of activity on both roads and rail, there are very few at-grade crossings of railroad tracks, and most of these at-grade crossings are for private service roads used by the railroads themselves. Nonetheless, the Missouri side of the Study Area does have notable infrastructure challenges, such as low-clearance rail viaducts, long roadway bridges over multiple tracks and yards, and existing road bridges in need of repair.

One of the better known examples of these challenges is a Canadian Pacific Kansas City viaduct over Independence Avenue that only allows 12 feet of vertical clearance under the rail bridge. This bridge is known for vehicle collisions with parts of the structure, especially trucks and other taller vehicles that are too high to pass under the railroad bridge without impacting the structure.

To the north of the I-70 corridor, the East Bottoms industrial district also features extensive railroad short-line connections and spurs connecting to industrial buildings and land uses.

PLAN 28
RAILROAD NETWORK AND CROSSINGS
(MARC)

- Burlington Northern Santa Fe
- Canadian Pacific Kansas City
- Kansas City Terminal
- Other Operators
- Missouri & Northern Arkansas
- Norfolk Southern
- Union Pacific
- At-grade with public road
- At-grade with private road
- Grade-separated

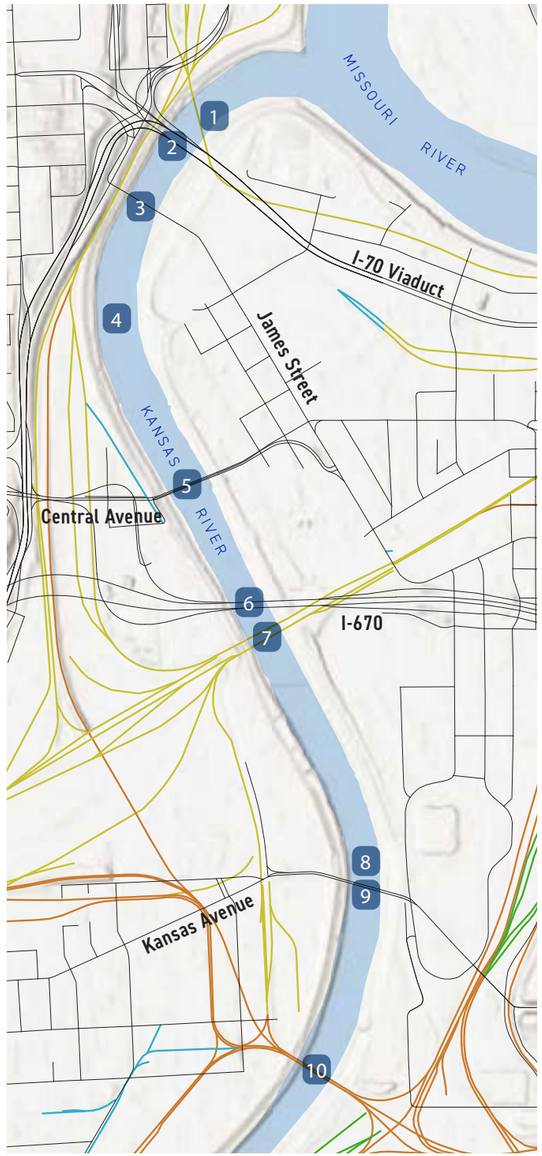


Kansas River Crossings

The Kansas River is the most significant natural barrier to east-west connectivity in the Study Area. Crossings of the river feature a mix of rail and road bridges, roadway designs, and agency ownership—and not all are in a condition readily supportive of adding transit or other mobility options.

This existing conditions summary effort included a more in-depth assessement of the Kansas River's crossings, both highway and rail bridges. The overall condition of these bridges and their readiness to accommodate transit or other forms of travel vary considerably. Most importantly, as of late 2024, three of the roadway bridges have been closed to traffic due to maintenance needs, limiting vehicular travel to James Street, westbound I-70, and I-670.

This means that only one surface-street crossing (James Street) is currently available from downtown Kansas City, Kansas to the West Bottoms of Kansas City, Missouri. Although this connects into downtown Kansas City, Kansas via Armstrong Avenue, it travels through complex intersections under the I-70 interchange with downtown streets, and similarly relies on routes with multiple turns to connect across the bluffs and into downtown Kansas City, Missouri. The only other crossing currently available in both directions is I-670, though access to the surface street network from the freeway requires use of lenghty ramps (the connection to Central Avenue on the Kansas side) or additional turns at intersections (connecting to Genesee and Wyoming Streets on the Missouri side).



Roadways

- Burlington Northern Santa Fe
- Canadian Pacific Kansas City
- Kansas City Terminal
- Other Operators
- Missouri & Northern Arkansas
- Norfolk Southern
- Union Pacific

	KDOT ID (Road Bridges)	Name and Description	Year Built	Current Condition and Key Issues
1		Union Pacific Railroad North		Active rail crossing owned and maintained by UPRR.
2	105-340	I-70 Westbound	2018	Very good condition.
	105-031 SSGC	I-70 Eastbound (Weatherswood Bridge)	1907/ 1972	Fair to poor condition. Highway bridge closed to traffic in 2024
3		James Street	1987	Fair condition. Superstructure in good state of repair; road carries two lanes.
4		Abandoned Rail Bridge		Owned by UPRR, though not currently used or connected to other rail tracks.
5		Central Avenue	1918	Poor condition, and bridge has been closed to vehicle traffic since 2021.
6	105-244	I-670 Westbound	1984	Good condition; some minor challenges with substructure and supports but bridge has been regularly maintained.
	105-243	I-670 Eastbound		
7		Union Pacific Railroad South		Active rail crossing owned and maintained by UPRR.
8		Kansas City-Rock Island Bridge		Bridge is closed to rail use and is currently being enhanced with buildings and public space amenities.
9		Kansas Avenue/Avenida Cesar Chavez		Poor condition, and bridge has been closed to vehicle traffic since 2022.
10		Kansas City Terminal Railroad		Active rail crossing owned and maintained by UPRR.

Traffic and Circulation

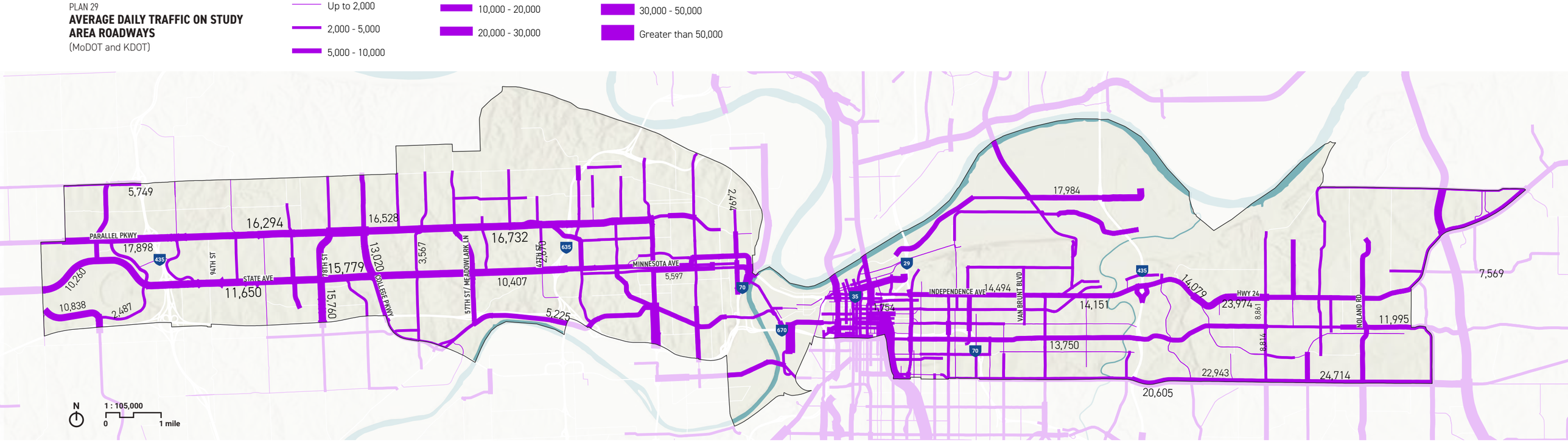
Overall, the Study Area includes relatively high-volume streets when considering surrounding neighborhood areas, but in large parts of the corridor—especially western Wyandotte County, the limits of street network mean a smaller number of intersections manage more traffic.

Most thoroughfare streets in the Study Area carry between 10,000 and 20,000 vehicles per day, significantly lower amounts than the Interstate highways and other freeways in the Kansas City metropolitan area and also lower than thoroughfare streets in the southern suburbs of the metropolitan area.

As discussed later in this report, traffic volumes are generally well within vehicle carrying capacity of streets, suggesting relatively minor risk of congestion for most of the Study Area. Nonetheless, the Study Area extends over 20 miles east to west, and the presence of traffic signals and other forms of traffic control means that an overall trip through the Study Area is long—around one hour in non-congested, relatively free-flowing traffic conditions.

Taken together, these conditions suggest that there may be room within current corridors to repurpose for other travel modes without needing to acquire costly right-of-way to make space for transit and multimodal improvements. This also suggests that making operational changes to these corridors, such as rethinking signal timing and management of traffic operations to be more friendly to transit, walking, and bicycling, may not have significant impacts on overall mobility in the region.

PLAN 29
AVERAGE DAILY TRAFFIC ON STUDY AREA ROADWAYS
(MoDOT and KDOT)

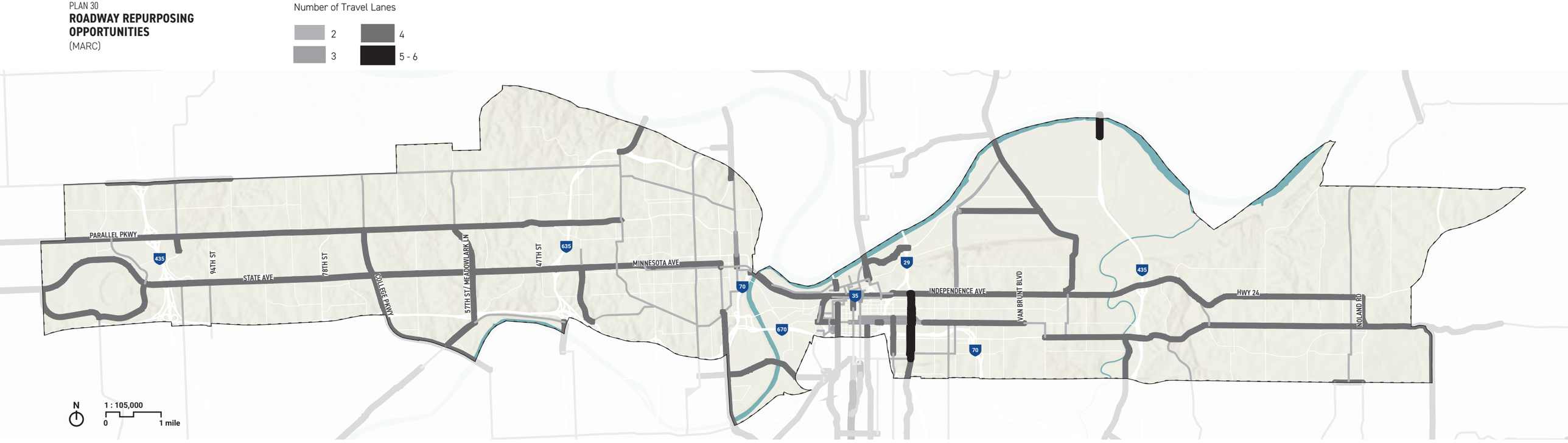


Opportunity Areas for Roadway Change

Overall, the Study Area features corridors in which current traffic volumes are less than the typical vehicle-carrying capacity of their road designs.

The traffic volumes discussed in the previous map point to opportunities to rethink these streets for multimodal enhancement or other forms of investment, such as stormwater management or economic development, without the need to acquire additional right-of-way. As the Bi-State Sustainable Reinvestment Corridor study's later evaluation of mobility alternatives explores different pathways for enhancing mobility choice, understanding the corridors and streets of the Study Area where roadway vehicle-carrying capacity exceeds traffic volumes is important. Adding new right-of-way is a costly part of any transportation project, especially in urban areas where land prices are high. Any opportunities to use existing right-of-way differently, such as repurposing travel lanes for transit, active transportation, or other enhancements that make communities more sustainable, can increase the benefits of a mobility option while keeping costs managed.

PLAN 30
ROADWAY REPURPOSING OPPORTUNITIES
(MARC)



Opportunity Areas for Roadway Change, continued

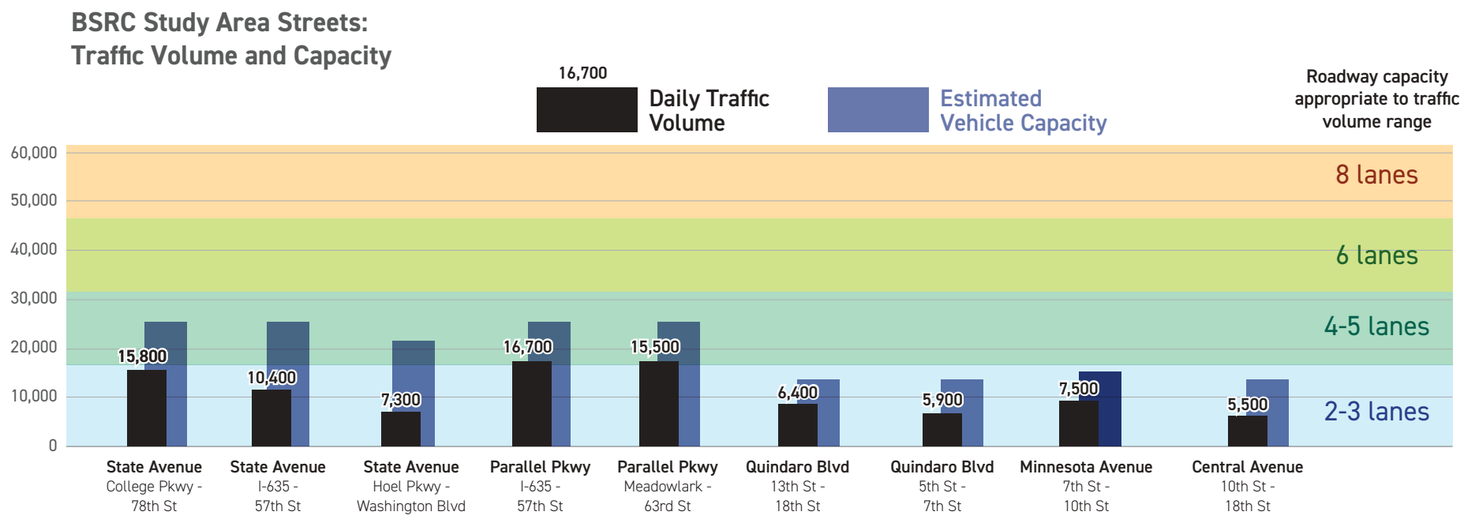
There is generally enough excess vehicle capacity to absorb small amounts of delay or adjustment to allow other users to better use the corridor.

The diagrams to the right illustrate a series of corridor segments throughout the Study Area and compare the daily traffic volumes counted on these streets with an estimated maximum vehicle carrying capacity of the street (capacity that meets a still-functional level of service before roadway congestion occurs). This is based on industry research and practice guides such as the Florida Department of Transportation's Quality and Level of Service Manual, and it considers the urban-area condition of these streets with their typical section design. Streets with medians and dedicated turn lanes such as State Avenue in western Kansas City, Kansas have a higher capacity than undivided four-lane streets such as Independence Avenue in historic Northeast Kansas City, Missouri.

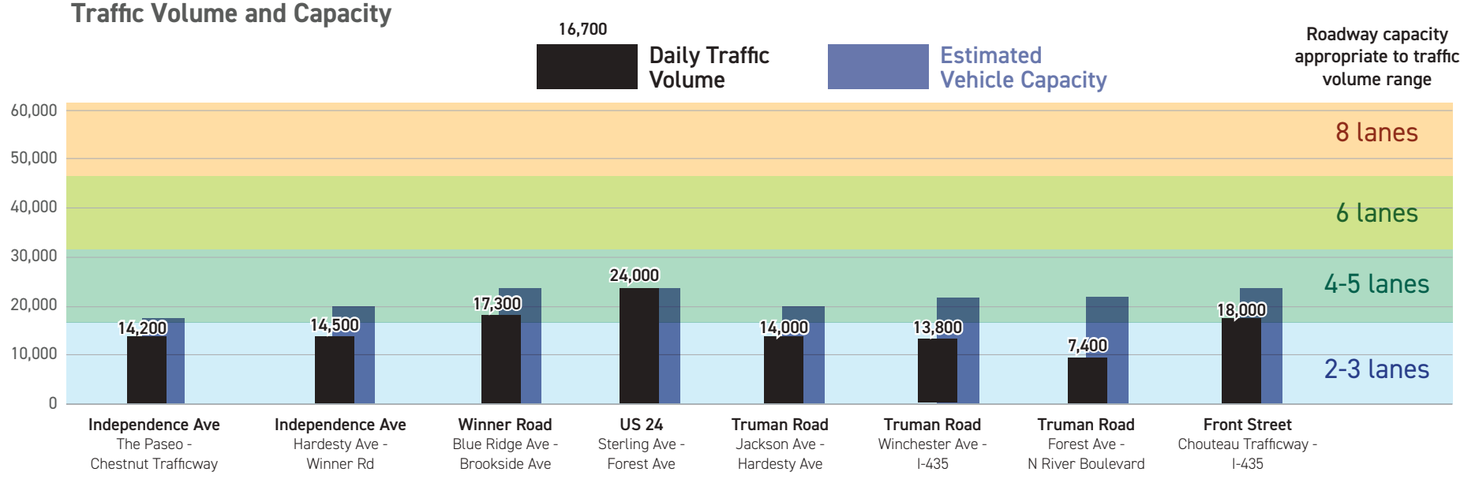
In some locations, especially State Avenue in Kansas and portions of Truman Road in Missouri, traffic volumes are well enough below capacity that substantial changes to the street design might be feasible, such as dedication of a lane for transit or conversion of an undivided four-lane roadway section into a three-lane section, allowing space for other travel modes. However, in most locations, capacity is greater than volume but not by levels that suggest that major roadway change could be readily accommodated. In these locations, this relationship might mean pursuing either less transformational changes to roadways, such as prioritized signal timing for transit or installation of signalized mid-block crossings for pedestrians, or looking to opportunities to add to the corridor's right-of-way if additional space for transit or active transportation users will be part of a multimodal corridor.

The overall observation here is that there is room to repurpose spaces on many of the Study Area's streets in a way that will not create congested conditions on the thoroughfare. This implies that many of the east-west corridors could be good candidates for better multimodal accommodation today without needing to take on changes that would increase cost and effort.

Selected street segments in **Kansas**



Selected street segments in **Missouri**



Traffic Operations and Risks for Travel Time

As shown in MARC's regional travel demand forecasting and congestion management, many of the Study Area's corridors carry limited traffic volumes.

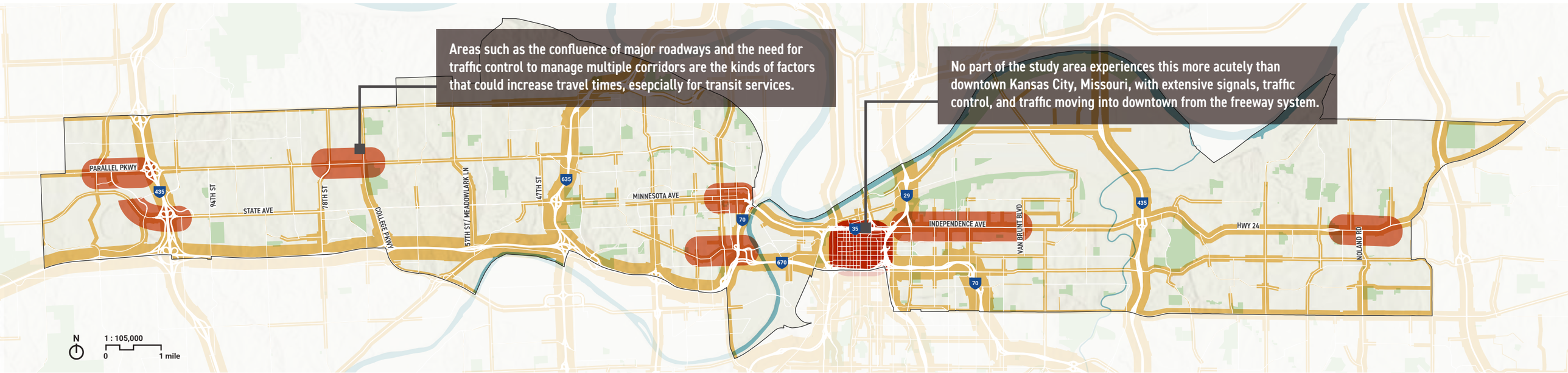
Many of the Study Area's streets operate within their capacity today and this is not expected to change in the future. MARC's regional travel demand forecasts for the Kansas City region note significant changes traffic volume and congestion on major freeways and arterials throughout the region, but relatively few of these are in the BSRC area. However, those corridors that are expected to increase in traffic volume and congestion represent opportunities for more advanced forms of corridor management and traffic operations.

The map below illustrates the traffic volumes expected under MARC's forecast for 2050, and notes concentrated districts in the Study Area where greater levels of congestion are a risk into the future. This is a helpful perspective for considering other mobility options and investment strategies in the BSRC corridor and how they can help offset the expected growth in vehicle travel in these areas; however, they also offer early guidance on the expected challenges that corridors and areas may face for transit operations and other time-sensitive travel needs.

PLAN 31
POTENTIAL CORRIDOR CONGESTION AREAS
(MARC)

Up to 2,000
2,000 - 5,000
5,000 - 10,000
10,000 - 20,000
20,000 - 30,000
30,000 - 50,000
Greater than 50,000

Travel Time Risk Areas: Where traffic volumes and operations are more prone to experience congestion and/or longer signal cycles and waits, especially for transit operations



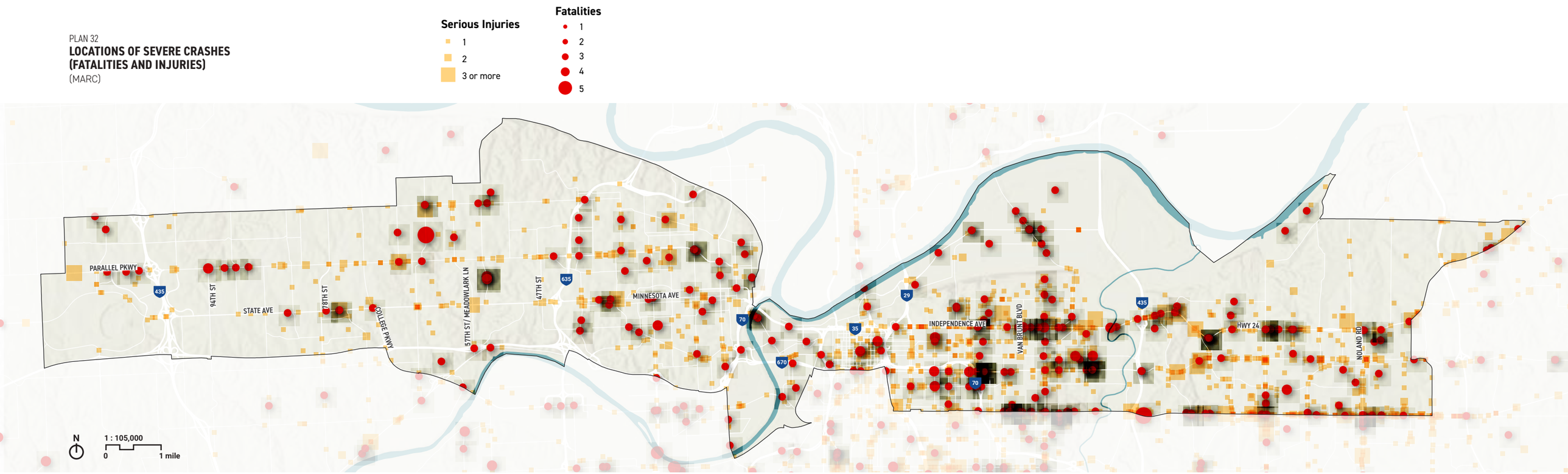
Transportation Safety

The area features a series of transportation safety patterns and trends that speak to needs for enhancement but also opportunities for balancing the corridor's multimodal users.

Most critically, the areas with the highest propensity for transit also feature the greatest risks for vulnerable roadway users. The Study Area's greatest areas of safety concern coincide with the two Kansas City downtowns and Kansas City, Missouri's east side before crossing the Blue River. Significantly, these are not the areas of the greatest traffic volume along the corridor—suggesting that traffic volume alone does not lead to greater risk of safety challenges, but that other conditions—such as roadway design, frequency of bicycle and pedestrian travel, and environmental conditions (such as limited visibility from terrain, lighting, or parallel transportation infrastructure) are also factors.

However, roadway safety remains an important issue for jurisdictions in the Study Area. Kansas City, Missouri completed its KC Vision Zero plan in 2022 with an intent to eliminate roadway fatalities, and has completed nearly 20 safety-focused street projects since then (including a project in the study area along East 12th Street). At the time of this report, the Unified Government of Wyandotte County had begun leading its own Vision Zero effort based on a Safe Streets and Roads for All Grant from the US Department of Transportation.

PLAN 32
LOCATIONS OF SEVERE CRASHES (FATALITIES AND INJURIES)
(MARC)



Major Safety Trends and Patterns

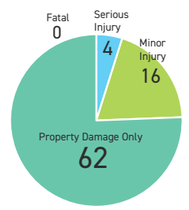
Along major Study Area streets, different safety trends and patterns suggest different roadway design treatments and land use and development policy approaches may be needed throughout the length of a single corridor.

The diagrams on this page provide additional detail on crash statistics at select locations throughout the Study Area. Notable trends include a generally greater rate of crashes, including a series of crashes involving fatalities, on the Parallel Parkway corridor in Kansas, a generally high frequency of crashes in the central Study Area in Kansas City, Missouri, and numerous fatalities in the industrial area of the East Bottoms.

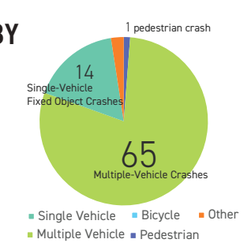
SELECTED CRASH CHARACTERISTICS in KANSAS

State Avenue: Village West to 86th Street

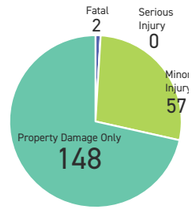
CRASHES BY SEVERITY

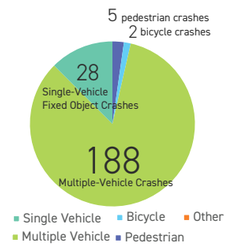


CRASHES BY COLLISION OBJECT

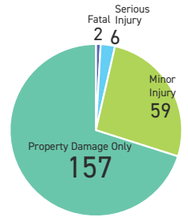


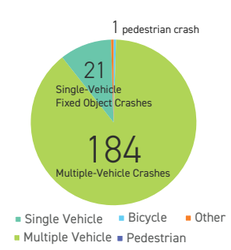
State Avenue: 78th Street to College Parkway





State Avenue: I-635 to Hoel Parkway

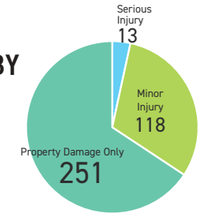




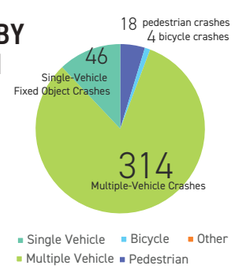
SELECTED CRASH CHARACTERISTICS in MISSOURI

Independence Avenue: The Paseo to Benton Boulevard

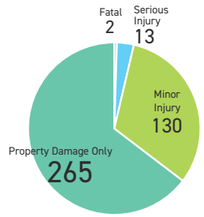
CRASHES BY SEVERITY

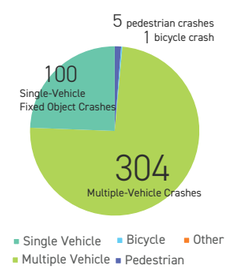


CRASHES BY COLLISION OBJECT

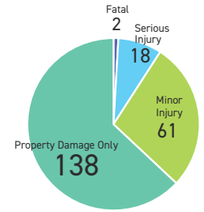


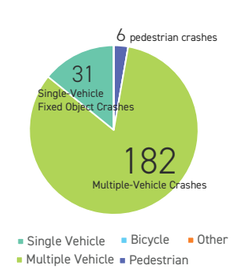
Independence Avenue: Hardesty Avenue to Bennington Avenue





US 24: I-435 to Brookside Boulevard





Safety Trends and Community Land Use

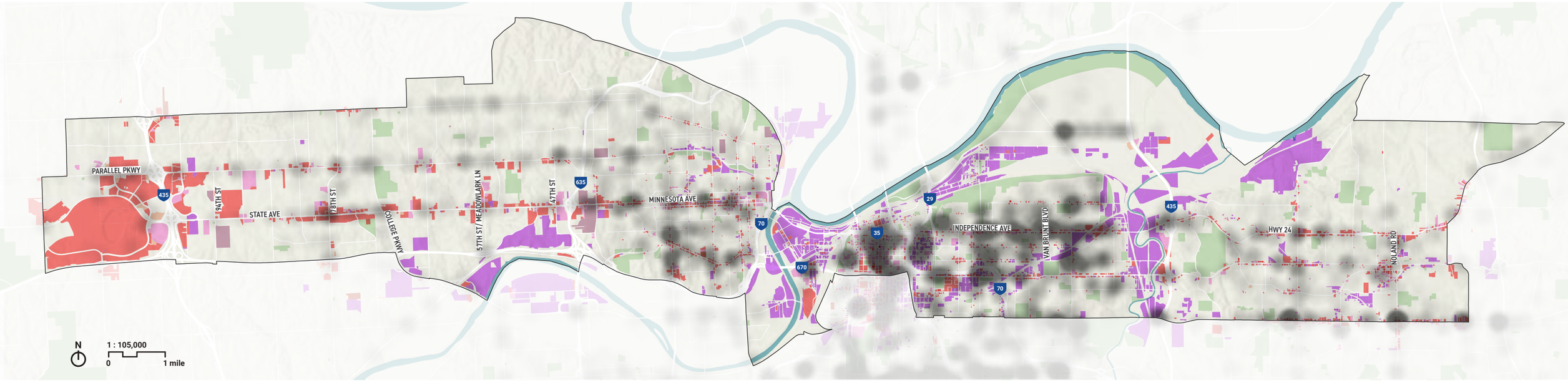
Where crash rates and patterns occur is not just a function of traffic volume, but also has a relationship with land use patterns.

Transportation safety is largely influenced by roadway and intersection design, but the way that streets and roads interact within their land use context is also a major factor in how and where safety challenges occur. In particular, the balance between local property access and regional mobility is an ongoing challenge for many arterial and collector thoroughfare corridors also serving commercial and industrial land use districts. As noted previously, many of the Study Area's primary east-west thoroughfares are classified as arterial roadways, designed and managed with a primary intent of providing regional mobility across the Kansas City metropolitan area. However, several of these corridors also serve as primary commercial streets, with higher rates of traffic generation than non-commercial land uses and driveways allowing access to private property. This high degree of local access on larger roads designed for mobility can be tied to safety trends that underscore a need for investment in transportation safety enhancements, coordinated land use planning and site design standards, and thoughtful guidance of development to overcome many of the physical challenges of a roadway's environment.

PLAN 33
LOCATIONS OF SEVERE CRASHES (FATALITIES AND INJURIES)
(MARC)

Commercial Land Use Districts
Industrial Land Use Districts

Low — High
Frequency of Crashes



Transit Systems And Services

The Study Area features transit service currently operated by multiple agencies but unified under the RideKC brand, with numerous locations featuring overlapping and intersecting routes.

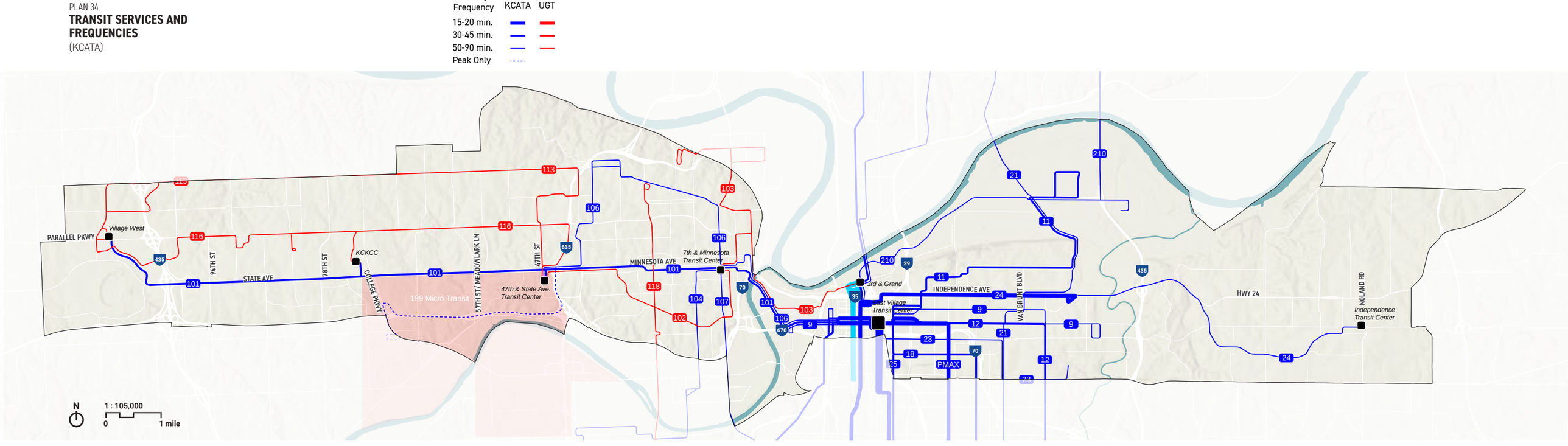
The bulk of the Study Area's transit service is in the core urban footprint inside I-635 and I-435, with most higher-frequency service connecting from downtown Kansas City, Missouri to the city's neighborhoods to the south. The full east-west length of the Study Area is served by two KCATA routes: Route 101 in Kansas and Route 24 in Missouri, with two additional Unified Government-operated routes providing service west to I-435 and the Village West district in Wyandotte County. Other services within the Study Area include the following.

- **Fixed Route Bus:** In addition to the two primary routes, 43 other fixed routes intersect through the study area primarily at three transit centers. These routes include three bus rapid transit (BRT) routes, known as Metro Area Express (MAX).
- **Streetcar:** The Kansas City streetcar is a two-mile north-south route that crosses with the Study Area at 11th Street.
- **RideKC Freedom (ADA Complimentary Paratransit):** As required by federal regulations, ADA paratransit is operated along the length of the corridor (within ¾-mile of fixed routes). This service provides demand-response curb-to-curb transportation to residents with a documented disability and by reservation.
- **On-Demand Micro Transit:** An app-based, on-demand service provided by, and within, Kansas City, MO and several other municipalities not including Unified Government or Independence. The intent of this service is to fill in gaps in areas that are difficult to serve with fixed-route transit.

The overall network serving the Study Area includes the following key components:

- **Primary routes on the BSRC corridor's primary streets:** 24/Independence and 101/State Avenue. 24 Independence is shown twice, due to the structure of the route where only certain trips extend the full length of the route to Independence Transit Center.
- **Connecting routes in Unified Government:** Nine fixed routes and one micro transit service include stops at either the Midtown KCK (47th & State) or Downtown KCK (7th & Minnesota) transit centers, several routes travel on segments of State Avenue for a portion of the route as well.
- **Connecting routes in Kansas City, Missouri:** This consists of the majority of transit operating in the Study Area, both in terms of number of routes as well as in total revenue hours of service operated. This is the only portion of the corridor with high-frequency transit service operating at 15- or 20-minute headways.

PLAN 34
TRANSIT SERVICES AND FREQUENCIES
(KCATA)



Transit Ridership

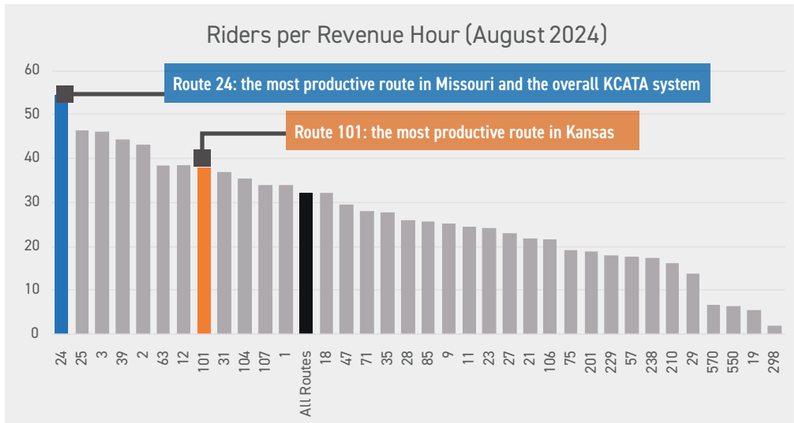
Ridership patterns align with service frequency, although some parts of the corridor seem to have gaps between transit rider potential and actual use.

Overall, the Study Area features a core urban area with high transit ridership, although the eastern and western edges feature relatively low ridership in many locations. Some of these areas feature greater population density than corridors with greater levels of transit service, suggesting that the service frequency itself may be a factor in lower ridership.

As with most transit providers, ridership across the RideKC system experienced a major decline in 2020-2021 due to the COVID-19 pandemic. However, the system, and KCATA services in particular, have experienced a significant and steady recovery over the past three years. This includes both the 24 Independence and 101 State Avenue routes.

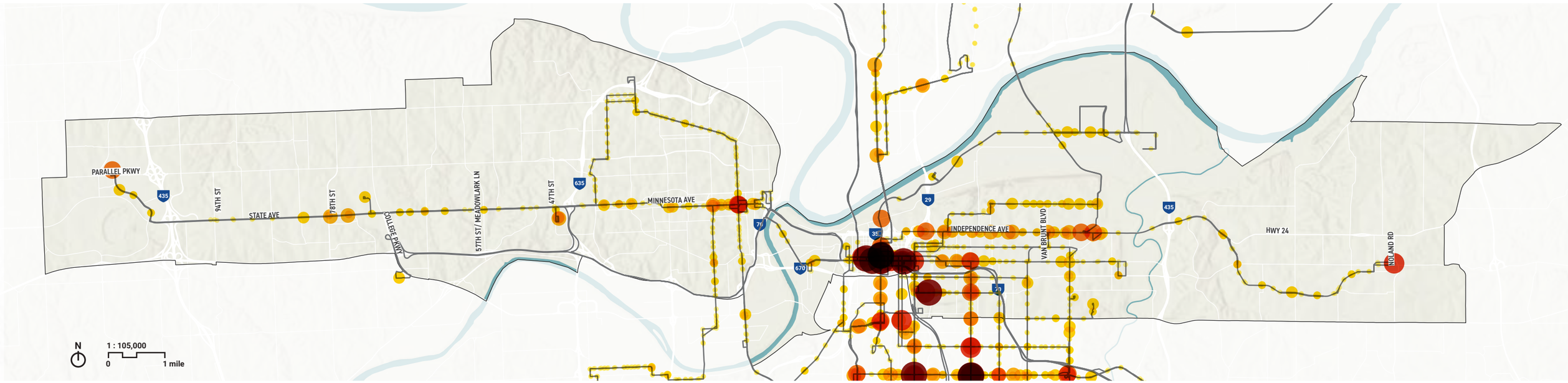
However, the full potential of this recovery has been diminished due to staffing challenges, and in particular the retainment and recruitment of bus drivers. This has been a challenge across the transit industry in the United States since the pandemic, with agencies both large and small. Lack of staffing has limited agencies' ability to fully restore service to pre-COVID levels.

Additionally, the nature of ridership has changed. Routes primarily focused on long-distance commuting to office jobs exhibited the greatest percentage of ridership lost, to the point where several of these services no longer achieved ridership levels to justify continued operation, and others have had service significantly reduced.



Transit service in the Study Area features some of the combined transit network's most productive service, with Route 24 on Independence Avenue featuring the most riders per revenue hour of any route. However, this ridership is concentrated mostly inside the I-435 loop.

PLAN 35
TRANSIT RIDERSHIP BY STOP
(KCATA)

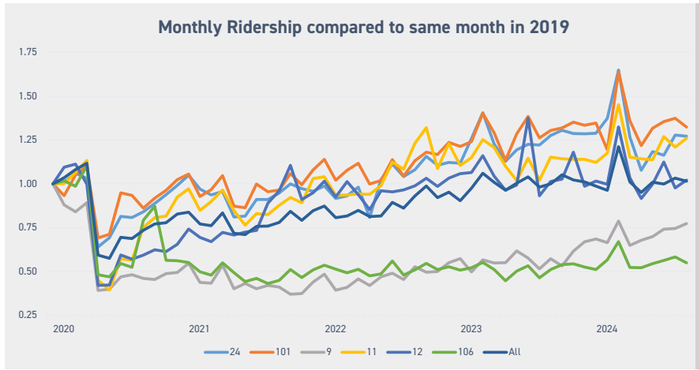


Transit Ridership Trends

Despite post-pandemic challenges, many transit routes in the Study Area have seen ridership return, sometimes exceeding pre-pandemic levels.

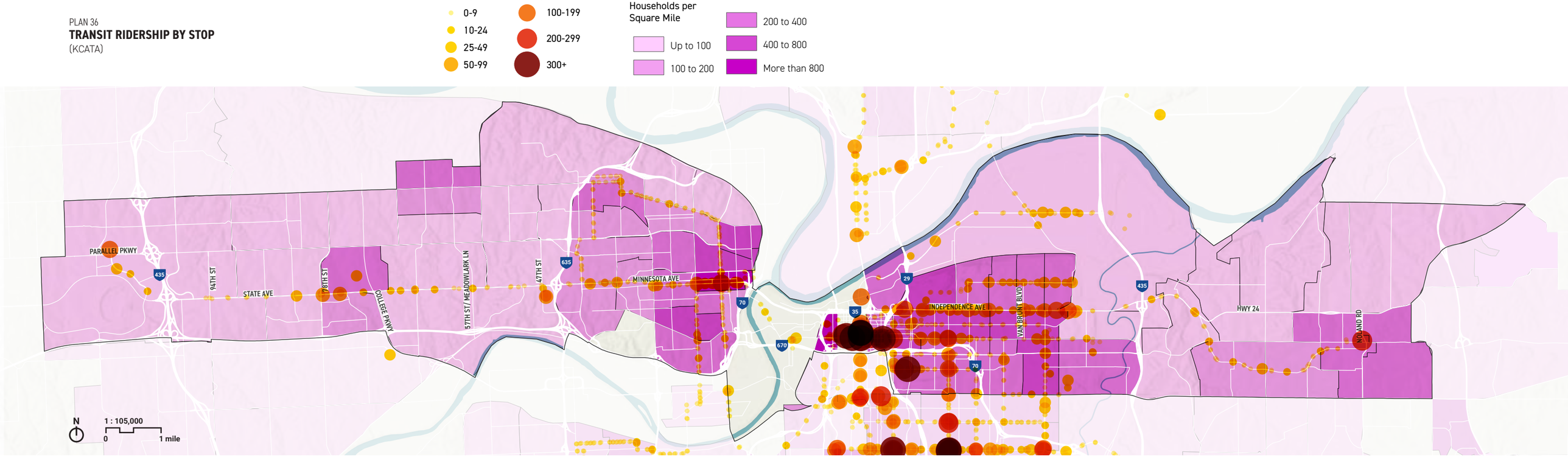
Ridership in the corridor has broadly recovered from the pandemic, with Routes 101 and 24, serving the State Avenue and Independence Avenue corridors, currently seeing higher overall ridership levels today than before 2020. However, the larger study area has potential to serve transit riders more closely, especially in areas with higher concentrations of households without access to vehicles and in areas prone to redevelopment where some type of multimodal enhancements would connect existing high-ridership areas.

Riders per revenue hour is a standard transit industry metric used to evaluate how effectively a bus route provides trips per unit (or hour) of service. This can be a way to determine if a route may have additional ridership potential or if a route may have excess service that may be better utilized elsewhere in the system. Based on data from KCATA's data dashboard from January through August 2024, the systemwide average rider per revenue hour is 29.8. (Note: in the data dashboard, KCATA defines revenue hours as not including layover time.) Both the 24 Independence and 101 State Avenue are higher than the system average, at 51.3 and 34.5, respectively.



Overall, most of the Study Area's fixed-route transit service has recovered to pre-COVID pandemic levels, and key routes (such as the 24 and 101) are at higher levels than before the pandemic. This suggests that **the area is a strong candidate for transit,** at least in the most productive areas.

PLAN 36
TRANSIT RIDERSHIP BY STOP
(KCATA)



Transit Governance and Funding

Although the Kansas City region aspires to a more advanced transit system and a greater role for transit in regional mobility, its existing funding model for transit complicates long-range planning and delivery of services across both Kansas and Missouri.

As discussed previously, the Kansas City region's transit services are provided by multiple different agencies, and some of these agencies operate service directly while others engage contracted third-party entities. The largest agency and operator, KCATA, draws its local (non-Federal or State) funding entirely from contracts with over ten municipalities throughout the region. Of these municipalities, Kansas City, Missouri is the only one with a dedicated funding source, drawn from two separate sales taxes (together accounting for seven-eighths of a cent, or a rate of 0.875 percent). Other jurisdictions that contract with KCATA fund their transit service through their general funds, and therefore are subject to reallocation to other needs on an annual basis. Since 2023, several cities have ended their fixed route contracts with KCATA, due to increased costs and/or low ridership. Although this meant elimination of fixed-route transit service in these communities, some of these municipalities still contract with KCATA for IRIS on-demand microtransit services.

In a recent report, MARC studied ten peer transit agencies with a similar scale of systems and operations to Kansas City, as well as four 'aspirational' agencies reflecting more advanced and capital-intensive transit systems in comparably-sized metropolitan areas. This report found that the majority of these peer agencies use a sales tax more broadly throughout their regions to fund transit operations, and across much greater geographic extents within their regions than just a single central city—taxes are usually applied across an entire county or even multiple counties in a region.

The region has addressed this issue more closely in recent efforts, with the most recent of these being "One RideKC" planning process in 2021. While this process did not result in adoption and implementation of specific actions toward regional transit funding, ideas and possibilities were discussed and documented. In addition, MARC's SmartMoves 3.0, the region's transit vision provided a general overview of funding options and ultimately concluded that a county-by-county funding approach, rather than an integrated regional solution, will have the highest-likelihood of success.

However, KCATA is unique among its peers in that it does not charge passenger fares for fixed-route service, eliminating a revenue source that all other peer agencies continue to collect. The share of operating expenses covered through fare revenue (referred to in the transit industry as the farebox recovery ratio) has typically been under half for most American transit agencies in recent decades, though after the impacts to transit ridership from the COVID-19 pandemic, this decreased even further. As the table to the right shows, KCATA is among the smaller of its overall agency peers in terms of services it operates, although it offers a greater mix of service types even than some of peers with larger operating budgets. This suggests that without significant additions to dedicated funding sources, it would face challenges in providing the metropolitan coverage of the larger area that it covers today while taking on additional operating services of a high-capacity corridor within the Bi-State Study Area.

The table on the right notes different funding sources by peer agencies, as well as an overall amount spent on each (in the equivalent of 2023 fiscal years) for transit operations. As these are ordered by total operating expenses, it is clear that Kansas City and KCATA are within the smaller half of peers, yet they already operate a diversity of service types in line with larger peers (even though funding for the KC Streetcar is generated independently through a development district). Although fares make up relatively small portions of operating expenses for most agencies, the level collected could be the difference between an additional bus route or more and not being able to operate these services. This underscores the need for additional dedicated funding sources for the Kansas City region if its transit continues to explore new high-capacity services.

OPERATING FUNDS EXPENDED BY PRIMARY AGENCY AND TOTAL AMOUNT OF FUNDING (IN MILLIONS OF DOLLARS)

Agency	Fare	Local	State	Federal	Other	Total
Denver	75.29	0.6	8.03	299.02	591.09	974.02
Pittsburgh	55.63	38.13	268.56	93.59	3.8	459.71
Minneapolis-St. Paul	45.9	25.78	241.79	97.01	3.03	413.5
Austin	15.66	0.8	0	201.23	101.56	319.24
St. Louis	20.11	170.88	0.75	91.87	6.39	289.99
Charlotte	12.71	136.89	9.6	26.5	3.24	188.94
Milwaukee	23.15	11.26	57	62.61	3.16	157.2
Columbus	11.64	0.7	1.01	2.68	138.55	154.58
Cincinnati	15.43	35.74	3.05	70.89	2.86	127.97
Indianapolis	5.84	32.7	11.24	54.46	6.45	110.69
Kansas City	0.56	37.05	0.38	61.11	1.69	100.79
Louisville	6.85	52.05	4.61	25.29	1.01	89.82
Nashville	6.96	42.89	5.27	25.32	0	80.43
Memphis	1.8	12.87	8.42	36.69	0.6	60.39
Oklahoma City	1.95	6.95	0.71	22.26	5.51	37.39

Agency operates fixed route local bus

Agency operates bus rapid transit or rapid bus

Agency operates streetcar

Agency operates commuter rail

Agency operates light rail

Transit Plans and Aspirations

The Kansas City region has long envisioned an expanded network of high-capacity transit services, including through the Study Area.

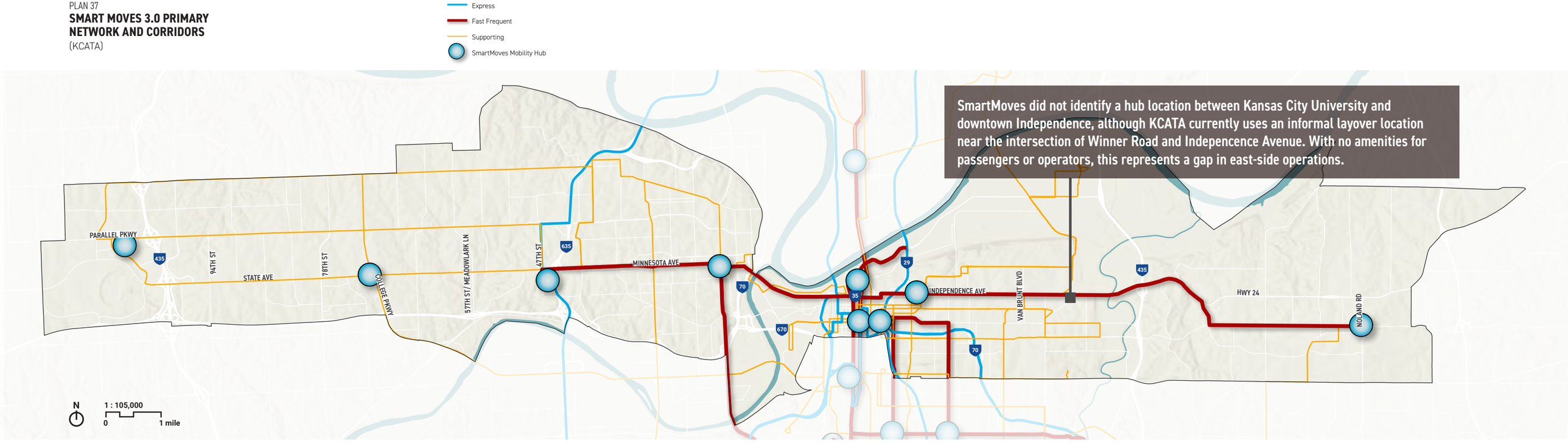
The most recent regional plan for transit in the Kansas City region is Smart Moves 3.0, a 20-year plan for transit and mobility. It builds on foundation of prior planning efforts and is founded on a primary network of fast and frequent (service frequencies of every 15 minutes or better), high-ridership core transit service corridors linked by a series of community mobility hubs. These hubs are envisioned to offer transfers between transit services or last-mile connections with other mobility options including shared mobility.

The plan is based in a foundational principle that efficient transit is based on population and employment density, and its primary network reflects the understanding in regional plans and policies of where density patterns would continue in the region. The recommended primary network builds on existing high-capacity services like KCATA's MAX rapid bus service and extends this within the Study Area, primarily along the State Avenue and Independence Avenue corridors.

This reliance on mobility hubs is a key element of the SmartMoves plan and subsequent efforts taken by KCATA and regional mobility partners. These hubs are central places or districts that act as converging points for public transit and an integrated suite of mobility services, scaled for their respective environments and functions. Most importantly, they are a key strategy to shifting transit from a network of long routes providing coverage over a large area to shorter routes able to maintain schedules and provide timely services. This is an important factor as transit agencies continually face increases in operating costs and challenges of adequately funding service.

It is also important that mobility hubs be designed and located to facilitate connections to transit—and even to make transit and the hub's other connecting services primary choices of travel mode of people in their vicinity. This highlights the importance of land development patterns and form, with higher-density, walkable, connected development a key factor in the success of transit and the mobility hub concepts. Within the Study Area, the locations of hubs as proposed in Smart Moves 3.0 reflect a limited potential for current development patterns and opportunities to interface with transit and other mobility services: the Study Area only includes nine hub locations, and only four of these are outside of the traditional downtowns of the Kansas Cities. This suggests that the remainder of the BSRC area may not be poised to benefit from transit investment, although there is transit propensity and need throughout the study area.

PLAN 37
SMART MOVES 3.0 PRIMARY NETWORK AND CORRIDORS
(KCATA)



Paratransit and Supporting Systems

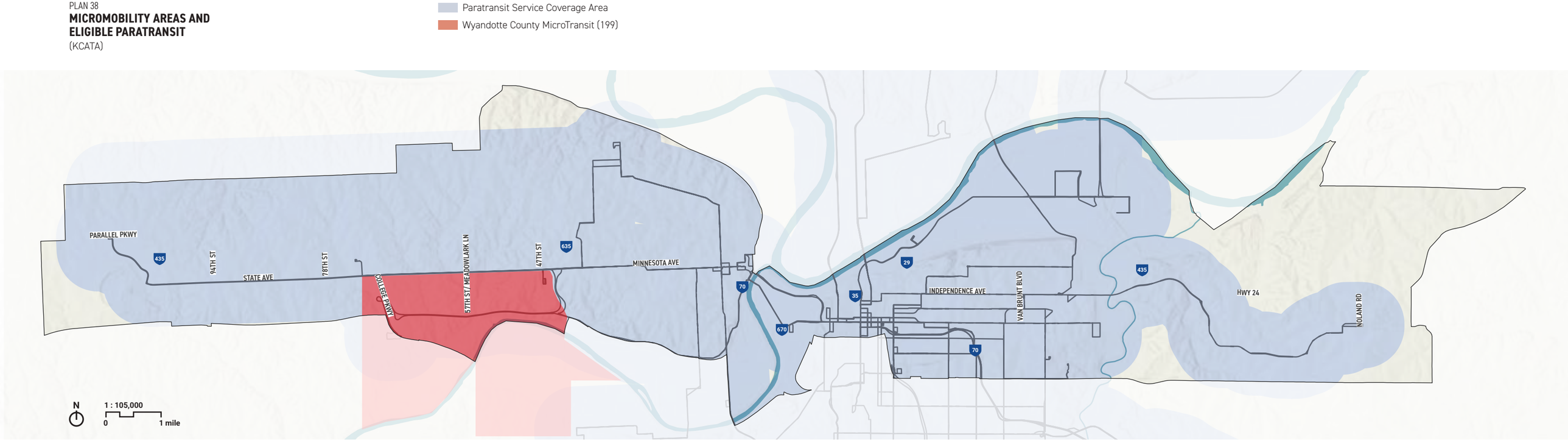
In addition to ADA-required paratransit services, the larger Study Area is increasingly employing on-demand micro-transit services to complement fixed-route services.

Although paratransit service has eligibility requirements, it nonetheless provides an important mobility link for transit users with limitations to connect to existing fixed-route transit stops and stations, usually in some form of limited personal mobility. These services are arranged on demand, and per requirements of the Americans with Disabilities Act, transit agencies providing fixed-route service must provide paratransit within three-quarters of a mile from any fixed routes.

However, the on-demand IRIS services operated under the RideKC brand do not have eligibility requirements and are open to all users. These serve larger areas of the Study Area and provide connections to fixed routes or to other destinations within their zone. At the time of this report, only one service area exists in Kansas City, Kansas, though Independence will soon begin operating a similar service to replace the fixed-route services the City previously operated.

This leaves a notable gap in paratransit service in the east end of the study area, and although the new IRIS service can fill this gap, its resources will be shared with the general transit-riding population accessing the service.

PLAN 38
MICROMOBILITY AREAS AND ELIGIBLE PARATRANSIT
(KCATA)



Bicycle Infrastructure and Plans

The Kansas City region's bicycle route network and planned expansions include multiple key connections in the Study Area. Nonetheless, many gaps remain to be filled in this network, and doing so will be critical for last-mile connections to major mobility corridors.

In the current state of the bicycle and trail network, however, connections are limited outside of the central neighborhoods of Kansas City, Missouri. West of downtown Kansas City, Kansas, the Study Area contains no consistent east-west corridors for bicycle travel or multi-use trails, and only one connection north to south throUgh Independence connecting its downtown to other corridors in the Study Area.

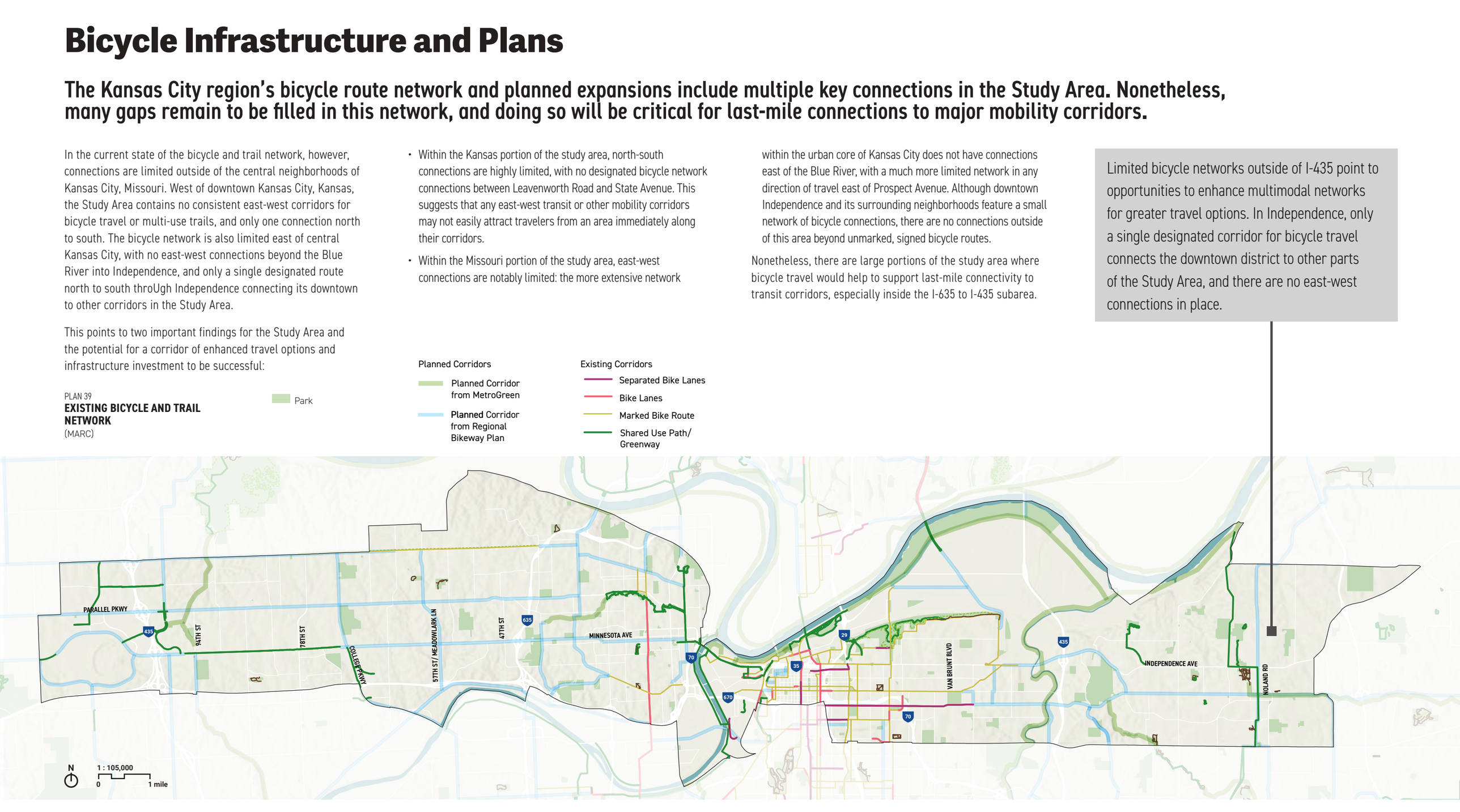
This points to two important findings for the Study Area and the potential for a corridor of enhanced travel options and infrastructure investment to be successful:

- Within the Kansas portion of the study area, north-south connections are highly limited, with no designated bicycle network connections between Leavenworth Road and State Avenue. This suggests that any east-west transit or other mobility corridors may not easily attract travelers from an area immediately along their corridors.
- Within the Missouri portion of the study area, east-west connections are notably limited: the more extensive network within the urban core of Kansas City does not have connections east of the Blue River, with a much more limited network in any direction of travel east of Prospect Avenue. Although downtown Independence and its surrounding neighborhoods feature a small network of bicycle connections, there are no connections outside of this area beyond unmarked, signed bicycle routes.

Nonetheless, there are large portions of the study area where bicycle travel would help to support last-mile connectivity to transit corridors, especially inside the I-635 to I-435 subarea.

Limited bicycle networks outside of I-435 point to opportunities to enhance multimodal networks for greater travel options. In Independence, only a single designated corridor for bicycle travel connects the downtown district to other parts of the Study Area, and there are no east-west connections in place.

PLAN 39
EXISTING BICYCLE AND TRAIL NETWORK
(MARC)



Micromobility

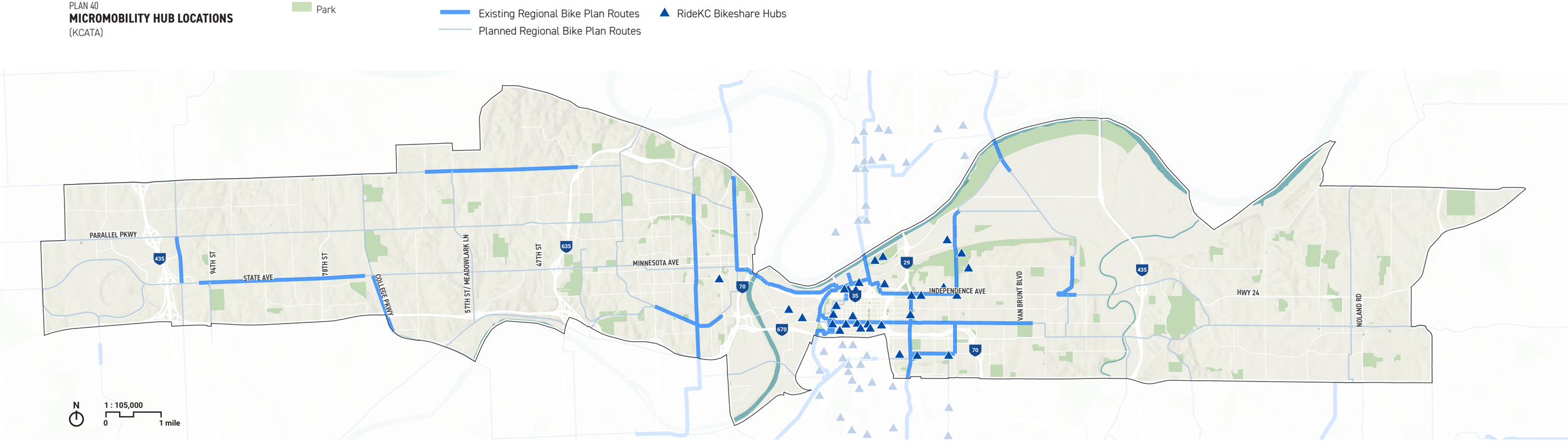
Shared personal transportation, such as bicycles and scooters, has increased the overall mobility options in the region, but not evenly throughout the Study Area.

Existing micromobility shared services consist of bikeshare and scooters, and include electric scooter, classic and pedal assist bikes. The integration with the overall RideKC brand facilitates a link to other transit service options in the larger Kansas City region, as discussed in previous sections on transit service.

Although this partnership offers significant potential for last-mile connectivity options from transit, its primary footprint is only in the urban core of Kansas City, Kansas, extending south from downtown but not east and west. In addition, there is limited end-of-trip and facility infrastructure throughout the system, including a requirement to lock-to at end of trip which limits options where bike parking infrastructure is limited or not present. Nonetheless, the service is demonstrating success. Use of microbility options increased 8% in 2023, continuing an overall year by year growth trend. Mix of commute use and recreational use, with many commute trips coming into Kansas City, MO across municipal boundaries. Ridership was still increasing in Kansas City, KS, where the boundary expanded further west and north in 2023. (source: RideKC Bike Annual Report 2023).

Trip data collected by RideKC shows the greatest micromobility use on the Missouri side of the state line, but with westward expansion of the service boundary into Wyandotte County, this may expand into the future. As noted previously, limited bicycle infrastructure remains a challenge and may limit the potential of RideKC's service to meet mobility needs (source: State of Walking and Biking in Kansas City data dashboard by BikeWalkKC).

PLAN 40
MICROMOBILITY HUB LOCATIONS
(KCATA)



Walking/Biking Conditions and Potential

Regardless of the form and alignment of major mobility enhancements in the region, pedestrian connection to these enhancements is vital to their success.

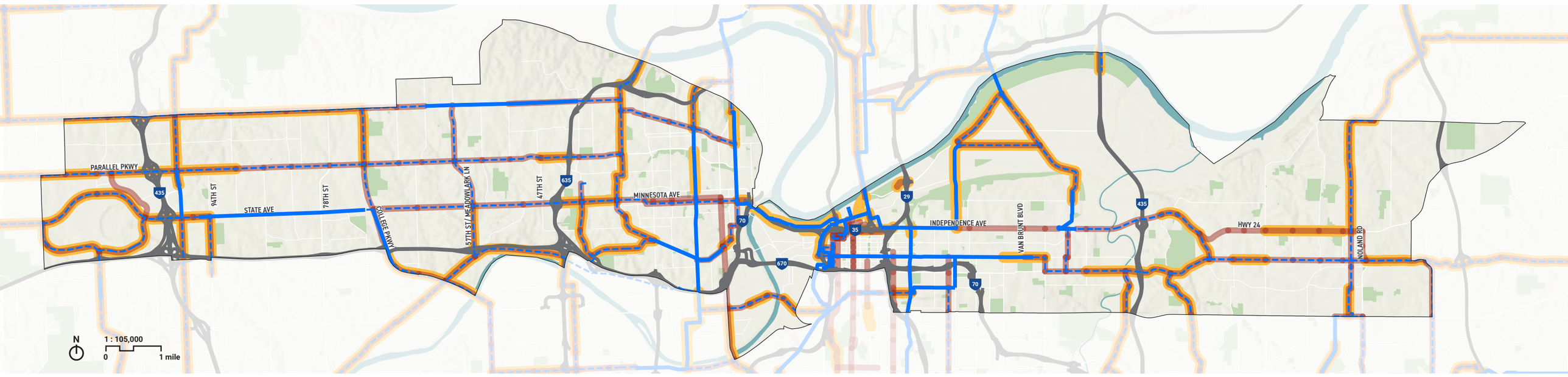
The potential for walking and bicycling is an important factor in how well the overall area can adapt to transit service or other forms of mobility, but the current condition of streets and roads for these forms of travel can limit this potential. A key challenge in much of the BSRC corridor is the gap between transit service and walking and biking potential on the same corridors where transit service is provided, much less on connecting streets and thoroughfares.

The map below provides an overview of major corridors and their overall suitability for walking and cycling. Even though bicycle facilities exist on some of these corridors, they are limited by their potential for walking, either through missing or limited sidewalks (sidewalks not separated from curbs along streets).

The map below illustrates walking and cycling conditions on major corridors, indicating where key links in the regional bicycle network have been completed and comparing these to actual walking and biking conditions. Even beyond a lack of bicycle facilities or a high level of bicycle stress and exposure to safety risk, many of these corridors lack sidewalks, and some corridors with sidewalks offer little or no protection of pedestrians from safety risk.

PLAN 41
WALKING AND BIKING SUITABILITY
(MARC, KCATA)

Park
Existing Regional Bike Route
Planned Regional Bike Route
Streets with limited biking conditions
Streets with limited walking conditions (missing or insufficient sidewalks)



Natural Environment

Hydrologic Features

The larger Study Area features terrain both above major floodplains, elevated on bluffs above the Missouri River, and within them. However, even higher elevations contain areas subject to flooding.

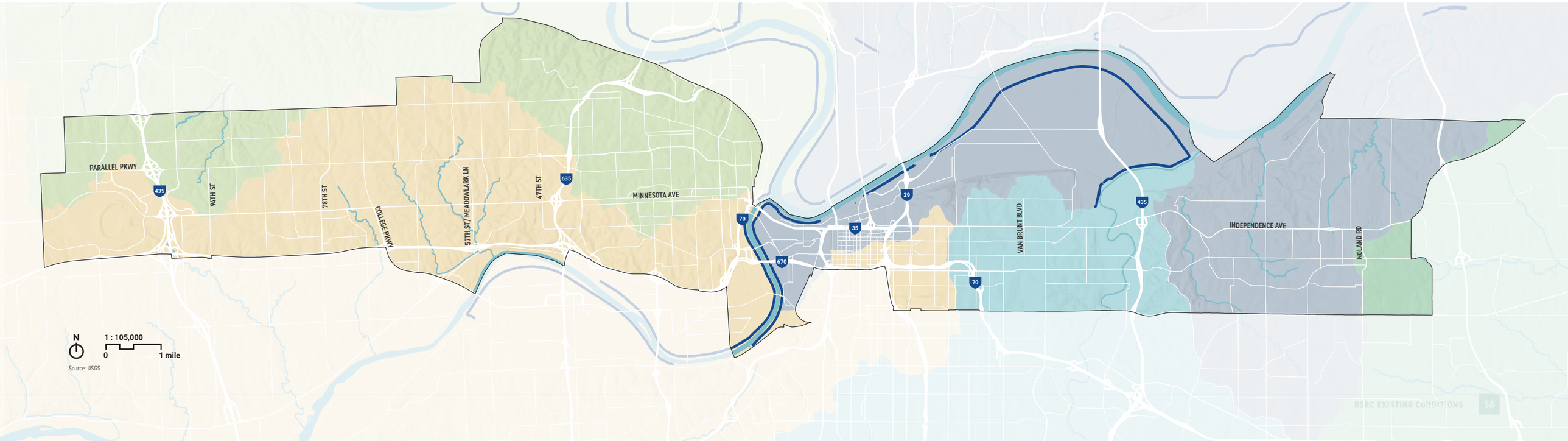
In the United States, approximately 17 million people live and work behind levee systems. Levee systems play a fundamental role in flood risk management, protecting over $2 trillion in property value and safeguarding essential infrastructure including schools, hospitals, and transportation networks. Ensuring safety and economic stability of our communities across the country, levees are crucial for future infrastructure projects. Levees should be identified for flood risk reduction, protection of property and lives, support for critical infrastructure, adaptation to climate change, and economic benefits.

- Flood Risk Reduction: Levees help protect communities from flooding by containing or diverting water flow, reducing the risk of flood damage to homes, businesses, and critical infrastructure.
- Protection of Property and Lives: They safeguard millions of people and trillions of dollars in property value, ensuring the safety and economic stability of areas prone to flooding.
- Support for Critical Infrastructure: Levees protect essential services and infrastructure, such as schools, hospitals, and transportation networks, which are vital for community resilience and recovery during flood events.
- Adaptation to Climate Change: As extreme weather events become more frequent due to climate change, levees play a key role in mitigating the impacts of increased flooding.
- Economic Benefits: By preventing flood damage, levees reduce the economic costs associated with disaster recovery and insurance claims, contributing to overall economic stability.

Considering these factors, incorporating levees into infrastructure planning is essential for building resilient and sustainable communities.

PLAN 42
HYDROLOGIC FEATURES

Study Area
Turkey Creek-Kansas River
Brush Creek-Missouri River
Shoal Creek-Missouri River
Blue River
Little Blue River



Flood Zones

Excluding areas around the Missouri River, Blue River, and other smaller streams and tributaries, the Study Area lies well outside of major flood zones.

A flood zone is a geographic area defined by its risk of flooding, as identified by the Federal Emergency Management Agency (FEMA). These zones are shown on Flood Insurance Rate Maps (FIRMs) and are used to determine flood insurance requirements and building regulations. The main types of flood zones are High-Risk (known as Special Flood Hazard Areas), Moderate to Low-Risk, and Undetermined Risk Areas.

High-Risk Areas represent a minimum 1 percent annual chance of flooding (100-year flood), in which properties are required to have flood insurance if a mortgage exists from a federally regulated lender. Moderate to Low-Risk Areas represent a lower risk of flooding in which insurance is not required but recommended. Undetermined Risk Areas indicate possible but undefined risk flood hazards. Flood zone designations may change over time with land development, weather patterns, fluctuating populations, and technology advancements.

It is vital to consider existing and future flooding when executing infrastructure projects to ensure the communities remain safe and prosperous. Factors to consider include:

- Increased Risk of Flood Damage: Infrastructure in flood-prone areas is at higher risk of damage from flooding events, leading to costly repairs and replacements.
- Higher Insurance Costs: Properties in flood zones can face higher insurance premiums due to the increased risk of flood damage.
- Regulatory Challenges: Projects may require additional permits and adherence to stricter building codes and regulations designed to mitigate flood risks.
- Economic Impact: Flood events can disrupt local economies, causing business interruptions and loss of income. Investing in flood-resilient infrastructure can help mitigate these economic impacts.
- Environmental Concerns: Developing can alter natural water flow and ecosystems, potentially leading to more severe flooding and environmental degradation.
- Public Safety: Ensuring community safety in flood-prone areas is a major concern, as flooding can pose significant risks to life and property.

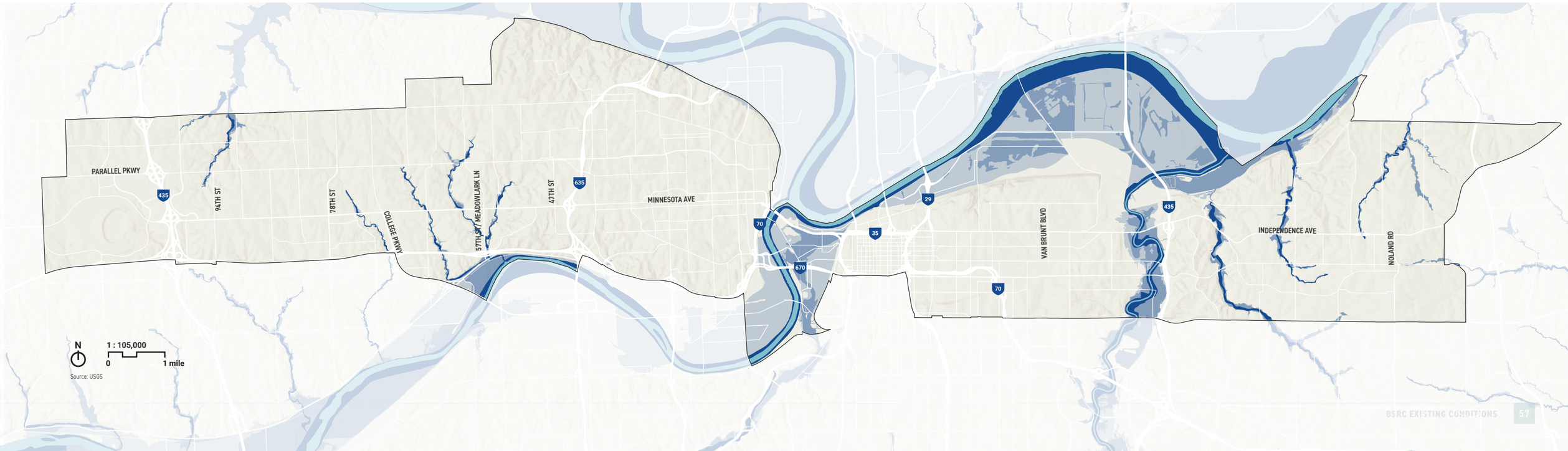
PLAN 43

FLOOD ZONES

Floodway

100 year flood (1 percent annual chance of flooding)

500 year flood (0.2 percent - 1 percent annual chance of flooding)



Wetlands

Wetlands and bodies of water do not present major future development concerns.

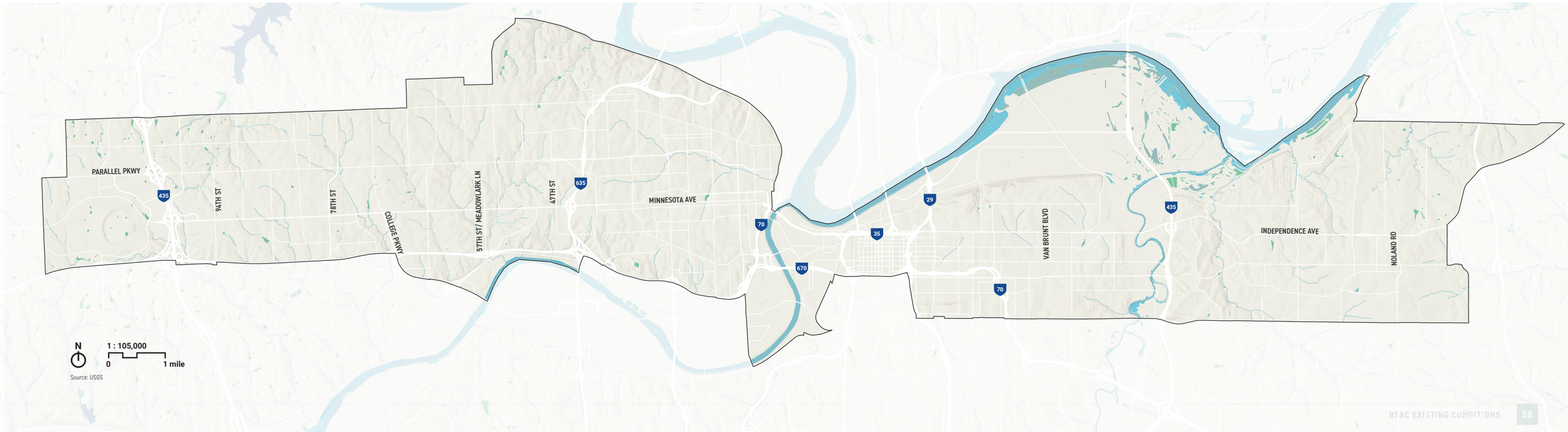
Wetlands are distinct ecosystems where water covers the soil or is present at or near the surface for varying seasonal periods. Key characteristics of wetlands include their hydrology, hydrophyte vegetation, and saturated soil. The hydrology (how much water is present permanently or seasonally) influences the soil and vegetation types that plants and animals rely on. Wetlands can be present in the form of marshes, swamps, bogs, and fens, and are present in both inland and coastal areas.

When planning an infrastructure project, it is key to consider wetland presence to evaluate environmental impacts and regulatory compliance. An Environmental Impact Assessment (EIA) should be conducted to fully understand the potential impacts of the project and identify mitigation measures. The EIA will help outline the regulatory compliance necessary to adhere to local, state, and federal regulations including permitting activities. The project should strive to avoid or minimize disturbances to the wetland footprint and implement mitigation measures to compensate with unavoidable impacts.

If a wetland must be disturbed, the project should consider any hydrological impacts to the area including changes in water flow and water quality. The biodiversity and habitats within the wetland footprint should be protected through incorporation of buffer zones and natural vegetation. The overall wetland health should be continuously monitored after construction to ensure the wetland does not suffer any adverse or unexpected issues. Key stakeholder engagement throughout the project lifecycle will be vital in communicating input and addressing concerns related to wetland impacts and disturbances.

PLAN 44
WETLANDS

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine



Source: USGS

Soils

The Study Area is mainly covered by three soil types, all of which are soils suitable for development.

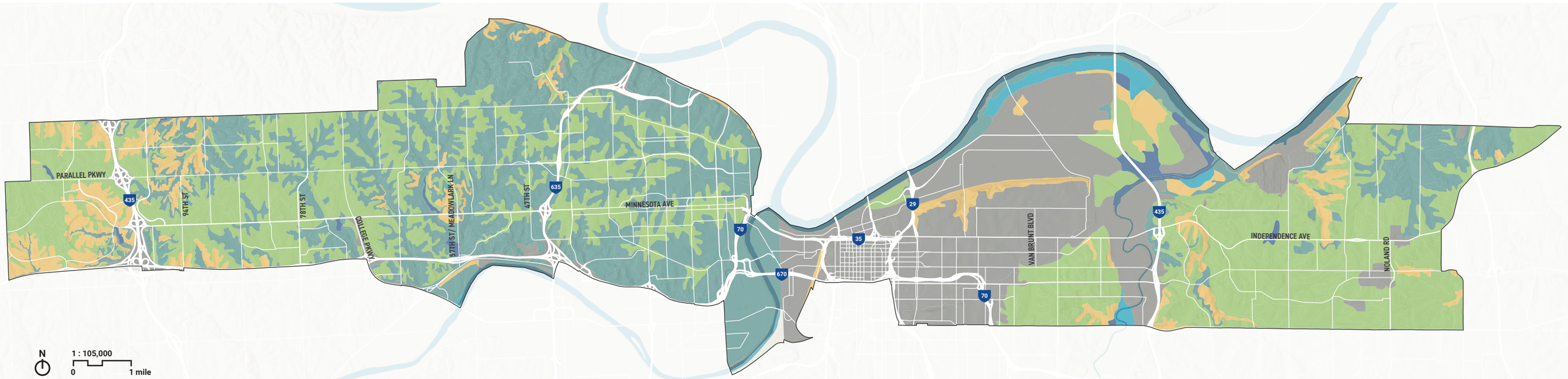
Soils are natural bodies composed of minerals, organic matter, water, and area, which support plant life and are formed through physical, chemical, and biological processes. They cycle and provide essential nutrients for plant growth, regulate the flow and filtration of water, and offer physical support and stability for plant life and human-made structures. The main groups of soil type are Group A, Group B, Group C, and Group D. Each soil group has a different infiltration rate and consistency of material, which then impacts drainage, runoff, and habitat.

It is necessary to evaluate soil type when planning an infrastructure project. Each soil type carries varying load-bearing capabilities and permeability for drainage. Select soils may be more prone to erosion and would require additional measures to prevent soil loss and infrastructure protection. Soil properties impact the surrounding environment and ecosystem and as such, proper soil management can mitigate negative impacts like habitat disruption and runoff. The type of soil influences the choice of construction techniques and materials, which may impact overall material and handling costs and schedule (particularly if additional soil testing, stability, or construction is required).

PLAN 45

SOIL TYPE

- A
- B
- C
- C/D
- D
- No data available



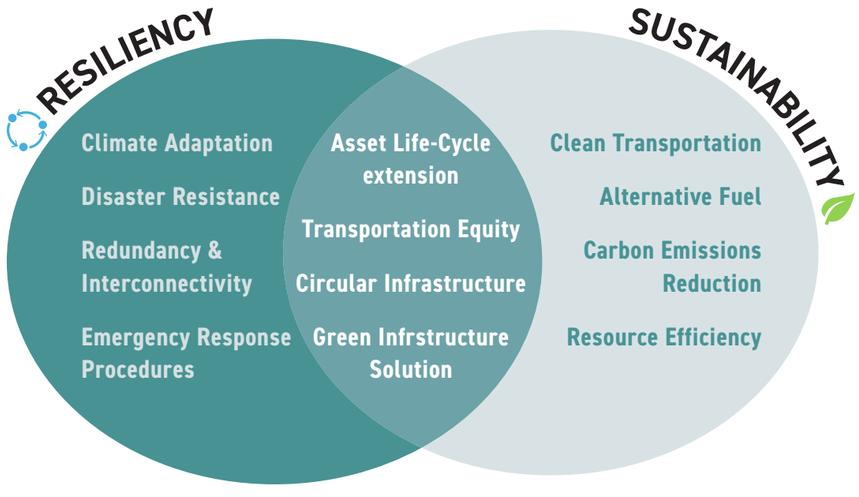
Source: USGS

Resiliency and Sustainability

Resiliency and sustainability are critical principles for transportation that address the long-term viability and robustness of a transportation network. These principles are essential for creating transportation infrastructure that is not only efficient and reliable but also environmentally responsible and adaptable to climate change. The importance of integrating resiliency and sustainability into transportation planning ensures the continuity of essential services, supports economic stability, and contributes to the overall health and well-being of communities.

This section explores the definitions, significance, and practical applications of resiliency and sustainability, reviews existing plans and policies, and identifies potential strategies to moving people and developing in sustainable and resilient ways.

While resilience and sustainability are related, they have different definitions and accomplish different goals. Sustainability in transportation planning is addressed through emissions regulations, carbon reduction actions, utilizing innovative materials, as well as through routine operation and maintenance programs. In 1987, the United Nations defined **sustainability** as "meeting the needs of the present without compromising the ability of future generations to meet their own needs."[1] Resiliency is the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.[2] **Resiliency** in transportation planning is focused on creating, or improving redundancy and reliability, and facilitating rapid response and recovery to emergency events. A key component of sustainability is minimizing the severity of climate change through mitigating actions, compared to resiliency that focuses on lessening the impacts of natural hazards and climate change. Transportation actions to improve resiliency and sustainability are often intertwined and can both improve responses to natural hazards while reducing carbon emissions. Examples of resilient and sustainable actions and the relationship between the two principles are shown below.



The role of transportation in sustainable development was first recognized at the 1992 United Nation's Earth Summit and are currently crucial components in several Sustainable Development Goals (SDGs).3 Nationally, there is a growing recognition of the opportunity to advance sustainability goals, climate mitigation, and resilience efforts through the transportation sector. The USDOT's recent efforts include supporting smart community design, improving efficiency through transit, rail, and high-efficiency vehicles, and transitioning to clean options with zero-emission vehicles and fuels. The Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act have made historic investments in resilient infrastructure for transit, rail, active transportation, and electric vehicles (EV)4 in response to the challenges faced by transportation systems. Climate change and extreme weather events increasingly threaten the safety, reliability, and sustainability of transportation infrastructure.

Wyandotte County, Kansas and Jackson County, Missouri have faced 25 presidential disaster declarations between January 1969 and September 2024, or approximately one presidential disaster declaration every two years.5 Disasters routinely impact transportation infrastructure in the region, and climate change is expected to increase the frequency and severity of these events. The Great Flood of 1993, a regional event that impacted large portions of the Missouri and Mississippi Rivers, produced billions of dollars of damage across several states and roughly 50 deaths were attributed to the flooding. In the Kansas City region, 6 federal and 810 non-federal levees were overtopped (13% and 100% of federal and non-federal levees, respectfully).6 In July 1993, flood waters displaced several Kansas City residents from their homes, flooded portions of the Charles B. Wheeler Downtown Airport, and a river dredge broke free of its moorings and damaged two railroad bridges and three highway bridges.7 Several other flooding events have impacted the greater Kansas City area since 1993, including flooding in 2011, 2015, 2017, and 2018. Flooding from these events impacted several local roads and highways, including I-435 at 23rd Street (2015), State Line Road (2017), US-169 (2017, 2018), and US-69 (2018).8

Many new funding programs support transportation resiliency and sustainability as shown in the table on the next page. Several funding programs through the BIL provide states with formula funds to use at their discretion. For multiple programs, states can use formula funds to support local projects and initiatives.

Funding Program	Icon	Funding Type	Description
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)		Discretionary and Programmatic	Funding under the BIL to support resilience improvements of the surface transportation system to extreme weather events, and climate impacts. The program includes state formula funds9 and discretionary grants10
Carbon Reduction Program (CRP)		Programmatic	Funding under the BIL for projects designed to reduce transportation emissions from on-road highway sources. The funds are administered as state formula funds.11
Building Resilient Infrastructure and Communities (BRIC)		Discretionary	Pre-disaster mitigation initiative by FEMA that funds communities to carry out large scale infrastructure mitigation and adaptation activities through grants.12
Hazard Mitigation Grant Program (HMGP)		Programmatic	Funding to support hazard mitigation planning at state, local, tribal, and territorial government level.13
National Electric Vehicle Infrastructure (NEVI) program		Discretionary and Programmatic	Funding under the BIL to support a nationwide network of electric vehicle (EV) charging stations to promote EV adoption and transportation decarbonization. The funds are administered as state formula funds.14
Charging and Fueling Infrastructure Grant Program		Discretionary	Funding under the BIL to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure. The funds are administered through discretionary grants.15
U.S. National Blueprint for Transportation Decarbonization		Discretionary and Programmatic	The Blueprint represents a coordinated effort across multiple federal agencies (DOE, DOT, HUD, and EPA) to achieve a 100% clean electrical grid by 2035 and net-zero carbon emissions from the transportation sector by 2050. Funding is provided through grants, and discretionary programs 16

Existing Plans, Policies, and Programs

There are several plans related to resilience and sustainability within the region. Many of the state and regional plans ensure eligibility for grants that can support sustainable and resilient transportation projects. Additionally, some of the plans identify transportation resilience and sustainability related actions for the region. The plans reviewed are summarized in the table to the right and include funding implications.

Eleven statewide plans were identified that relate to transportation sustainability and resiliency. Many of the plans are associated with new funding streams through the BIL. Some of the programs require plans to program funds (e.g., CRP and NEVI). Other BIL programs incentivize plan development with an improved cost-match (e.g., PROTECT). Kansas and Missouri Department of Transportations (KDOT and MoDOT, respectfully) have adopted a plan from each of these programs, maximizing each state's federal funding.

Also at the state level, Missouri maintains an approved enhanced state hazard mitigation plan (SHMP), enabling the state to leverage and distribute a variety of FEMA programs and qualifies to receive the maximum amount of HMGP funds if a disaster declaration were to occur. Kansas also maintains a SHMP; however, the current plan does not meet the requirements of being an enhanced SHMP. Having an approved SHMP is critical in the event of a disaster, even if the plan does not qualify as an enhanced SHMP.

In addition, there are several local and regional plans related to resiliency and sustainability. The Mid-America Regional Council (MARC), often in partnership with *Climate Action KC, has the Climate Action Playbook, KC Regional Climate Action Plan, and ConnectedKC 2050. The Climate Action Playbook* and the *KC Regional Climate Action Plan (KC CAP)* are both aimed at reducing pollution through a systems-based approach at a local level. The *Climate Action Playbook* is focused on short-term opportunities and addresses varying local priorities, attitudes and opportunities. The *KC CAP* is a comprehensive document that includes a *Climate Risk and Vulnerability Assessment* and identifies overarching goals and specific actions to address climate change. ConnectedKC 2050 is the long-range transportation plan for the greater Kansas City area. The plan provides a policy framework for the region's transportation system and identifies goals and projects that help accomplish these goals.

The City of Kansas City, MO (KCMO) has the *Kansas City Walkability Plan*, which outlines strategies to addressing barriers to walking, measuring walkability, establishing priorities, and recommending changes to city regulations, standards, and policies. KCMO also has *KC Vision Zero Action Plan*, which is aimed at supporting the development of better roads, bridges, bike lanes, and sidewalks to make commutes safer and more convenient for all travelers.

The planning area also participates in the *MARC Regional Multi-Hazard Mitigation Plan and the Kansas Region L Hazard Mitigation Plan*, updated in 2020 and 2023, respectfully. Hazard mitigation planning is an important process to identify risks within a community and makes the community eligible for increased FEMA funds in the event of a disaster. The reviewed plans that address transportation are shown on the next page.

State Plans

- Missouri State Management Plan for the Administration of Federal Transit Programs - 2016, State Management Plan for Kansas Public Transportation Programs - 2017
- Kansas Connected and Automated Vehicles Implemention Plan - 2021
- Kansas Long Range Transportation Plan - 2021, Missouri's Transportation Emissions Reduction Strategy - 2023, Missouri Carbon Reduction Strategy - 2023
- Kansas State Transportation Improvement Program 2025 - 2028 - 2024, Missouri Statewide Transportation Improvement Program: 2025-2029 - 2024

Local Plans

- Greater KC Regional Bikeway Plan - 2015
- Kansas City Walkability Plan - 2003
- MARC Autonomous and Connected Vehicle Framework - 2008
- Smart Moves 3.0 - 2017
- KC Regional Climate Action Plan - 2021
- Kansas Active Transportation Plan - 2023

Identified Strengths

The Kansas City region has invested in several existing plans and studies aimed at promoting resilience and sustainability. This has established the groundwork for implementing meaningful work in the region, including through an existing foundation of stakeholder engagement and coordination which is paramount to actionable next steps. Existing initiatives include a Regional Bikeway Plan, Regional Pedestrian Policy Plan, Complete Streets Policy/Handbook, Smart Moves 3.0, Sustainable Code Framework. Additionally, agencies like the Unified Government of Wyandotte County Kansas City, Kansas, have invested in important community outreach and engagement around a more people friendly approach to transportation planning. There has been significant work to assess and quantify the current and expected impacts of climate change in the region. The Understanding Long-Term Climate Changes for KC, MO (2016) and the Climate Risk and Vulnerability Assessment (an appendix of the KC Regional Climate Action Plan) provide insight into these impacts. Furthermore, MARC has already completed an extensive GHG emissions inventory. These assessments aim to inform strategic priorities for resilience and sustainability. MARC has already begun to take significant steps to improve resilience and sustainability. MARC has adopted GHG reduction targets, climate change adaptation goals, sustainable/affordable energy goals, & a plan addressing climate change mitigation. Local governments are actively involved with national climate change organizations and have successfully secured discretionary grant funding.

Identified Opportunities

The following represents an initial list of identified opportunities for the project based on this initial assessment. One of the opportunities is right-sizing this project to the larger ongoing evolution of the transportation system with increased focus on emerging technologies, decarbonization, and equity and accessibility.

Evolving Transportation Landscape

- Any number of innovative solutions for first mile/last mile.- the interconnection between transportation and land use has perhaps never been stronger
- What are potential ways to enhance the public transportation system and integrate innovations that align with goals and objectives of projects to support both climate and operational resilience ? i.e. on-demand, microtransit, aerial ropeway system
- New synergies around transportation and energy – electrification and hydrogen – how does powering the future public transportation system impact climate goals
- How to think about life-cycle costs and impacts of new technologies – minerals and e-waste
- From an operational resilience perspective, how to pay for needed services – i.e. de-congestion pricing (probably dead on arrival in Kansas)

Land Use

- Protect & increase urban & suburban forests.
- Plant native plants; remove invasive species in parks & along greenways.
- Plant & protect street trees & shade trees.
- Conserve key natural assets & open space, including agricultural lands.
- Earn Recognition for Urban Forest Stewardship w/ a Tree City USA Growth Award.
- Floating zoning to allow for mixed use surrounding future station locations without having to go back & updated comp plan/zoning.
- Management of right-of-way to prioritize most efficient and least impactful transportation options
- Integration of Community Charging Hubs that support access to EV charging infrastructure and consider mixed uses (i.e. light-duty and medium-duty)
- Mobility Hubs

Transportation

- Prioritize infill development
- Earn walk-friendly community designation
- Update zoning codes to promote walkability
- Allow/encourage accessory dwelling units
- Complete streets & sidewalks

- Reduce minimum on-site parking
- Green vehicle purchasing
- Promote EVs & EV-ready code
- Curb side management includes no idling zones, designated areas for ride share, delivery, etc. Ensure it's accessible to everyone.
- Increase ridership on transit
- Transit-oriented development
- Commuter ridesharing incentives
- Earn bicycle-friendly community designation
- Safe routes to school
- Create cycling networks
- Include space for trees/natural buffer. Increase sizes of median, swells to provide space for planting /maturing trees.
- Provide shaded areas over sidewalks without causing maintenance issues later.
- Localized mobility hubs & first mile/last mile options (mobility choice [grocery store example]). This can be implemented through land use policy that new development incorporates / facilitates for first mile/last mile.

Transit-Oriented Development

With planning for a transit corridor that spans across the river, comes greater opportunities for more jurisdictions to pursue Transit Oriented Development (TOD) planning, zoning and implementation.

- Planning – As the Bistate Corridor Preferred Alternative is selected and the project evolves, there are multiple opportunities for pursuing federal funding to support additional TOD planning and station area planning that could support equitable, transit-oriented development along the corridor. Similarly, individual jurisdictions along the route can undertake planning to identify specific tools that align with their zoning code, size, and development interest.
- Zoning – Zoning revisions should be considered at the city scale for each jurisdiction along the Bistate Corridor. There are significant advantages to advancing planning and zoning for TOD in advance of making a Capital Improvement Grant funding application to the FTA, as land use and economic development potential factor into project ratings that determine eligibility and competitiveness for New Starts and Small Starts grant programs.
- Implementation – Beyond setting up the policies, plans and zoning measures to support TOD, public agencies and the transit agency can evaluate their own capacity to implement new developments on public property, subsidize private development and fund community-based organizations working to advance TOD goals. These steps can be explored in a planning process initially, and then require ongoing staff capacity to administer programs and advance strategies long term. KCATA has already appointed a Director of TOD/TOC to implement measures, which is an important asset to implementation.

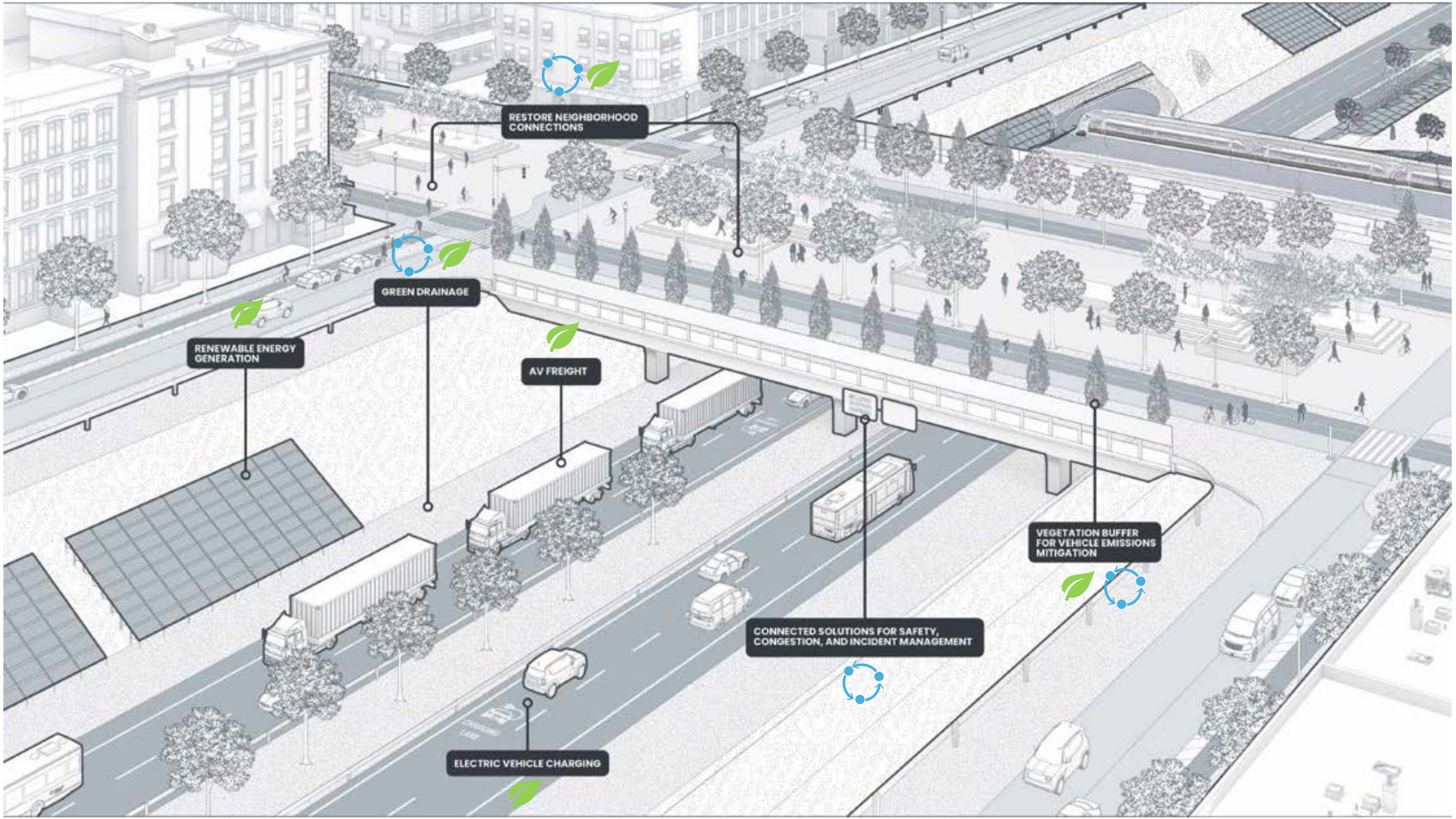
While the region has made significant progress to improve sustainability and resiliency, there is still work to be done. The climate and hazards historically faced by the community are changing. By 2050, Kansas City is expected to experience 19 more days above 95° F and a 14% increase in days with heavy precipitation.17 Current transportation design standards and practices may need to be updated to prepare for future climate conditions within the lifecycle of an asset. For example, existing design storms may not reflect future, or even current, precipitation trends. Additionally, densely urbanized areas where greenery is limited will experience increased impacts of extreme heat as a result of the urban heat island effect. This produces elevated maintenance costs to infrastructure and increased risk of heat-related injuries both on and off the roadway. by the Urban Heat Island effect as Knoxville continues to develop.

Strategies and Actions to Create a Resilient and Sustainable Transportation Network

The following strategies and actions are recommended to increase sustainability and resiliency of the transportation network surrounding the BSRC. MoDOT has made progress on many of these strategies and actions through the CRS, STIP, and NEVI plans. Similarly, KDOT has made progress through the Transportation Emissions Reduction Strategy, RIP, and NEVI Plans. Local governments have also made progress towards some of these strategies and actions through the Climate Action Playbook, KC Climate Action Plan, RideKC SmartMoves 3.0, and other initiatives. Projects can often incorporate both resilience and sustainability strategies to complement each other and additional transportation priorities. Examples of transportation infrastructure incorporating resilience and sustainability strategies are presented in the figures on the following two pages. A menu of strategies and actions for increasing transportation sustainability and resilience are presented in Appendix 2. A few priority strategies and actions are highlighted below for the region.

For sustainability, the Region should focus on reducing vehicle emissions. This directly relates to two of the sustainability strategies of Drive Less and Drive Wise. The region should prioritize transportation actions that reduce the number of vehicle miles traveled (VMT) and single occupant vehicles (SOVs). When the trips must be made, the focus should be on driving wise or reducing the impact of the trip.

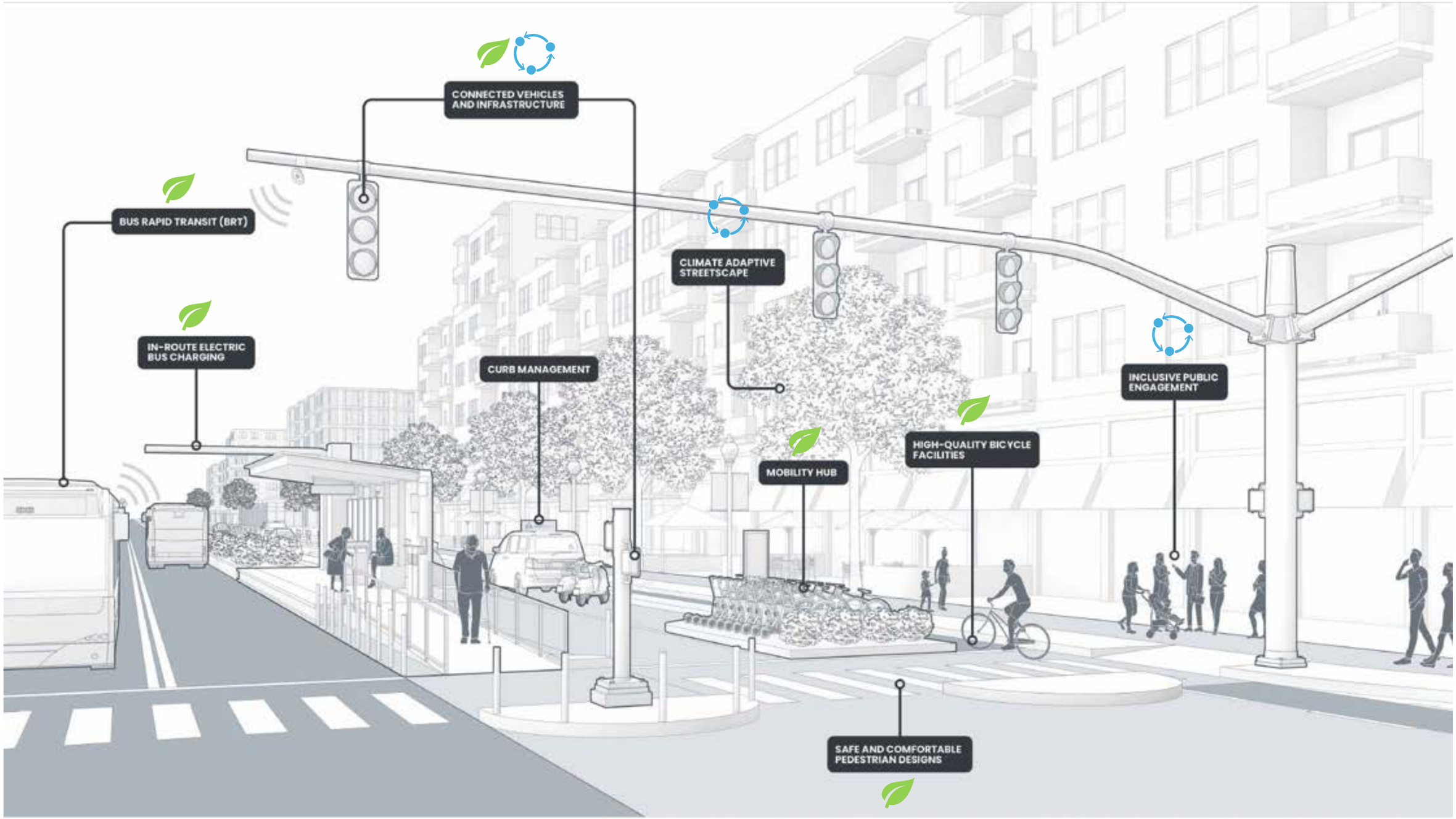
For resilience, the region should focus on minimizing risk and building capacity. While the goal is to eliminate risk, it is often expensive to relocate transportation infrastructure. The region has noted issues with flooding and stormwater management with increased development. The region should focus on developing policies and best practices to incorporate resilience into projects and development such as utilizing nature-based solutions (NBS) for stormwater management. The region should also focus on including resilience in large infrastructure projects moving forward to protect large regional investments.



Freight Corridor incorporating Sustainability and Resiliency Strategies

Sustainability Strategy

Resiliency Strategy



Urban Corridor incorporating sustainability and resiliency strategies

Sustainability Strategy

Resiliency Strategy

Appendix

Corridor Market Study Overview

Introduction:
The diversity of character areas, commercial centers, and development trajectories across the corridor require division into unique submarkets to analytically understand development opportunities, market trends and redevelopment opportunities. To do analytically understand the diversity of markets along the corridor, the market study segmented the corridor into nine market areas, with each market area analyzed to understand local demographics, economic attributes, and existing housing types. Each market is compared to the corridor as a whole and the broader metro area to provide a baseline understanding of how each market area differs.

Additionally, commercial data was used to understand four major real estate development classes: 1) Multifamily housing development, including market rate, senior, and affordable housing, 2) Retail, broken down into both retail centers, existing retail uses, market rent and vacancy trends and new development, 3) Office space, broken down by secondary office uses, market rent and vacancy trends, and new development, and 4) Industrial space, again broken down by secondary uses, market rent and vacancy trends, and new development. The performance of different real estate classes are contextualized via the broader metro economy.

Hyperlinks for each market area connect to detailed, data-driven analyses of each area in the market study appendix.

On a very high level, the corridor's diversity includes significant strengths. Multi-family housing development continues to shape downtown and downtown adjacent districts into a vibrant work-live-play center. These areas contain more space for expansion, with an attractive mix of pre-War industrial buildings ripe for conversion and developable land that can accommodate future growth. Additional residential density and development is stabilizing downtown in a period of readjustment in the office market, helping to stabilize that market.

Second, the retail and entertainment district in West Village is catalyzing a broader vibrant suburban center, slowly integrating a greater diversity of housing types into a typically low-density suburban area. New multi-family housing in the region is attracting empty-nesters and retirees - many of whom prioritize proximity to walkable retail districts as they downsize. Adding more housing density is helping offset some of the major vacancies in the Village West office market - one of the softest in the region.

Third, continued growth in e-commerce, wholesaling, and manufacturing are driving robust demand for industrial districts surrounding the perimeter of the corridor, generating strong middle-income jobs and sustaining property values. Expansion of industrial space in the southern portion of Kansas City, Kansas continues to perform well.

Even in less rosy spaces such as downtown Independence and Kansas City, KS, strong public sector employment and continued economic growth have stabilized residential markets, filled existing retail inventory, and maintained office space - enough so that new development is likely to commence. In historic urban cores, neighborhoods have largely stabilized. In the neighborhoods further east of Kansas City, Kansas and into Sheffield, historical disinvestment has limited new investment. Despite lower levels of investment, continued economic growth and wage growth on the bottom half of the labor market has led to low vacancy rates across commercial and multi-family asset classes, and helped reverse decline. Strategic policies can likely unlock new investment. A range of mixed-density housing development in areas with higher proportions of vacant land could help add rooftops and add more economic diversity, further catalyzing growth.

Corridor Overview: Multifamily

Bi-State Sustainable Reinvestment Corridor

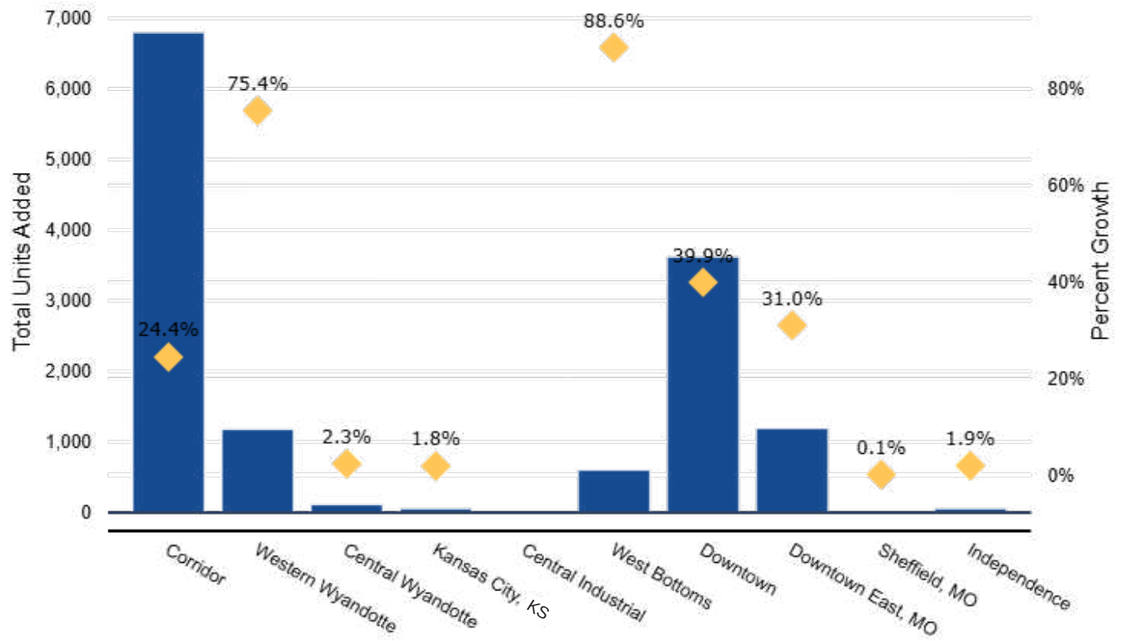
Metro: Like most major metropolitan regions, the last housing investment wave from 2008-2024 has strongly supported multi-family rental construction. Tighter mortgage lending standards, higher levels of household debt, cheap access to capital, and stagnant single-family housing supply have conspired to favor multi-family construction. This is true in the metro, with the region adding 45,409 new units in the last decade - essentially growing existing stock by 25%.

Corridor: The corridor itself has added 6,794 of these units, or about 15%, with most units added Downtown, in East Downtown, in the West Bottoms area, and in Western Wyandotte. Some markets show greater strengths than others. Downtown and downtown adjacent neighborhoods such as eastern Downtown, MO and West Bottoms are currently targets of market-rate development. Efforts to develop a vibrant work, live, play center that can concentrate multiple uses in dense areas is working to attract new multi-family investment.

Of neighborhoods not adjacent to Downtown, Western Wyandotte is one of several suburban clusters formed in the past 20 years concentrating retail, office, and multi-family into new suburban centers. General occupancy multi-family units are renting well – but are largely targeted for higher income renters. Despite a density of low-paying jobs, no affordable or subsidized units have been added. Additionally, and bucking a region trend, no age-restricted or senior untis have been added despite very high correlation between market-rate age-restricted units and suburban retail.

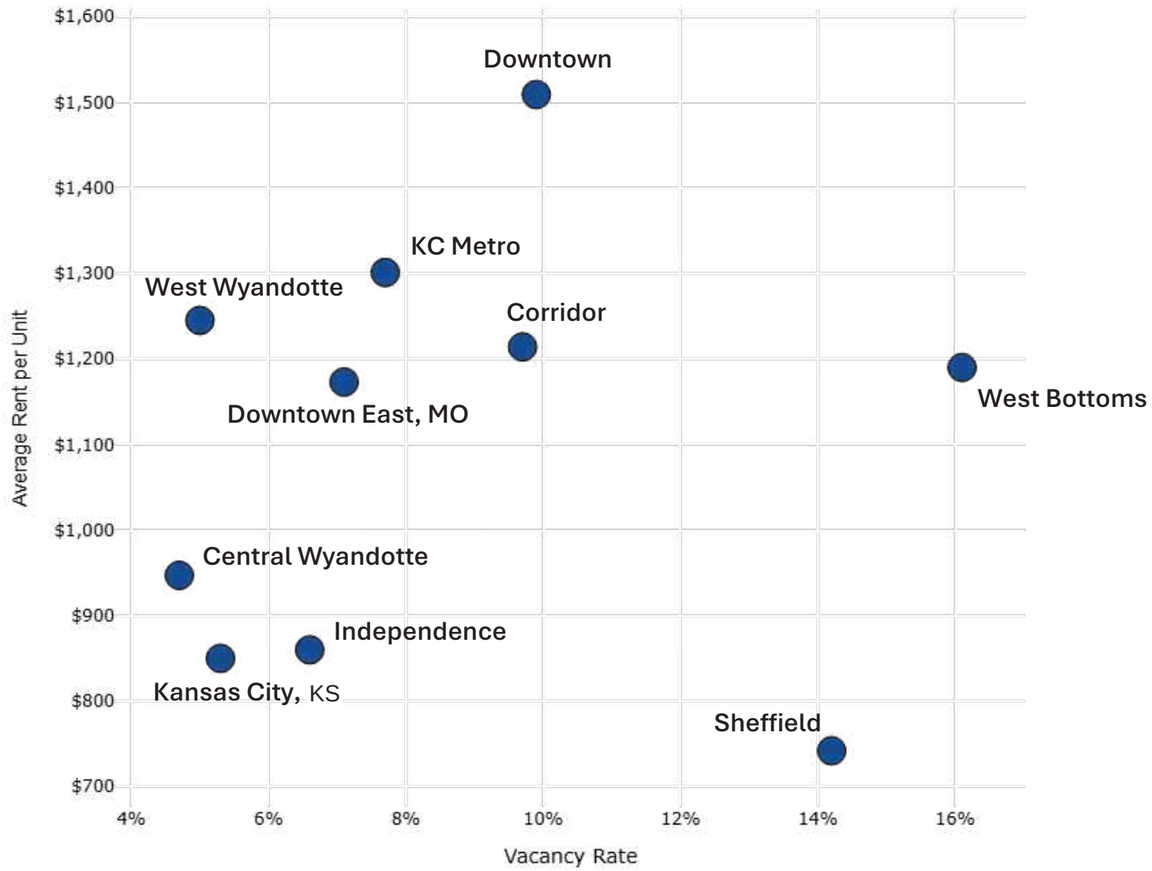
Outside of those main areas, multi-family housing development has been limited, with instead a broad range of lower-rent and older apartment buildings common.

Multifamily Units Since 2014



Corridor Overview: Multifamily

Market Rents and Vacancy by Market



Metro: Rents have grown strongly in the metro and corridor driven by demand outstripping new supply. With home prices rapidly increasing compared to more stagnant wage growth – especially those who do not work in 'knowledge' based, college-education dependent jobs – homeownership is increasingly inaccessible, shifting demand into the rental housing. Slow additions to supply and high construction costs in the ownership market have also made renting more attractive. Demand tailwinds accelerated during Covid-19, as more individuals sought to live alone rather than live with roommates, sharply increasing demand that persisted for 3 years. Rent growth was strongest during this time-period. Housing developers, however, have been quick to respond to price signals, and have driven new multi-family investment. This investment has manifested in an increase in supply metro-wide, lessening upward rent pressure as vacancies increase. Nonetheless, stable rent increase have led to very high rates of rent-burdened households, with 47.2% of the corridor rent-burdened compared to 42.1% metro-wide. This despite a very high concentration of affordable housing stock, especially in the Kansas City, KS, Sheffield, Independence and Central Wyandotte markets. In other words, demand for affordable, high quality rental housing remains strong.

Corridor: Downtown remains a premier residential destination, with rents some of the highest in the metro. Increased demand for living in mixed-use, urban neighborhoods close to amenities and transit have also stimulated demand in West Bottoms and east/northeast of Downtown. West Bottoms' new supply has led to higher vacancy rates as apartments lease up, but demand remains strong.

Despite struggles in West Wyandotte's office market, vacancy rates remain very low, indicating continued strong demand for suburban living but in close proximity to amenities and retail.

Corridor Overview: Industrial

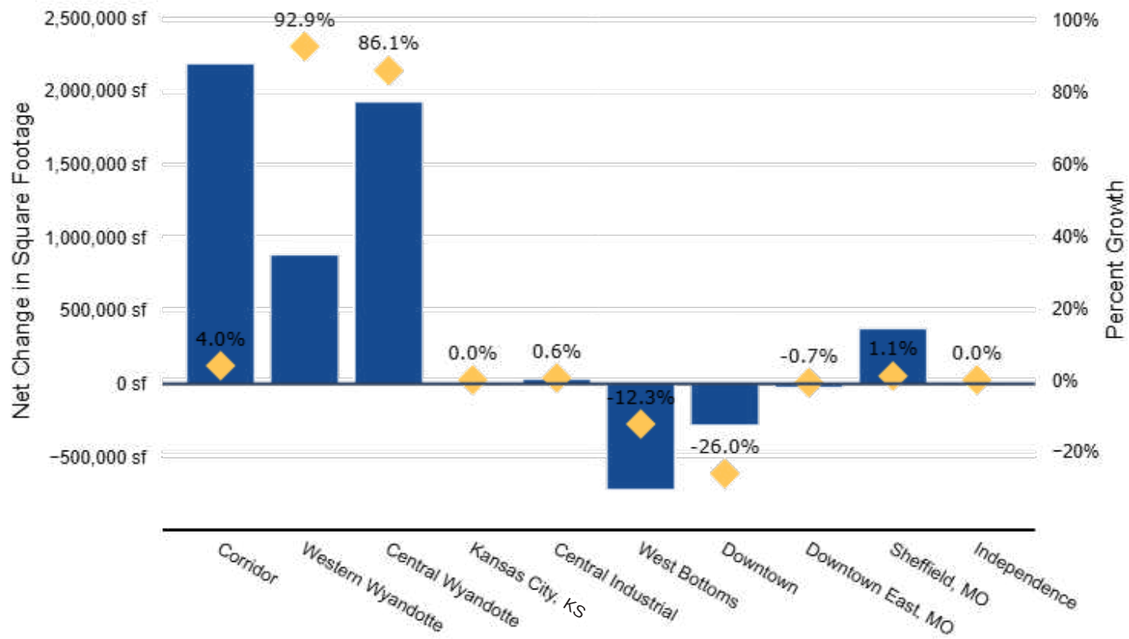
Bi-State Sustainable Reinvestment Corridor

Metro: Metro demand for industrial space is driven by a robust manufacturing sector and the shift to e-commerce that drives distribution center demand. Strong demand side growth in the early 2020s stimulated record growth in industrial rents from 2021 to 2022. However, as macroeconomic conditions slowed and the lending market tightened demand overall slowed. Slowing demand, however, occurred just as a new wave of supply entered the market. Much new industrial demand is located southwest and east/southeast of the Metro where greenfield development sites offer greater opportunity for speculative development.

Corridor: The corridor's industrial market is significantly older and largely built out compared to greenfield sites on the suburban fringe. Despite older industrial sites, the corridor added 4% new capacity, with this predominantly based in new spaces like Central and Western Wyandotte, two areas that have nearly doubled their total industrial space in the past ten years. This growth is driven by e-commerce facilities that privilege the close proximity to urban consumers and access to major arterial roadways that bias the Kansas City, KS side of the market. On the other hand, industrial space in West Bottoms, Downtown and Downtown East – three markets that hare moving more towards multi-family – have seen a loss of total industrial square footage as highest and best use switches to multi-family.

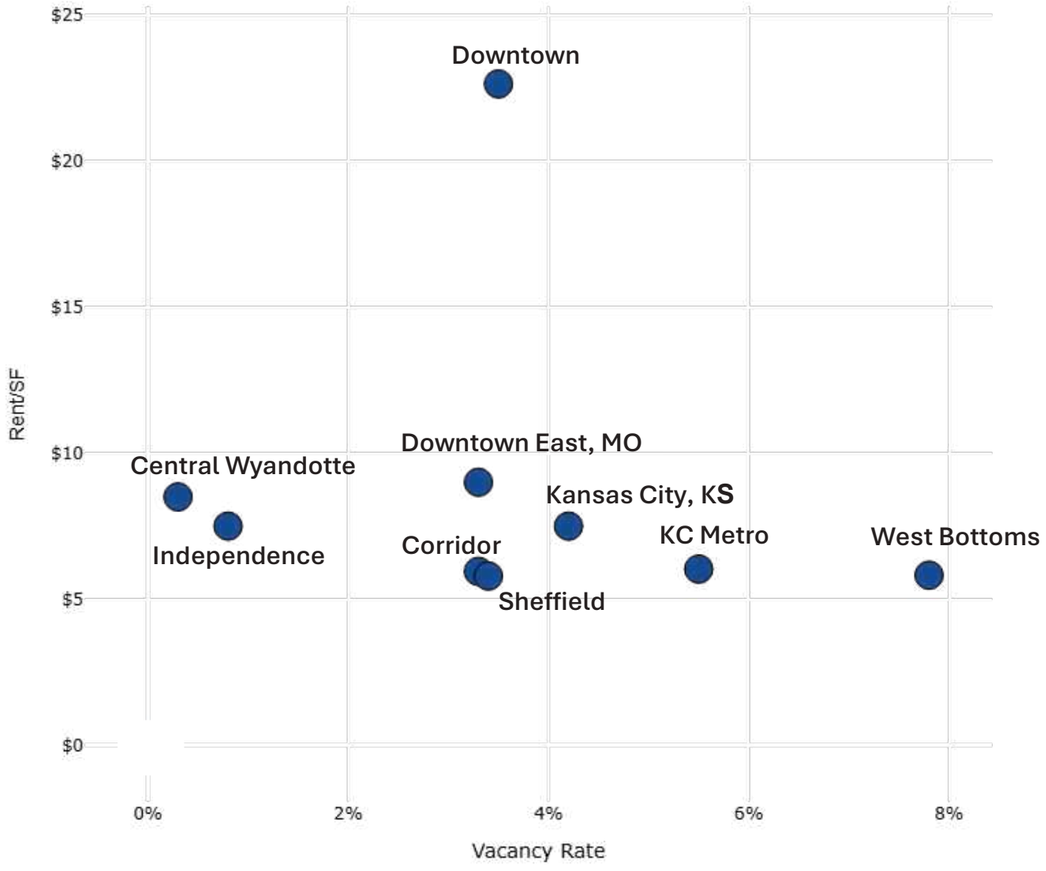
Some industrial redevelopment is also occurring, albeit in limited scale in markets like Sheffield, as older industrial sites are repurposed.

Industrial Square Footage Change Since 2014



Corridor Overview: Industrial

Market Rents and Vacancy by Market



Metro: Strong demand side drivers from 2020-2022 – demand driven by strong consumer spending that drove e-commerce related growth and continued manufacturing investment – induced strong rent hikes. To meet strong demand, a speculative wave of new development increased new supply metro-wide, increasing vacancy rates back up to levels more common in the 2010s. New deliveries in Olathe that were speculative built have been driving up general vacancy in the metro which in general, is higher than the corridor (save West Bottoms). In the current rocky macroeconomic lending environment, supply is likely to slow, much as it is nationwide.

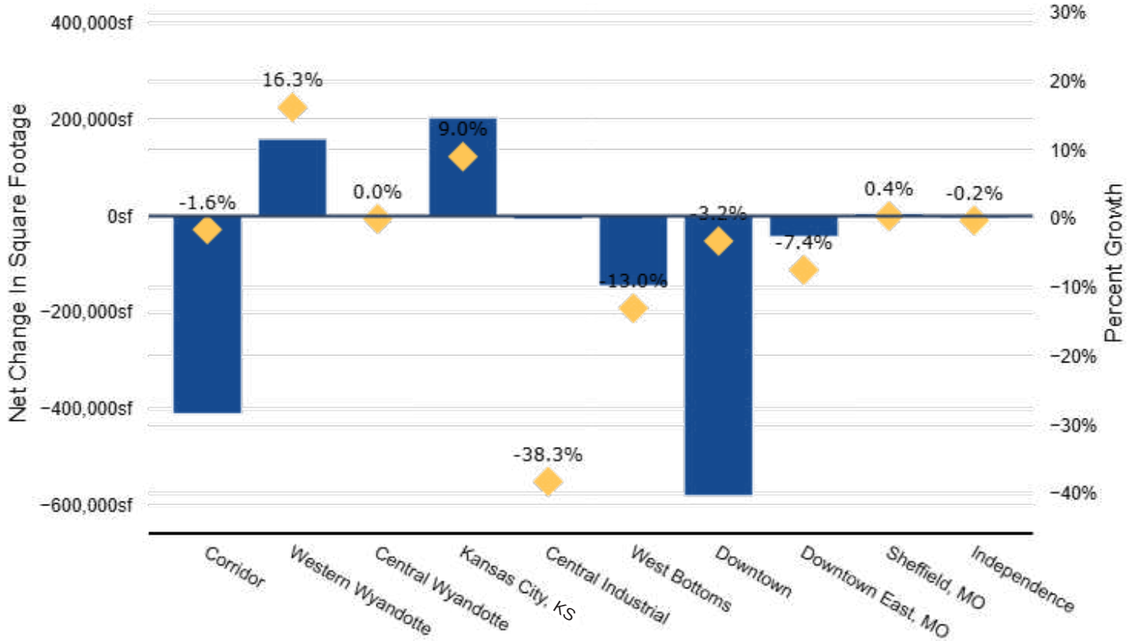
Corridor: Despite being significantly older industrial stock, much of the corridor's industrial square footage is well positioned in the market. Large speculative projects – mostly financed by large REITs – have focused on large, distribution oriented facilities that often dwarf the smaller, older industrial stock in the corridor. However, smaller industrial buildings still play a major role in a metropolitan economy, operating as an incubation and growth space for smaller businesses – businesses that are often responsible for job growth. Furthermore, industrial closer to the urban core offers unique benefits for e-commerce, including shortening delivery times; a strategy Amazon has seized through building a new distribution center in Central Wyandotte. Strong demand for space is evinced in continued low vacancy rates, and rents that are often on par with the metro.

Corridor Overview: Office

Metro: The office market nationwide is in a period of major transition. Covid-19 fundamentally reworked the relationship between office workers and the office. Work from home trends remain obstinate, significantly weakening demand for new office space. For example, in H&R Block, a major holder of downtown office space, reversed its return-to-office policies, leading the firm to cut 243,000 sf of office space at its 1301 Main St location. In addition to weakened demand due to shifting work relations, Kansas City's office market is also facing headwinds in the form of declining office related employment. The past four years have seen record office givebacks, in particular in the technology and healthcare sectors, that have significantly weakened the overall market. Within this market, however, slowing office supply has helped curtail major spikes in occupancy. Most new office projects are built-to-suit, however a range of new office that has come online has tended to outperform the broader market as tenants increasing 'move to quality,' finding cheaper rents in premier markets and or areas with high proximity to housing, retail, and entertainment. Likewise, firms are consolidating office space and choosing smaller footprints to accommodate fewer workers coming into the office.

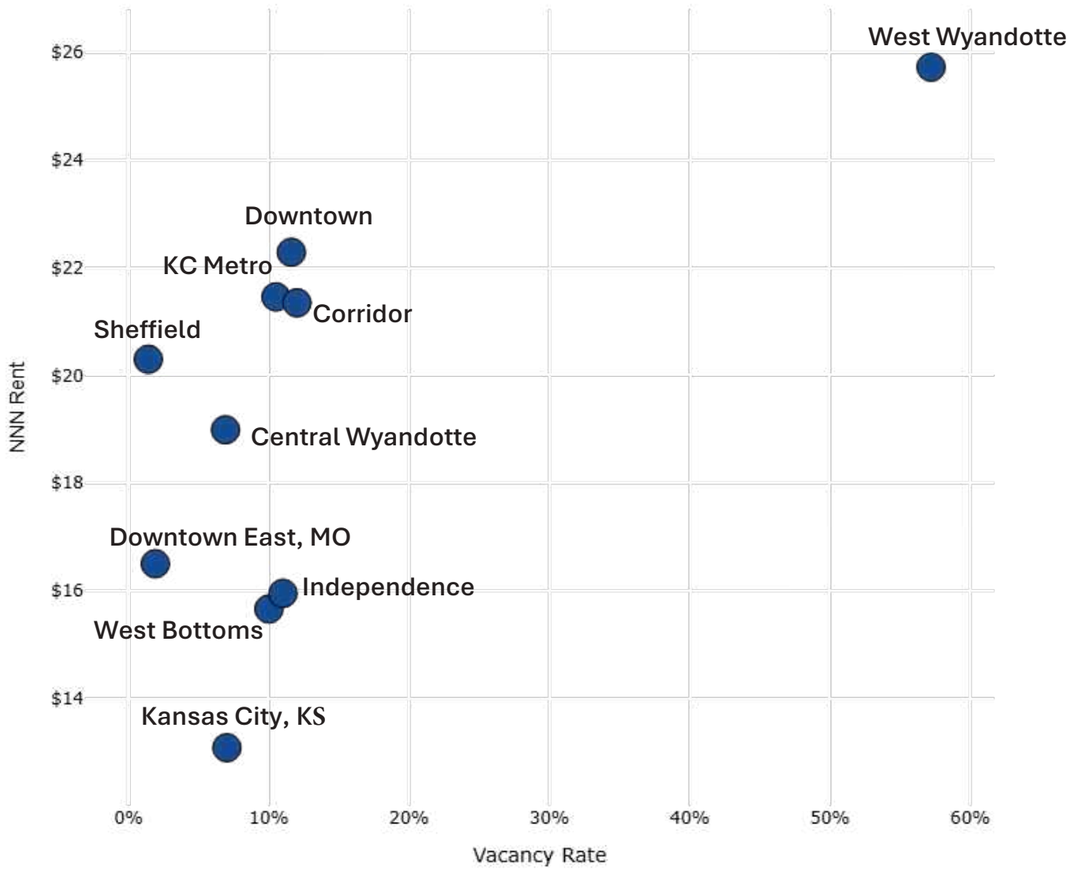
Corridor: The corridor's office market has seen a decline in total square footage in the past ten years as older buildings are either demolished or converted into alternative uses. Where office space has grown, such as in Western Wyandotte where new offices were built in the past five years, office parks are performing very poorly. A higher density of older office buildings, however, bodes well for conversion to multi-family housing, in particular in areas like West Bottoms, Downtown East, and parts of Downtown. Weak demand drivers are likely to continue to stall new development, spooking investors much like how e-commerce impact the retail market in the decade prior.

Office Square Footage Change Since 2014



Corridor Overview: Office

Market Rents and Vacancy by Market



Metro: Office vacancy rates remain elevated across the metro and the corridor, reaching nearly 11%. These rates, however, are slightly lower than national averages. Office rents remain affordable relative to other metros, still making Kansas City an attractive place for knowledge based work. Strangely, despite declining office utilization, office rents have continued to grow as office property managers seek to maximize rents on existing inventory.

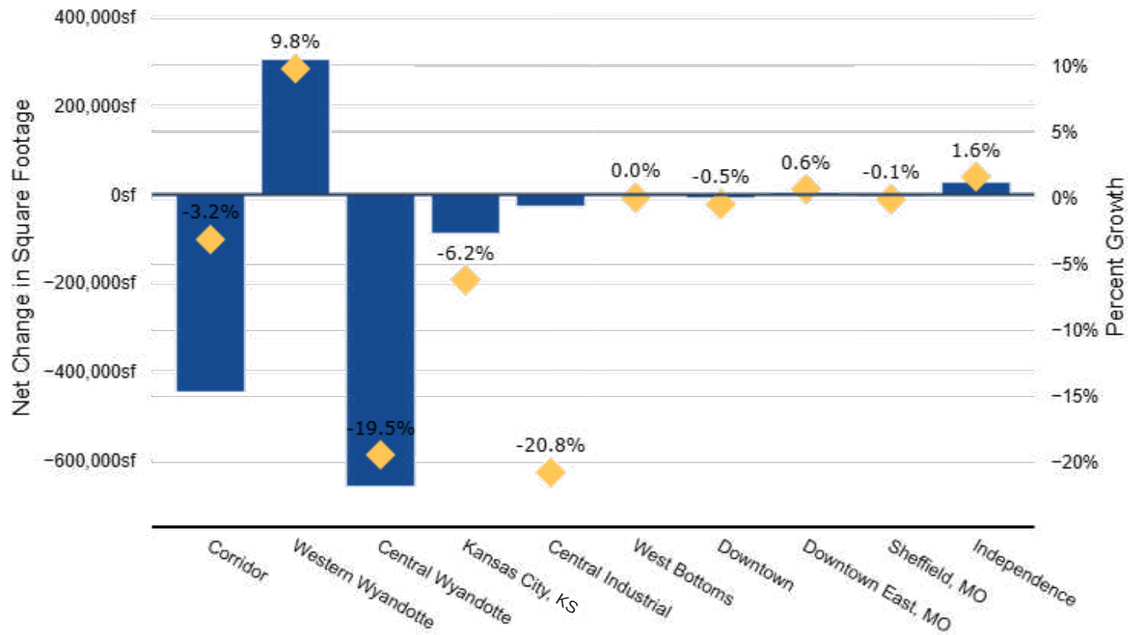
Corridor: Despite losing office space in Downtown to conversions, vacancy sits at 17%, about 4% higher than the corridor average. New office developments in Western Wyandotte are the hardest hit, with market vacancy peaking at 60% since 2023 – a rate five times higher than the metro and corridor vacancies that each sit at 13%. Kansas City, KS, however, is buffered in the office market by the high amount of public sector jobs that anchor office market – vacancy rates sit at 7%. High occupancy, however, has not led to strong rent growth, with rents remaining constant. Due to major headwinds in the market, new office development is unlikely corridor wide due to high investment risk. Rather, office conversions are likely, especially in older buildings with floorplates more amendable to multi-family.

Corridor Overview: Retail

Metro: E-commerce had a significant and lasting impact on the retail market, albeit in ways that were slightly unpredictable. After initially driving big-box store vacancies, e-commerce's impact on the retail market was to largely chill new retail development, leading to a sustained period of low new inventory. As building supply remains low, demand remains strong, buttressed during Covid-19 from increased consumer spending and persistent consumer spending even as inflation grew. The result has been a tight overall market, and limited new development.

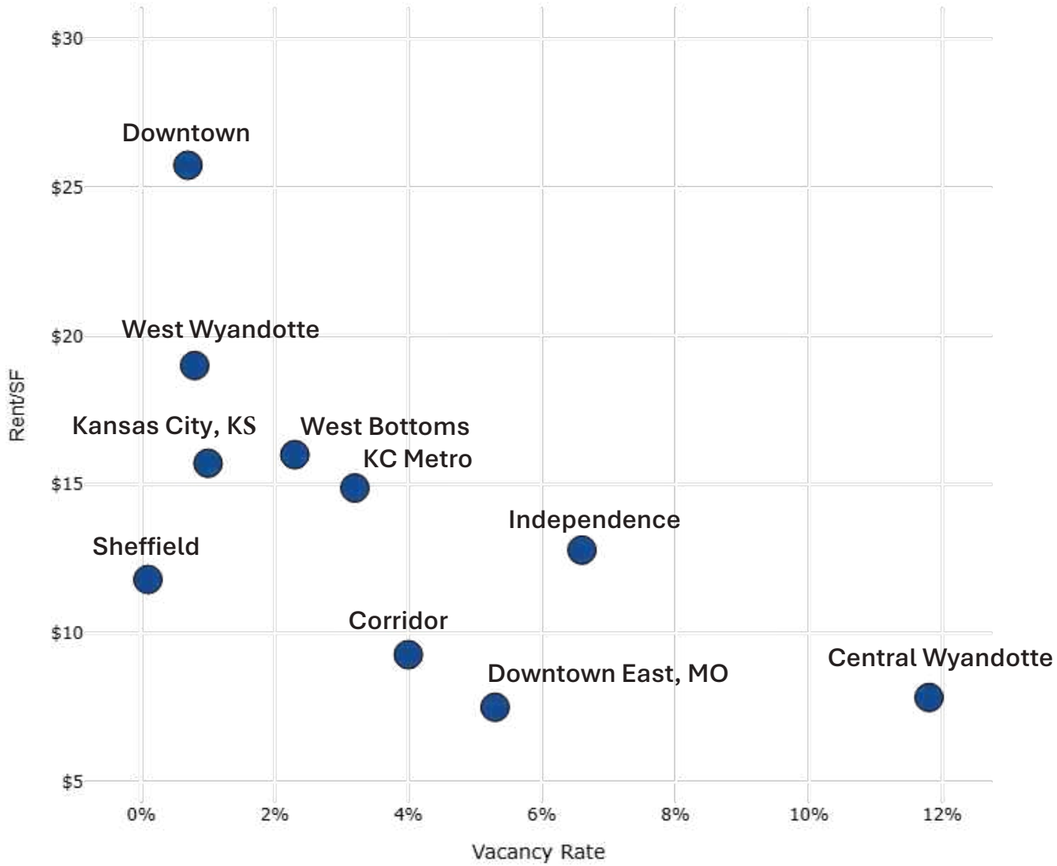
Corridor: Weak consumer demand in the corridor has meant even lower rates of new retail development. Lower household incomes and lower household density have conspired against the retail market east of downtown Kansas City in the Central Wyandotte market area. Closures of strip centers and persistent inability to fill vacancies have driven a lost of 19.5% of total retail space, counterbalancing new supply in Western Wyandotte. Drawing on a much strong consumer base, high household incomes, and destination retailers and entertainment, Western Wyandotte continues to attract new retail development.

Retail Square Footage Change Since 2014



Corridor Overview: Retail

Market Rents and Vacancy by Market



Metro: Across the metro, vacancy rates sit at 4.5%, a near record low of availability, and below the previous five year average of 5.8%. Absorption remains very strong, especially in smaller retail space. Buildings 5,000 sf or below are even more constrained, with vacancies a mere 2.6%. Despite low vacancy rates, rent growth had been relatively tepid. However, emboldened by a tighter market, landlords have increased retail rents by 4.1% in the past year, surpassing the national average. New supply remains limited, so low vacancy and rent growth may continue. Higher rents can induce reinvestment into existing retail corridors where higher rents can justify property improvements.

Corridor: The majority of retail space in the corridor is 'independent' retail, or retail not in a defined shopping center that is more typical in suburban markets (say Western Wyandotte and Independence). These smaller retail shops have tended to perform well, with low overall vacancy. However, soft spots do exist. Retail in Central Wyandotte – despite pricing at a major discount to the broader corridor or metro, remains weak due to low overall household income and lower population density. Even in areas with a similar lower income profile like Sheffield or Downtown East, Central Wyandotte is particularly hard hit in its few retail centers that have had a difficult time retaining large, national tenants in existing retail space.

West Wyandotte Overview

Market and Character Area Overview:
West Wyandotte contains a diverse mix of character areas. In the northern portion of the corridor, Upper Middle Class single-family neighborhoods with higher household density transition into High-End Suburban Family character areas. These character areas tend towards lower density, expensive, and lower density single-family neighborhoods. Home-Ownership Rates are some of the highest in the metro, and the neighborhoods attract married families with children with a decent mix of empty-nesters still living in family homes.. These neighborhoods are heavily car dependent, and a higher proportion of residents' work in high skilled, higher paying knowledge-based jobs distributed across the southeastern and downtown office segments. On the southern part of the market, a Low Density Exurban character area points towards very low population density, a mix of agricultural and single-family homes, and a few scattered subdivisions that are lightly developed - these point towards potential growth areas in the mid to long-term.

These predominantly residential character areas transition into a Suburban Retail Center – areas historically that were suburban commercial centers anchored by destination retail and entertainment – in this case The Legends Outlets, the Kansas Speedway, and destination retail anchors like Wal-Mart and Nebraska Furniture mart. The retail destination site drives nearly 12 million visitors a year. In recent years, these suburban retail destinations have become key sites for suburban retrofit projects, with new multi-family frequently collocating near retail centers. 95% of the multi-family units in West Wyandotte have been built in the past 10 years, all of which are market rate and tend towards 1-2 bedrooms. Occupancy remains high, and rents are on the upper end of the market given the new construction. Although none are technically age-restricted senior units, empty-nesters do live in them in higher proportions than multi-family buildings in more urban locations, with very high correlation rates metro wide between suburban retail and senior rentals. Some may typify these areas as ‘naturally occurring senior housing.’

While the retail market is performing well, attempts to build a robust office park adjacent to the retail and multi-family commercial areas was ill-timed. Work from Home policies and declining office demand have led to very high vacancy rates of nearly 60%, making it one of the poorest performing office markets in the region. The larger footprint of new office buildings also make conversion to alternative uses difficult. No new office is in the pipeline.

The result is that there is a very high economic dependence on the retail, food and entertainment and hospitality segments – jobs that continue to pay poorly. Nearly 83% of jobs in the area are service sector jobs, of which a total of 32.1% are low age jobs that pay less than 1,200 month, one of the highest ratios in the metro. This labor force is not local - a high proportion work in higher income office related labor metro-wide, and only 18.5% of residents work in low wage jobs. A high density of lower-paying service sector jobs is not met with respective housing affordable to low-income households, with the region drawing heavily on the rest of Kansas City, KS for labor. This does create strong potential transit demand.

Transit scores are higher than more rural parts of the metro, but lower than better served segments of the corridor. Proximity to jobs is relatively high, although it is a slightly longer drive than more central locations to both Downtown and the very job-dense Overland Park and Olathe areas. Demand for transit seems to have multiple drivers, ranging from a higher proportion of senior citizens in multi-family units and commuters from elsewhere in the metro.

Demographics

West Wyandotte

Bi-State Sustainable Reinvestment Corridor

Demographic Overview

Total Population

6,376
2,102,064 - Metro
191,068 - Corridor

Average Household Size

2.8
2.4 - Metro
2.54 - Corridor

% Above 65

15.4%
15.2% - Metro
12% - Corridor

% Below 18

45.1%
23.8% - Metro
26.3% - Corridor

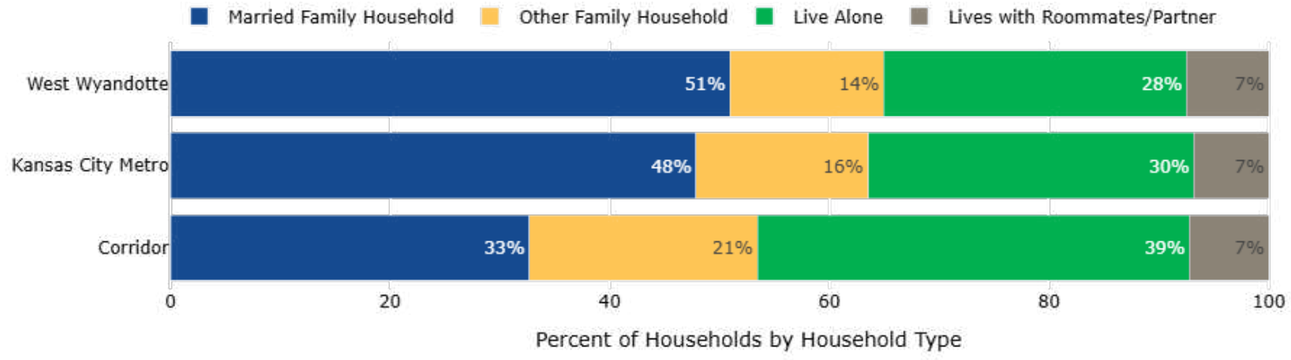
% Minority

45.1%
29.9% - Metro
63.4% - Corridor

Median Age

36.4
38.2 - Metro
36.2 - Corridor

Household Type



Housing

West Wyandotte

Bi-State Sustainable Reinvestment Corridor

Housing Indicators

Median Rent

$2,077
$1,148- Metro
$1,081- Corridor

Vacancy Rate

6%
7.2% - Metro
13.4% - Corridor

Median Home Value

$241,053
$246,000 Metro
$143,260- Corridor

Rent Burdened

35.8%
42.4% - Metro
47.2% - Corridor

Weighted Average Housing Score

4.42/10
4.25/10 - Corridor

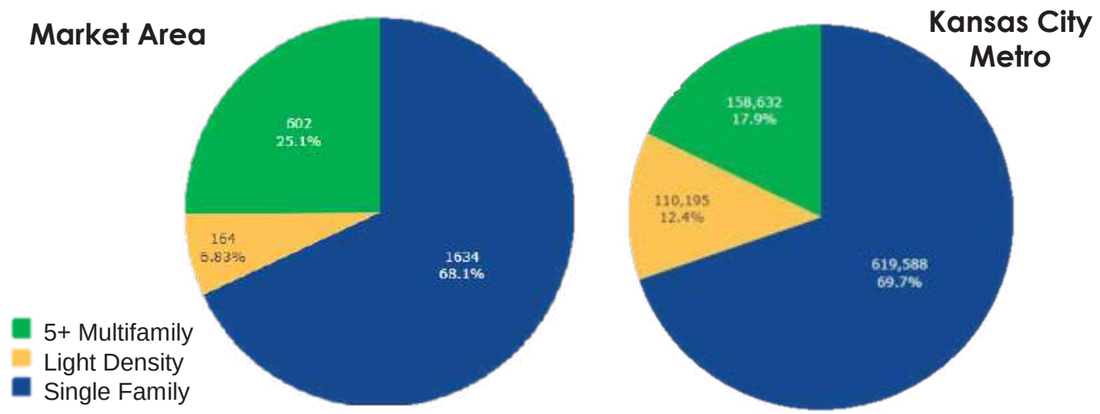
Weighted Average Housing Justice Score

4.22/10
2.85/10 - Corridor

Home Ownership Rate

63.9%
65% - Metro
48% - Corridor

Housing Type



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - HH)
$0-20,000	6.3%	144	<$70,000	52	<$500	19	71	(73)
$20,000-30,000	4.4%	100	$70,000-$100,000	23	$500-$750	0	23	(77)
$30,000-40,000	4.0%	92	$100,000-$150,000	107	$750-$1,000	60	167	75
$40,000-60,000	11.3%	257	$150,000-$200,000	190	$1,000-$1,500	280	470	213
$60,000-100,000	33.5%	761	$200,000-$395,000	965	$1,500-$2,499	317	1,282	521
$100,000-150,000	24.5%	557	$395,000-$590,000	110	$2,500-$3,750	56	166	(391)
>$150,000	16.0%	363	>$590,000	7	>$3,750	57	64	(299)

Multi-family housing

West Wyandotte

Bi-State Sustainable Reinvestment Corridor

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	1,559	9.0%	0.9%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	0	0.0%	0.0%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	1,482	22.3%	3.6%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	0	0.0%	0.0%

By Class

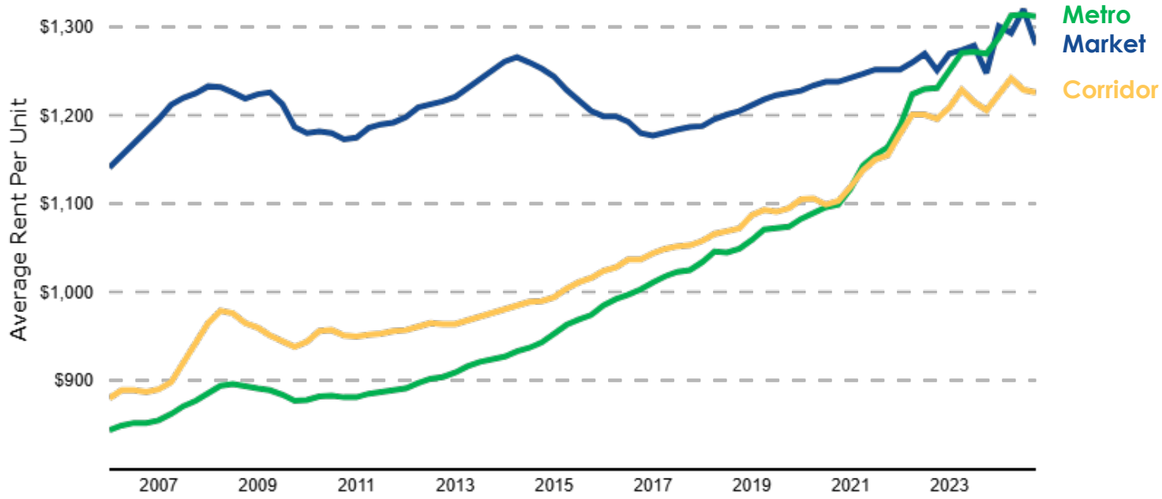
	Unit Total
Class A	578
Class B	981
Class C	0

By Unit Size

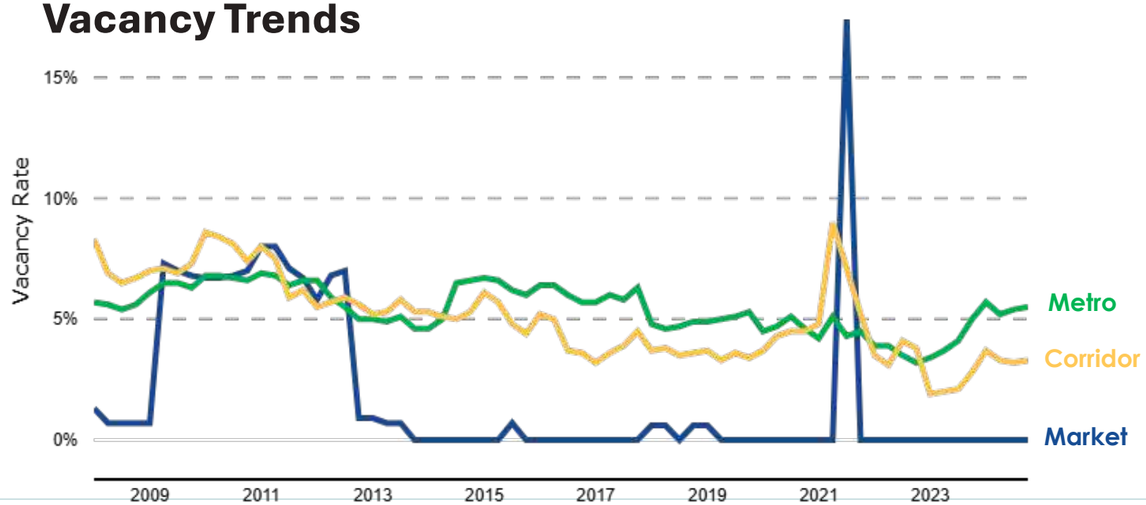
	Unit Total	Avg Rent
Studio	50	$1,149
1 Bedroom	928	$1,288
2 Bedroom	533	$1,633
3 Bedroom	48	$2,048
4 Bedroom	0	$0

Median Year Built: 2019

Rent Trends



Vacancy Trends



Economy

West Wyandotte

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Median Household Income

$88,953
$73,549 - Metro
$53,571- Corridor

Unemployment Rate

7.7%
4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income

32.1%
19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs

18.5%
19.4% - Metro
23.5% - Corridor

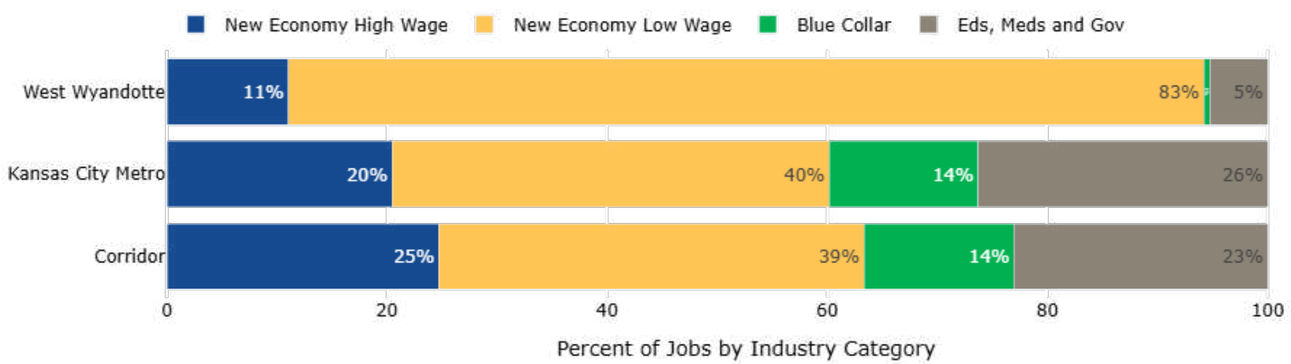
Percent with Bachelor's Degree

39%
39.3% - Metro
18.9% - Corridor

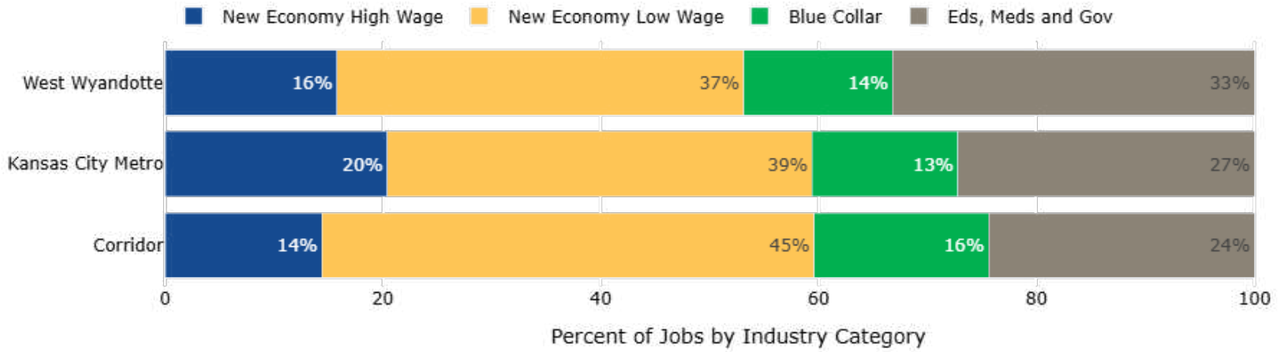
Weighted Average Economic Justice Score

4.56/10
2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Office

West Wyandotte

Bi-State Sustainable Reinvestment Corridor

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
23	977,918	3.8%	0.8%	2005

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
5	497,348	16.6%	2.9%	59.2%

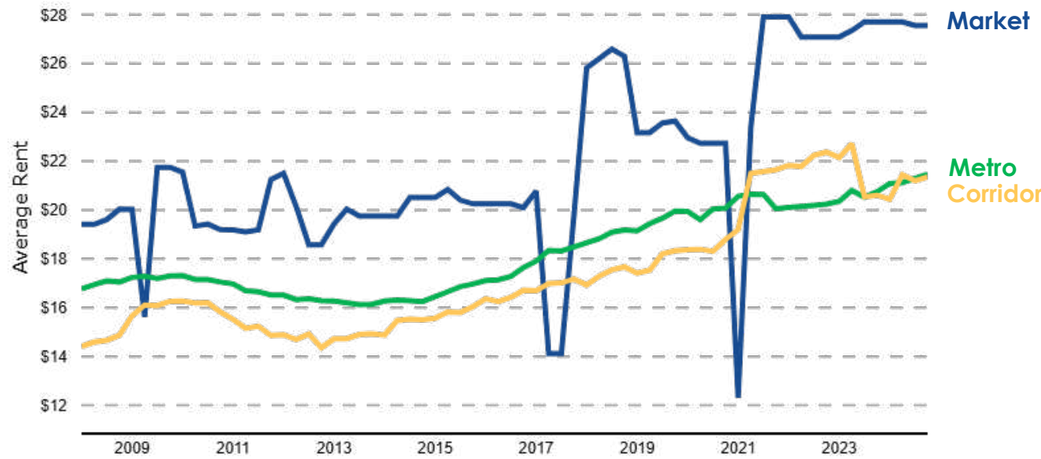
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	12	819,924	64.7%	2004
Medical	9	147,606	20.4%	2006
Loft/Creative Space	1	6,896	0.0%	2007
Office/Residential	1	3,492	0.0%	1950

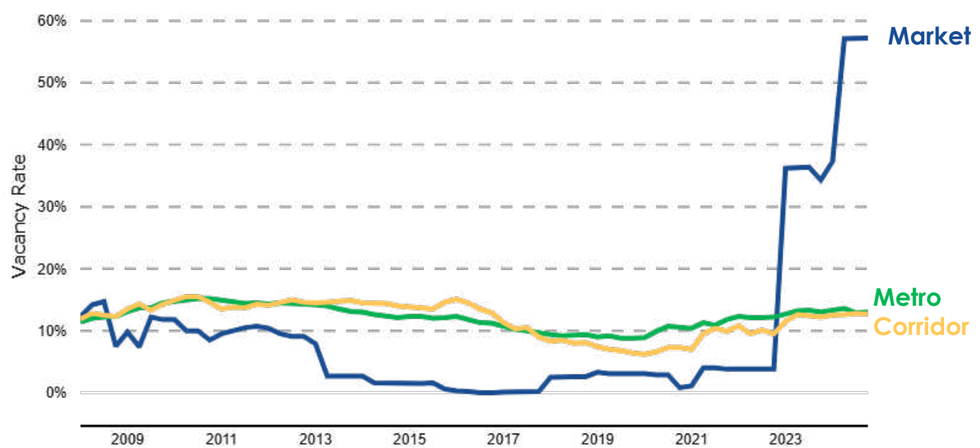
By Class

	Buildings	SF
Class A	4	799,182
Class B	11	123,582
Class C	8	55,154

Rent Trends



Vacancy Trends



Industrial

West Wyandotte

Bi-State Sustainable Reinvestment Corridor

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
4	956,113	1.7%	0.3%	2006

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
2	895,178	24.4%	1.1%	0.0%

By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Distribution	1	880,254	0.0%	2022
Truck Terminal	1	52,935	0.0%	1995
Warehouse	1	14,924	0.0%	2017
Light Manufacturing	1	8,000	0.0%	1977

By Class

	Buildings	SF
Class A	0	0
Class B	4	956,113
Class C	0	0

Rent Trends

N/A

Vacancy Trends

N/A

Retail – General Overview

West Wyandotte

Bi-State Sustainable Reinvestment Corridor

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
70	2,848,479	20.6%	2.3%	2006

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
17	359,184	30.8%	2.3%	0.0%

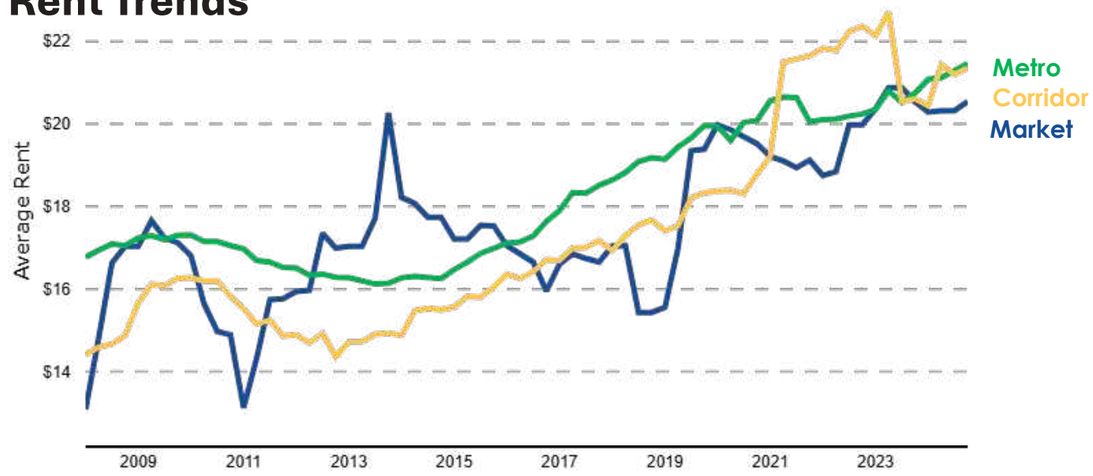
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	29	2,437,575	0.1%	2005
Food/Entertainment	29	2,262,174	0.3%	2005
Auto	7	126,570	0.0%	2016
Daily Goods	4	52,068	0.0%	2012
Services	1	6,052	0.0%	2002

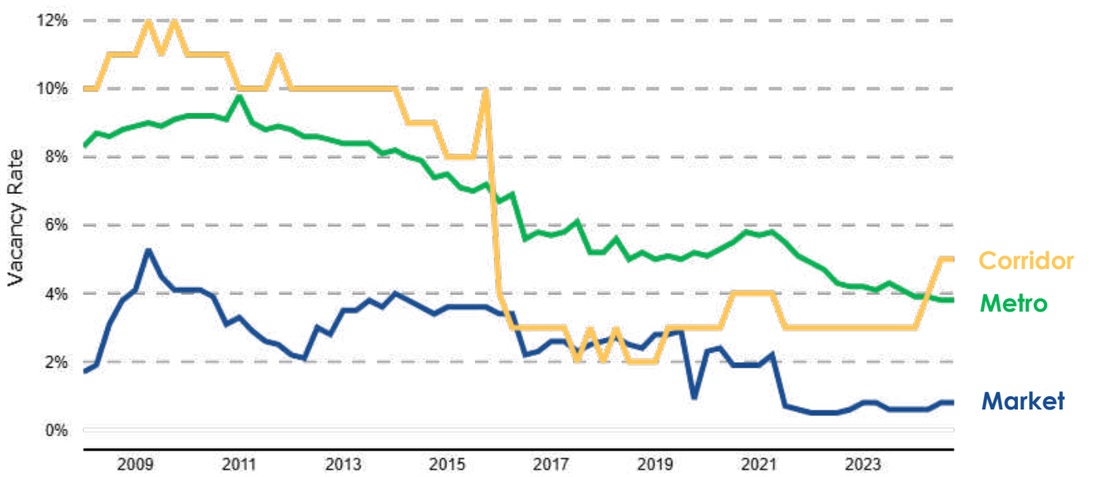
By Class

	Buildings	SF
Class A	6	1,190,705
Class B	50	1,576,740
Class C	14	81,034

Rent Trends



Vacancy Trends

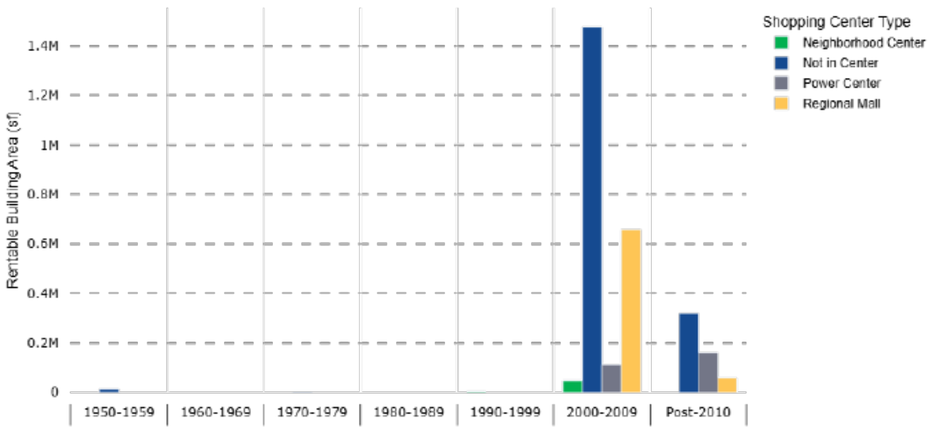


Retail – Shopping Centers

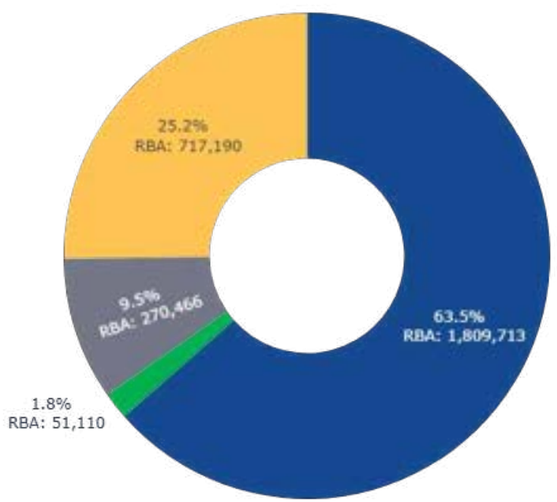
West Wyandotte

Bi-State Sustainable Reinvestment Corridor

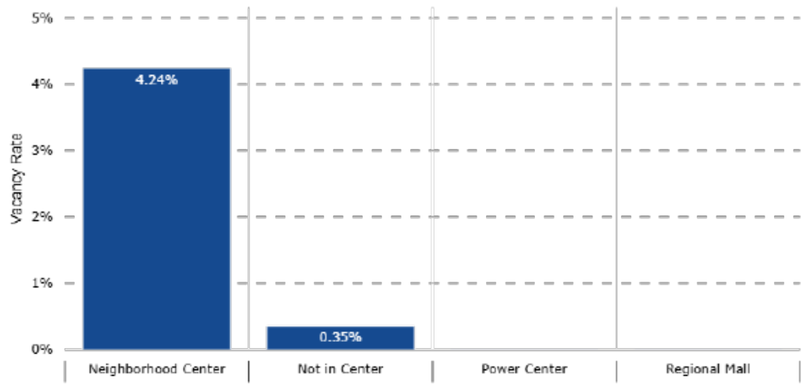
Square Footage by Shopping Center Type



Year Built by Shopping Center Type



Vacancy by Shopping Center Type



Transit

West Wyandotte

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Weighted Average Walk Score

7.43/10
7.27/10 - Corridor

Percent of Households Without a Car

4.7%
5.55% - Metro
12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit

6.68/10
7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto

3.83/10
6.56/10 - Corridor

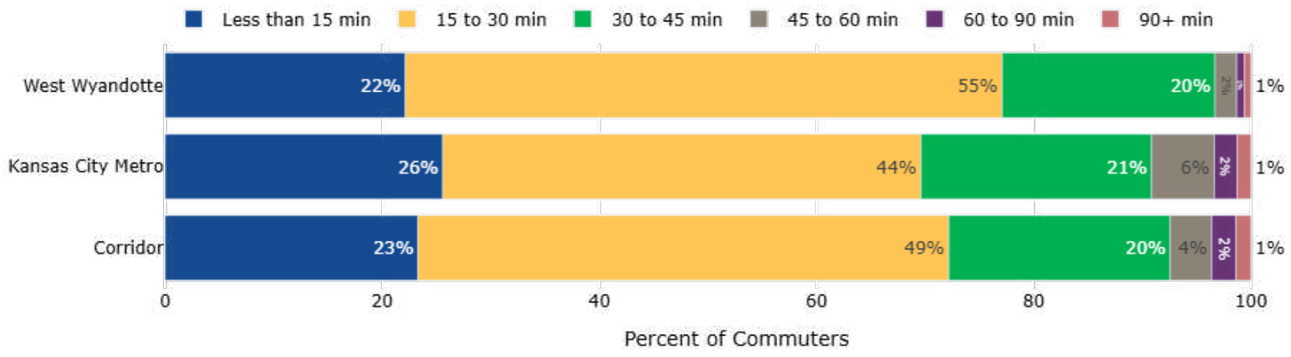
Weighted Average Transit Score

5.49/10
5.82/10 - Corridor

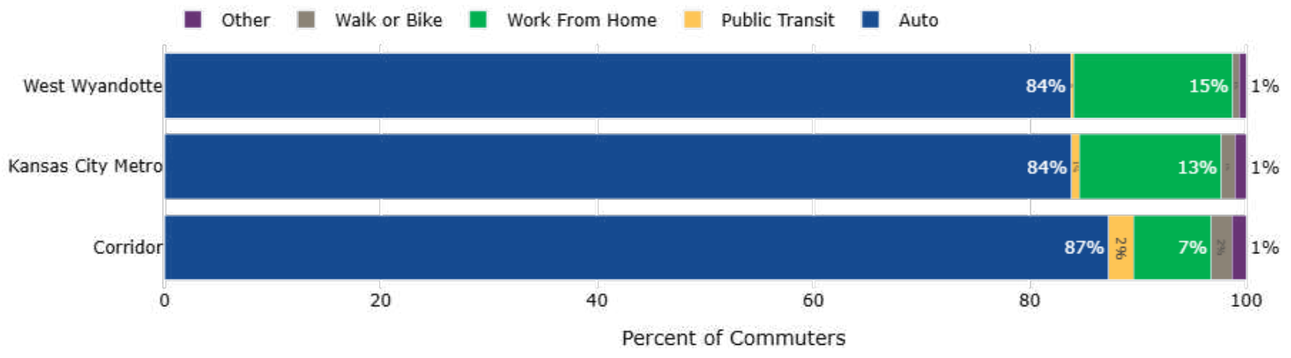
Weighted Average Transit Justice Score

4.66/10
3.60/10 - Corridor

Commute Time



Transportation to Work



Central Wyandotte Market Overview

The Central Wyandotte market area has a diverse mix of character areas. On the eastern portion, a Suburban Subdivisions character area has a high ratio of single-family homes set at or near median home values for the metro as a whole. These areas have a mix of married households with children, relatively high mix of racial diversity, and strongly middle-income homeowners. There are more empty-nesters than some of the higher-income suburban residential character areas.

South of the suburban subdivision area are a mix of Suburban Retail Centers along State Avenue, with a higher mix of institutional buildings and some multi-family, and Suburban Multi-Family district. Compared to the newer destination retail centers in Western Wyandotte, these centers contain more local facing retail, community-based institutions, and more affordable multi-family housing largely built in the 1970s and 1980s, including affordable senior housing communities. Most are B or C class multi-family buildings, although some new Tax-Credit, rent restricted units such as Eileen's Place have been constructed. Occupancy is high, but rent tend towards more 'naturally occurring affordable' due to the age and location of the units. The retail here are mostly independently managed retail properties along suburban arterial corridors, and are performing relatively well. Office in the region tends to be smaller Class B and C buildings, with a higher proportion of medical offices. Vacancy rates are more highly concentrated in Medical Offices than general office space.

As one moves east in the Market Area, the Character Area trends towards more Disinvested Urban Neighborhoods-neighborhoods with lower median home values, lower single-family homeownership rates, and higher ratios of vacant properties. These neighborhoods tend to have lower household incomes, higher proportions of non-married households with children, and high rates of cost-burdened households. Neighborhood oriented retail is performing less well in this area due to tighter budgets – Strip Centers such as Tower Plaza Shopping Center have had persistent high vacancy rates, with former national retailers leaving the market. This accounts for a large proportion of the areas 13% vacancy rate in the retail sector.

South of State Ave transitions to new industrial parks on the western portion of the corridor. Proximity to major arterial freeways and access to a high number of metro households has made it ideal for distribution centers and logistics, such as the Amazon MKC6 distribution hub. Vacancy rates are very low, and fetching higher rents due to newer inventory.

The sectoral composition of resident employment biases towards lower income service sector jobs and blue-collar jobs, and more middle-income education, medical services and government related sectors. Commutes are high both to other suburban manufacturing and retail centers as well as to industrial and retail jobs in the area. The community is in a high transit accessibility location, especially for automobile transit. Proximity to both downtowns is complemented by quick access to major employment centers in the southeast I-35 job corridor. Additional public transit service serving the western retail districts and the downtowns is worth further exploring.

Demographics

Central Wyandotte, KS

Bi-State Sustainable Reinvestment Corridor

Demographic Overview

Total Population

61,476
2,102,064 - Metro
191,068 - Corridor

Average Household Size

2.87
2.4 - Metro
2.54 - Corridor

% Above 65

13.9%
15.2% - Metro
12% - Corridor

% Below 18

28.7%
23.8% - Metro
26.3% - Corridor

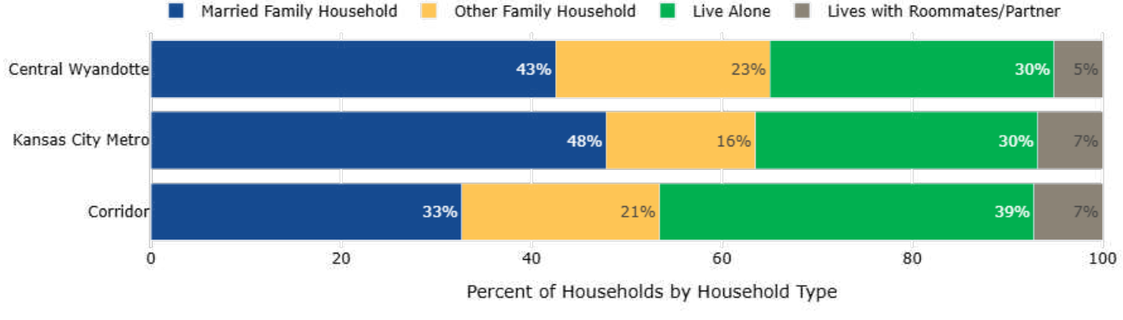
% Minority

75.1%
29.9% - Metro
63.4% - Corridor

Median Age

35.8
38.2 - Metro
36.2 - Corridor

Household Type



Housing

Central Wyandotte

Bi-State Sustainable Reinvestment Corridor

Housing Indicators

Median Rent

$1,113

$1,148- Metro

$1,081- Corridor

Vacancy Rate

11.4%

7.2% - Metro

13.4% - Corridor

Median Home Value

$128,185

$246,000 Metro

$143,260- Corridor

Rent Burdened

50.2%

42.4% - Metro

47.2% - Corridor

Weighted Average Housing Score

4.71/10

4.25/10 - Corridor

Weighted Average Housing Justice Score

2.81/10

2.85/10 - Corridor

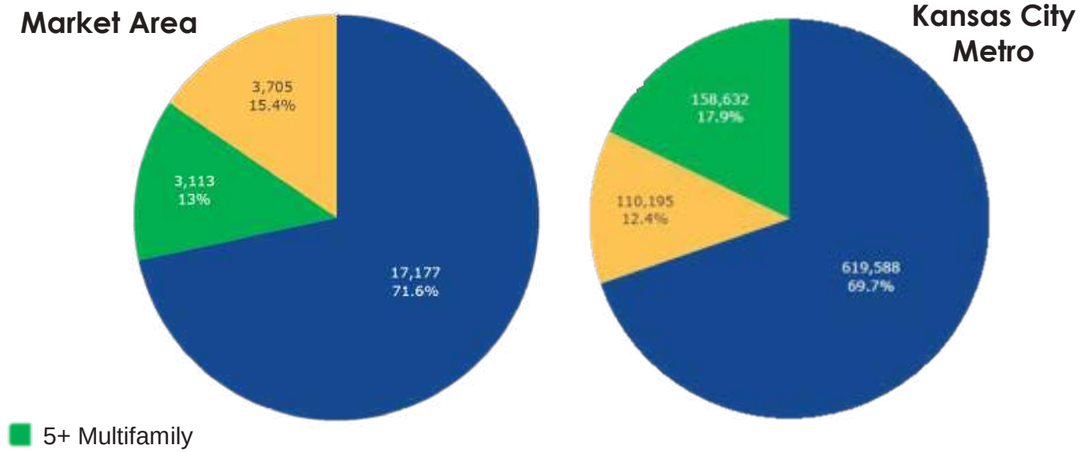
Home Ownership Rate

60.6%

65% - Metro

48% - Corridor

Housing Type



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
$0-20,000	15.7%	3,359	<$70,000	2,523	<$500	598	3,121	(238)
$20,000-30,000	10.7%	2,290	$70,000-$100,000	2,145	$500-$750	622	2,767	477
$30,000-40,000	10.9%	2,343	$100,000-$150,000	3,421	$750-$1,000	2,059	5,480	3,137
$40,000-60,000	18.6%	3,986	$150,000-$200,000	2,635	$1,000-$1,500	3,822	6,457	2,471
$60,000-100,000	24.5%	5,246	$200,000-$395,000	1,981	$1,500-$2,499	1,024	3,005	(2,241)
$100,000-150,000	12.6%	2,706	$395,000-$590,000	169	$2,500-$3,750	0	169	(2,537)
>$150,000	7.0%	1,497	>$590,000	115	>$3,750	7	122	(1,375)

Multi-family housing

Central Wyandotte, KS

Bi-State Sustainable Reinvestment Corridor

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	3,196	18.5%	1.9%
Senior (Market Rate)	49	30.8%	0.8%
Senior (Affordable)	502	23.2%	6.6%
Affordable (General Occ)	788	12.4%	3.2%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	119	1.8%	0.3%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	60	7.5%	2.9%

By Class

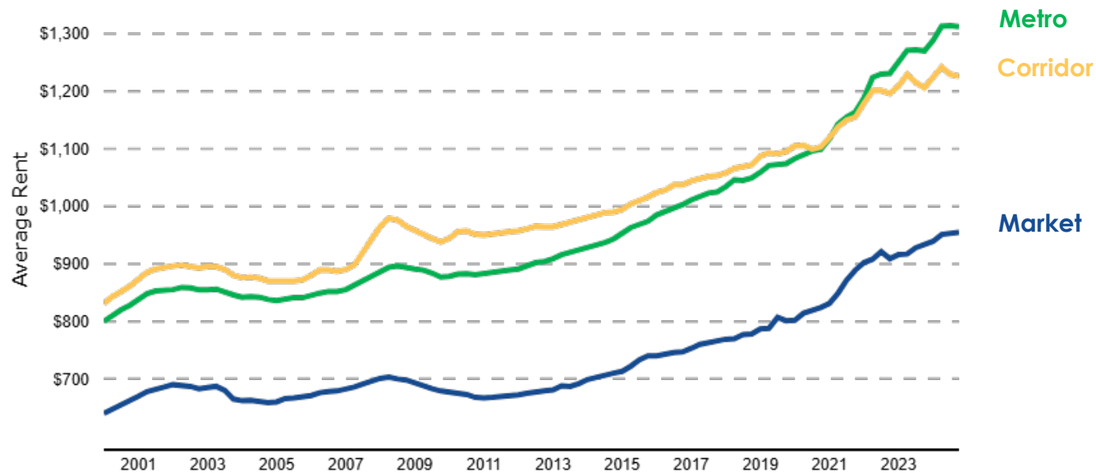
	Unit Total
Class A	0
Class B	1,027
Class C	3,675

By Unit Size

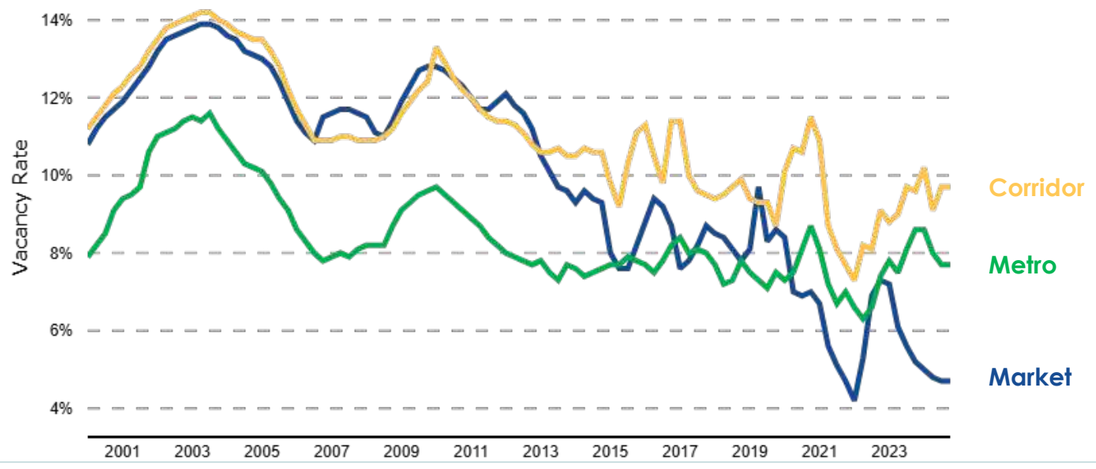
	Unit Total	Avg Rent
Studio	153	$641
1 Bedroom	1,454	$796
2 Bedroom	2,122	$918
3 Bedroom	530	$1,233
4 Bedroom	69	$1,603

Median Year Built: 1970

Rent Trends



Vacancy Trends



Economy

Central Wyandotte, KS

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Median Household Income

$56,010
$73,549 - Metro
$53,571- Corridor

Unemployment Rate

6.5%
4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income

32.4%
19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs

23.3%
19.4% - Metro
23.5% - Corridor

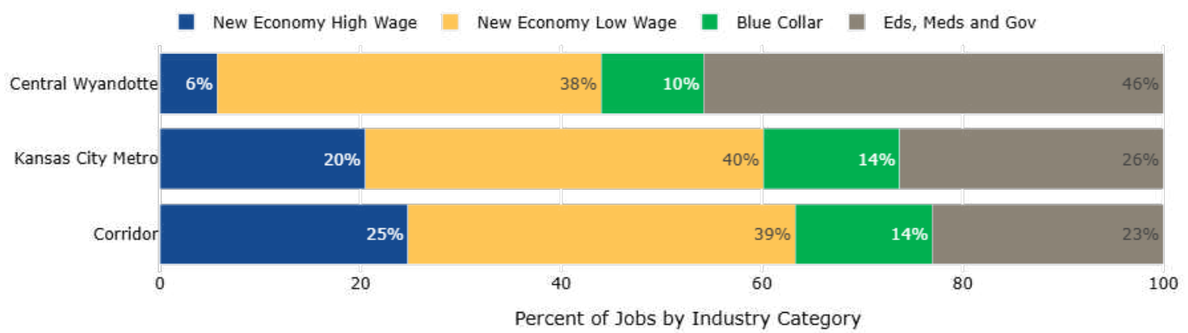
Percent with Bachelor's Degree

15.9%
39.3% - Metro
18.9% - Corridor

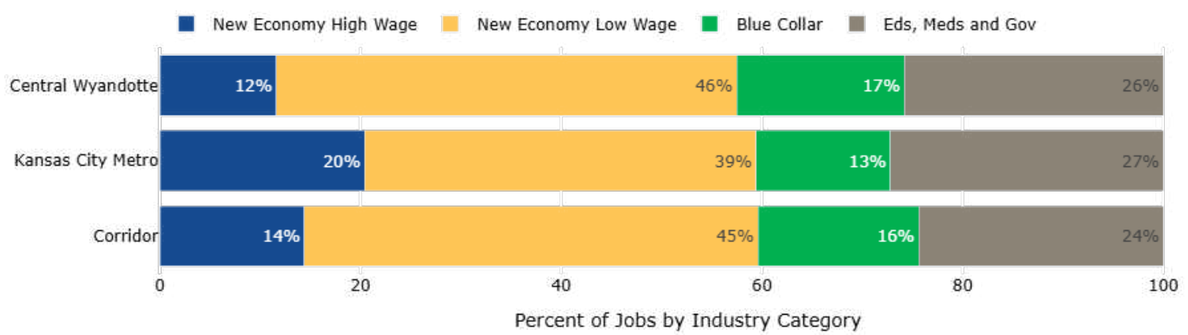
Weighted Average Economic Justice Score

1.84/10
2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Industrial

Central Wyandotte

Bi-State Sustainable Reinvestment Corridor

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
32	2,249,342	4.1%	0.6%	1977

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
5	1,920,901	52.4%	2.3%	0.0%

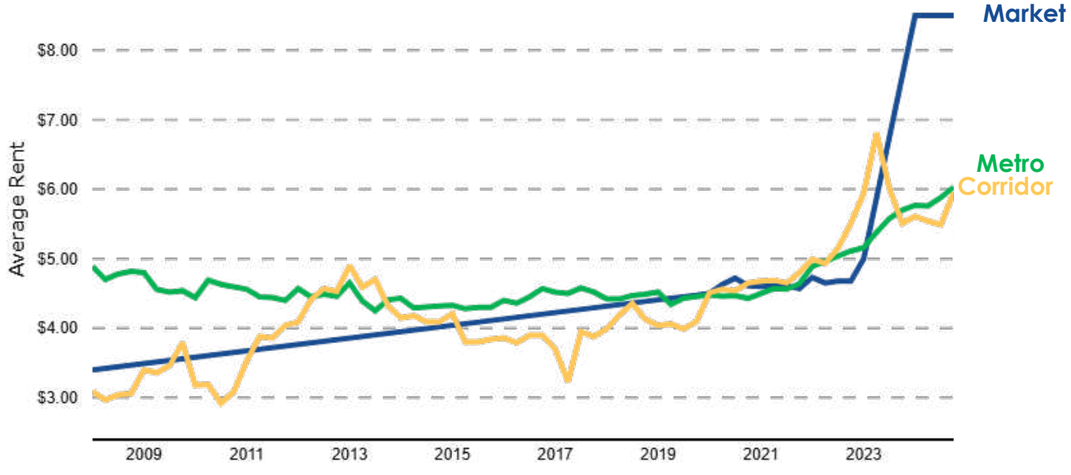
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Distribution	4	1,514,901	0.0%	2021
Warehouse	17	637,620	1.2%	1977
General Ind	6	55,801	0.0%	1984
Service	3	26,754	0.0%	1940
Light Manufacturing	1	8,996	0.0%	1910
Manufacturing	1	5,270	0.0%	1960

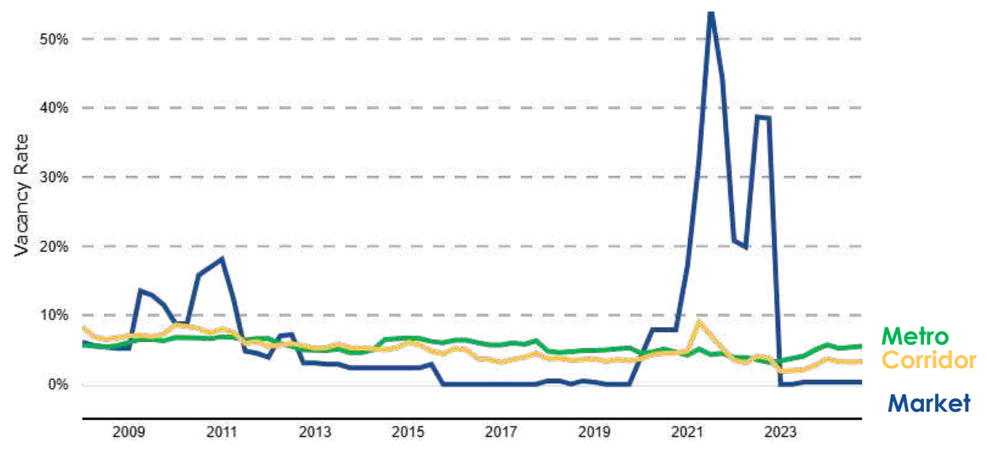
By Class

	Buildings	SF
Class A	5	1,920,901
Class B	6	150,305
Class C	21	178,136

Rent Trends



Vacancy Trends



Office

Central Wyandotte

Bi-State Sustainable Reinvestment Corridor

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
65	581,368	2.3%	0.5%	1971

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
1	2,500	0.1%	0.0%	0.0%

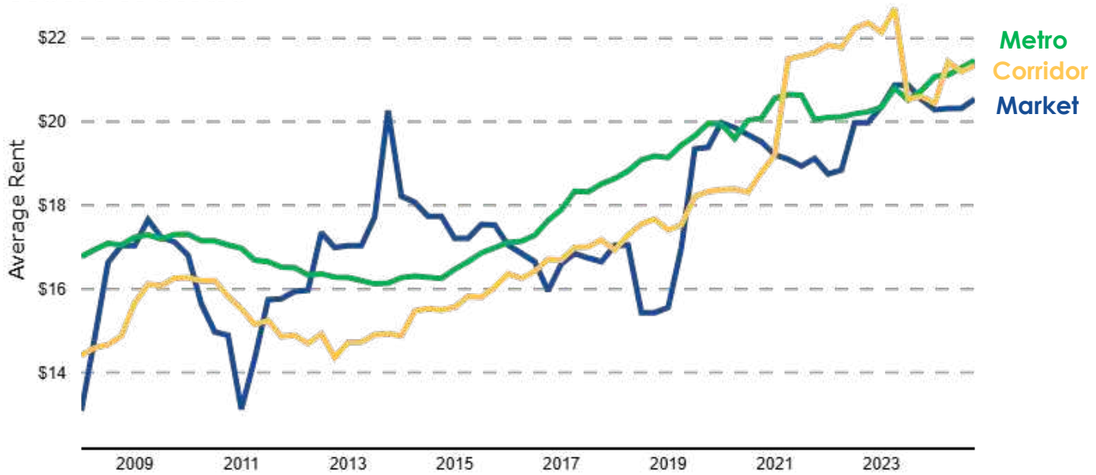
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	46	360,749	4.8%	1968
Medical	17	216,806	15.9%	1984
Office/Residenti	2	3,810	0.0%	1950

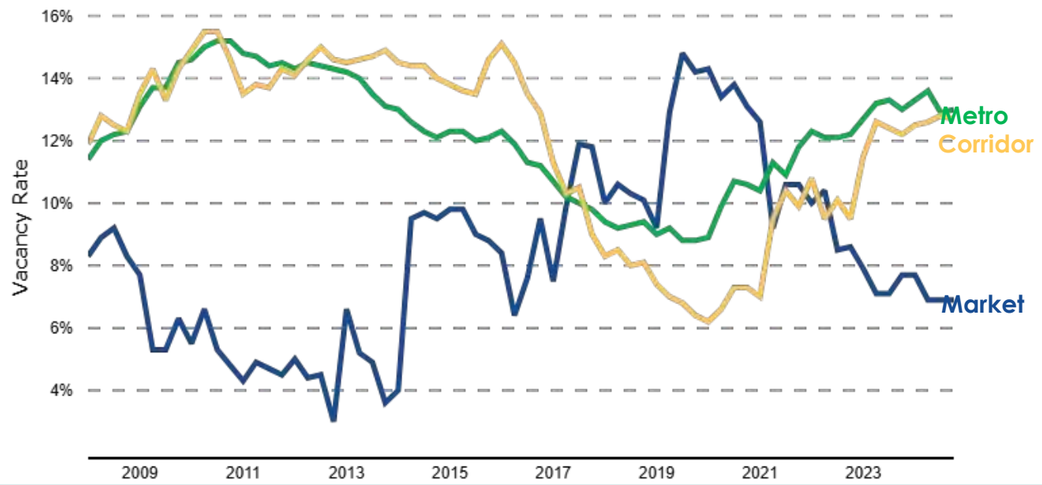
By Class

	Buildings	SF
Class A	0	0
Class B	19	272,371
Class C	46	308,997

Rent Trends



Vacancy Trends



Retail – General Overview

Central Wyandotte

Bi-State Sustainable Reinvestment Corridor

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
278	3,667,952	26.6%	2.9%	1972

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
14	359,143	30.8%	2.3%	1.2%

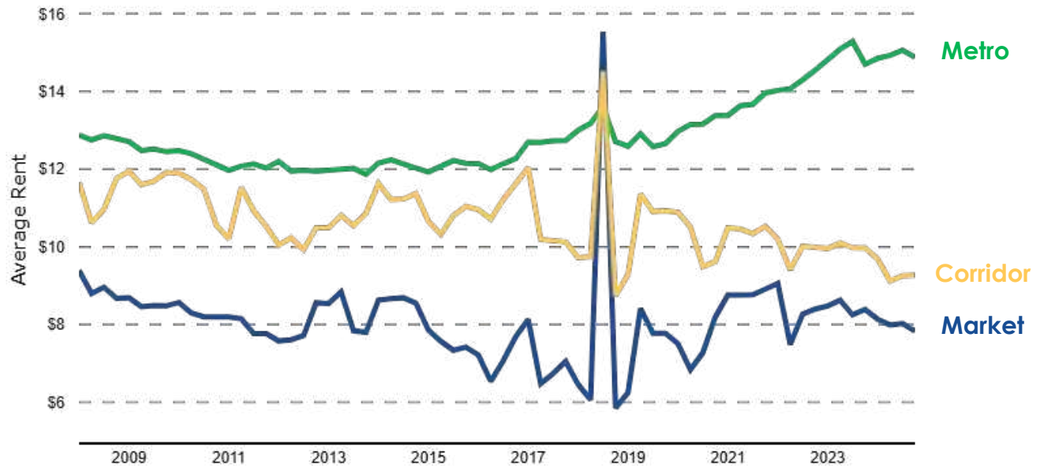
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	159	2,803,912	13.8%	1972
Daily Goods	19	306,358	0.0%	1993
Auto	43	299,653	5.8%	1971
Food/Entertainment	47	172,083	0.0%	1976
Retail/Office	5	68,627	0.0%	1985
Services	5	17,319	0.0%	1955

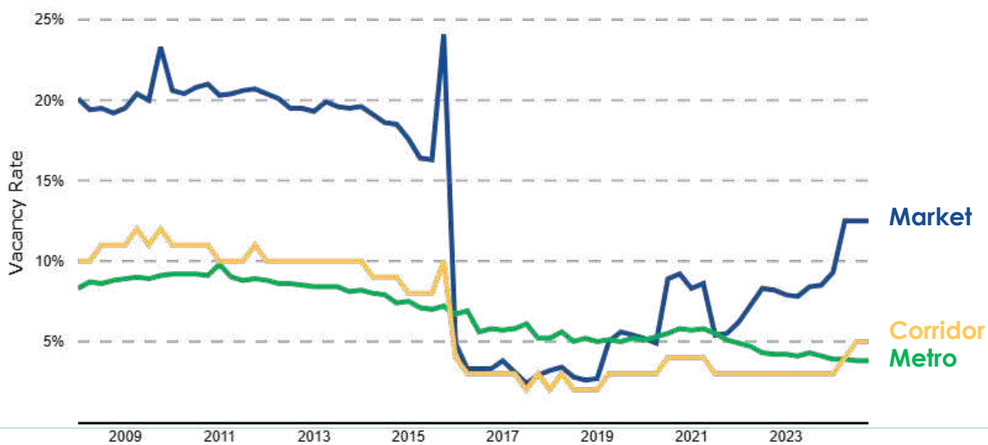
By Class

	Buildings	SF
Class A	0	0
Class B	97	1,329,876
Class C	181	2,338,076

Rent Trends



Vacancy Trends

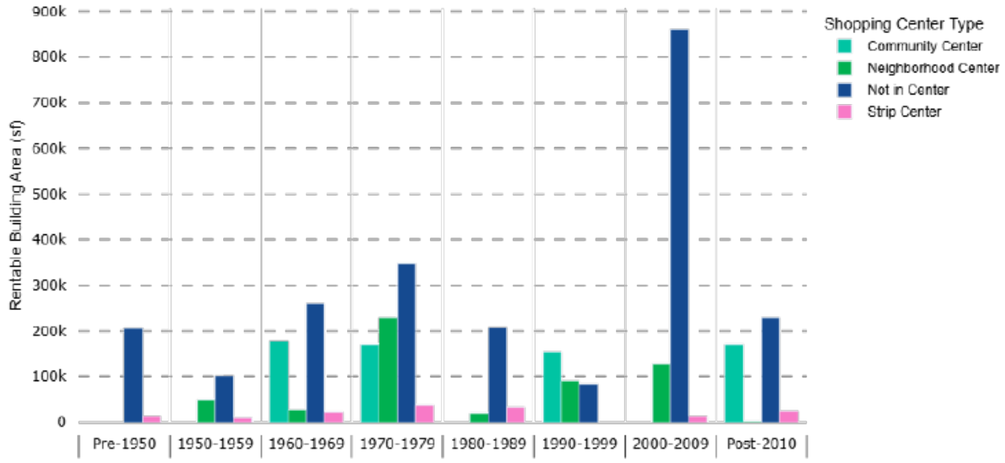


Retail – Shopping Centers

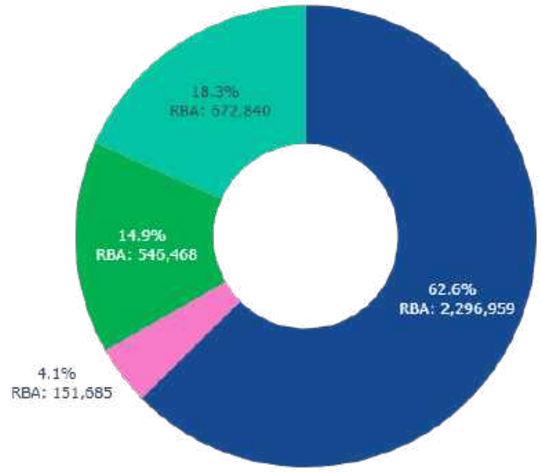
Central Wyandotte

Bi-State Sustainable Reinvestment Corridor

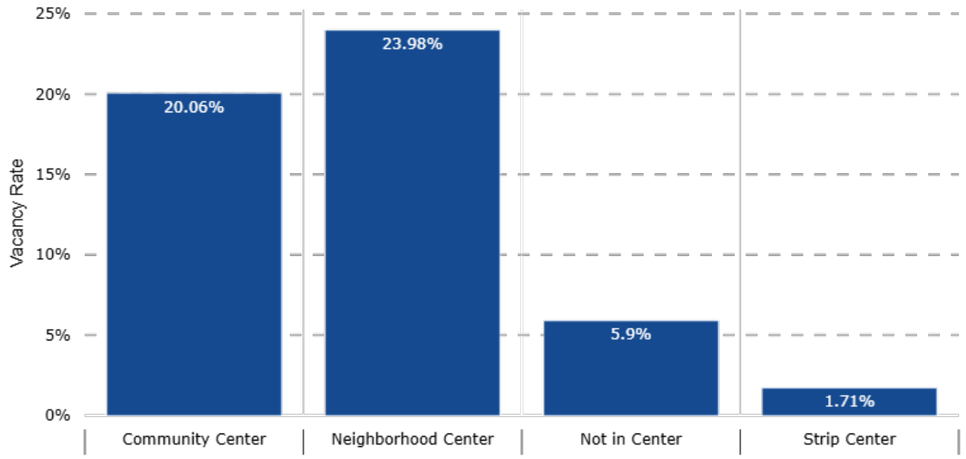
Square Footage by Shopping Center Type



Year Built by Shopping Center Type



Vacancy by Shopping Center Type



Transit

Central Wyandotte, KS

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Weighted Average Walk Score

5.98/10
7.27/10 - Corridor

Percent of Households Without a Car

7.6%
5.55% - Metro
12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit

6.56/10
7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto

5.75/10
6.56/10 - Corridor

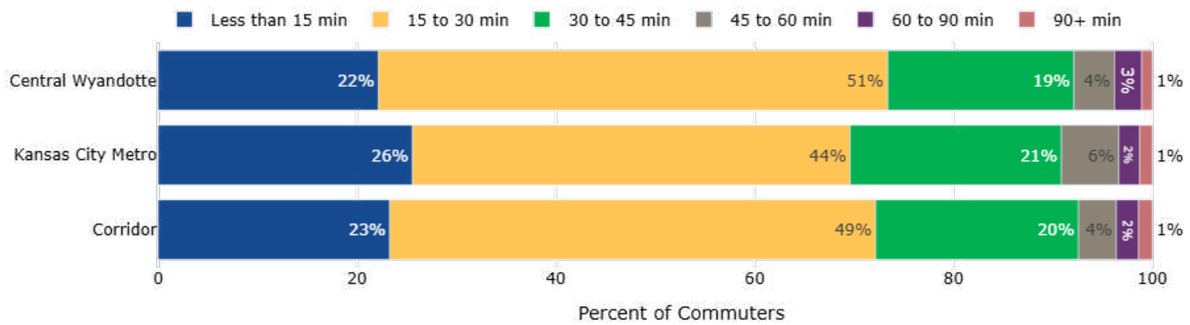
Weighted Average Transit Score

5.37/10
5.82/10 - Corridor

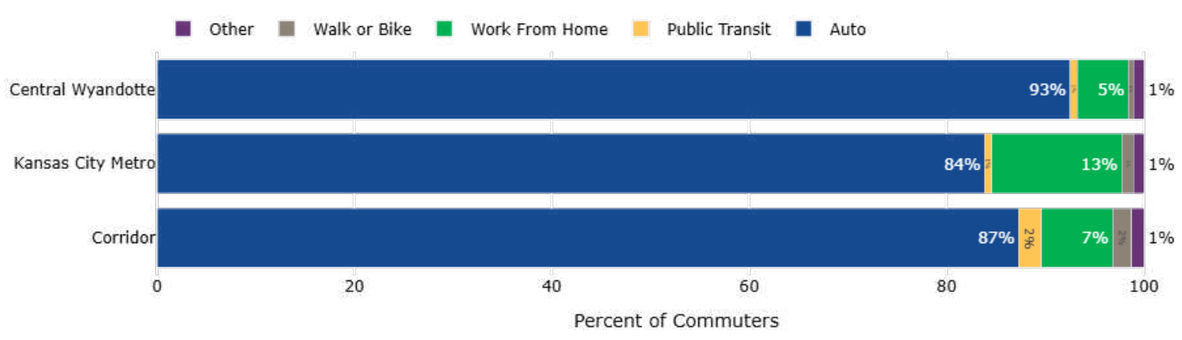
Weighted Average Transit Justice Score

2.24/10
3.60/10 - Corridor

Commute Time



Transportation to Work



Kansas City, KS Market Overview

The downtown Kansas City, KS market is anchored by the public sector. A very high proportion of jobs are situated in education, medical services, and public administration. These industries generate a higher proportion of middle-income occupations, with a higher proportion of those who work in the sector likely to live within the corridor area. The public sector also stabilizes the office market, leading to lower vacancy rates that the corridor or the metro. In other words, the public sector is less volatile than private sector office users. It is also a less dynamic sector, and more in-demand office districts have commanded higher rents over the past decade whereas office rent in Kansas City, Kansas has remained limited.

However, as a more historical Mixed-Use Urban Center neighborhood driven by public sector jobs, the Kansas City, Kansas market has not induced robust multi-family investment, especially newer multi-family buildings oriented towards work-play-live neighborhoods commonly desired by young professionals. Instead, the market has a higher concentration of institutional public housing, affordable multi-family units (although not a high proportion of newer Tax-Credit developments. Within these units, a high proportion of households either live alone or within other household types, including non-married households with children. Rent subsidized housing remains a crucial support. Despite the age of market rate buildings, many are 'naturally' affordable units, which has lowered vacancy rates, and led to rent increases in the past few years that helped reverse general decline. Residential neighborhoods abutting the Mixed-Use Urban Center have higher ratios of 'missing middle' duplexes, triplexes, quadplexes and smaller multi-family – housing types more common before more stringent zoning codes. The residential market is lower performing from a market-based perspective - it has higher rates of vacant properties, lower rates of home ownership, and lower property values. However, low property values can make home ownership relatively affordable, especially for those earning middle-income salaries. With demand for more dense urban living continuing to grow (both in public sentiment and in the rent/occupancy data), opportunity may exist for some pioneering multi-family, as well as innovative 'missing middle' density housing types.

As a retail district, the existing retail is actually performing very well. Retail is supported both by local customers as well as commuters coming into industrial districts in the south and north and the office market. Retail vacancy rates remain low – much lower than the corridor and the metro – which has caused some sharp increases in rents. Retail rents are now higher than the corridor and market average. Despite high rents and low vacancies, no new retail has been developed, although strong potential exists.

The area scores highly for transit accessibility – both for the number of employment centers accessible by car and transit, and its accessibility as a destination. Despite the high density of public sector jobs located within the Market, many residents reverse commute to industrial and retail districts, with employment more heavily concentrated in service sector and blue-collar sectors.

On the southern end of the market are clusters of industrial buildings. These are older industrial buildings that tend to serve a range of different functions, including wholesaling and light manufacturing. A lack of greenfield space makes new industrial development challenging. Occupancy remains high, but there is not much space for upward rent growth due to the age of the buildings and new inventory elsewhere in the market.

Demographics

Kansas City, KS

Bi-State Sustainable Reinvestment Corridor

Demographic Overview

Total Population

25,288
2,102,064 - Metro
191,068 - Corridor

Average Household Size

2.7
2.4 - Metro
2.54 - Corridor

% Above 65

10.4%
15.2% - Metro
12% - Corridor

% Below 18

30.4%
23.8% - Metro
26.3% - Corridor

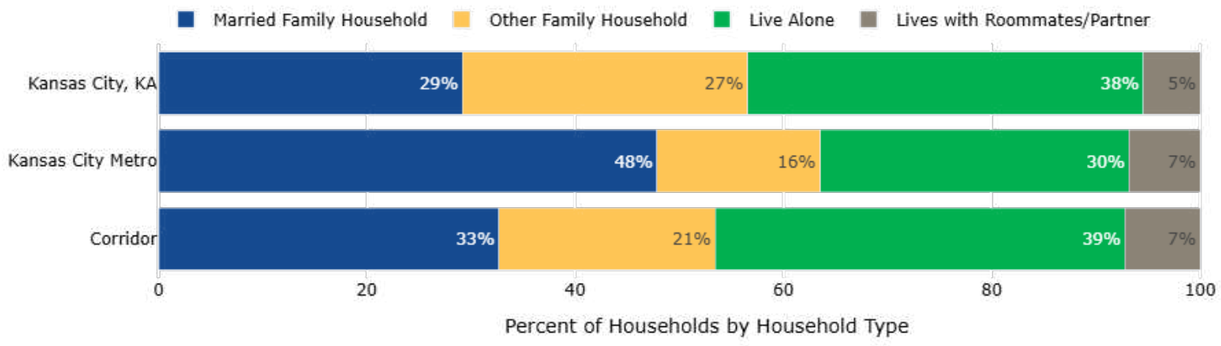
% Minority

83.8%
29.9% - Metro
63.4% - Corridor

Median Age

33.9
38.2 - Metro
36.2 - Corridor

Household Type



Housing

Kansas City, Kansas

Bi-State Sustainable Reinvestment Corridor

Housing Indicators

Median Rent

$862

$1,148- Metro

$1,081- Corridor

Vacancy Rate

17%

7.2% - Metro

13.4% - Corridor

Median Home Value

$123,690

$246,000 Metro

$143,260- Corridor

Rent Burdened

46.6%

42.4% - Metro

47.2% - Corridor

Weighted Average Housing Score

4.44/10

4.25/10 - Corridor

Weighted Average Housing Justice Score

2.28/10

2.85/10 - Corridor

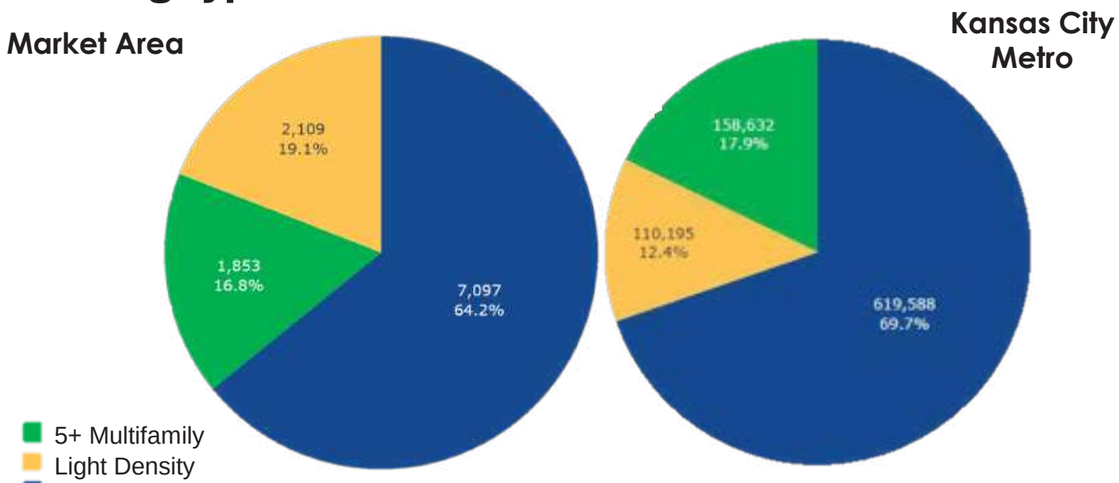
Home Ownership Rate

46.7%

65% - Metro

48% - Corridor

Housing Type



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
$0-20,000	26.2%	2,447	<$70,000	1,814	<$500	1,244	3,058	611
$20,000-30,000	12.5%	1,167	$70,000-$100,000	795	$500-$750	931	1,726	559
$30,000-40,000	10.3%	959	$100,000-$150,000	871	$750-$1,000	999	1,870	911
$40,000-60,000	19.4%	1,816	$150,000-$200,000	417	$1,000-$1,500	1,173	1,590	(226)
$60,000-100,000	20.0%	1,866	$200,000-$395,000	387	$1,500-$2,499	357	744	(1,122)
$100,000-150,000	8.4%	787	$395,000-$590,000	7	$2,500-$3,750	0	7	(780)
>$150,000	3.2%	295	>$590,000	73	>$3,750	0	73	(222)

Multi-family housing

Kansas City, KS

Bi-State Sustainable Reinvestment Corridor

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	533	3.1%	0.3%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	653	30.2%	8.5%
Affordable (General Occ)	1,297	20.4%	5.2%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	0	0.0%	0.0%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	50	6.3%	2.4%

By Class

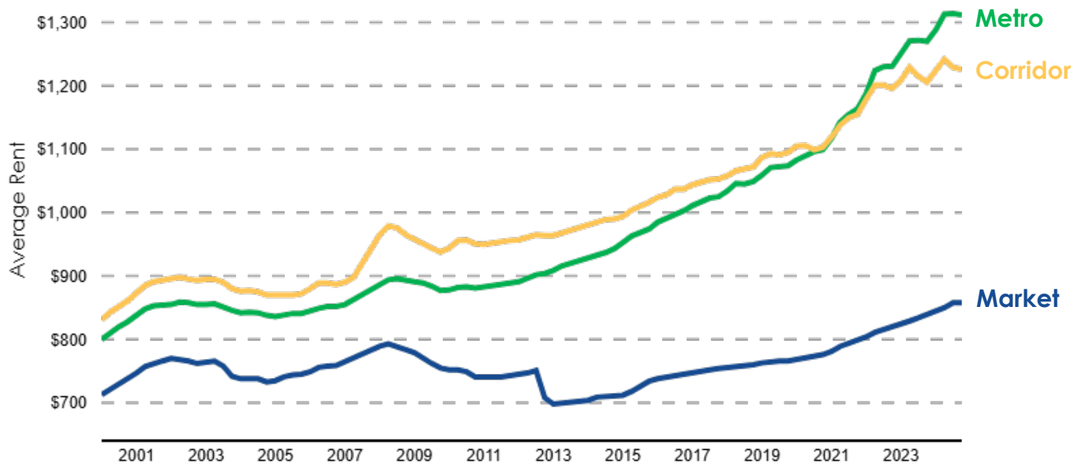
	Unit Total
Class A	30
Class B	525
Class C	1,972

By Unit Size

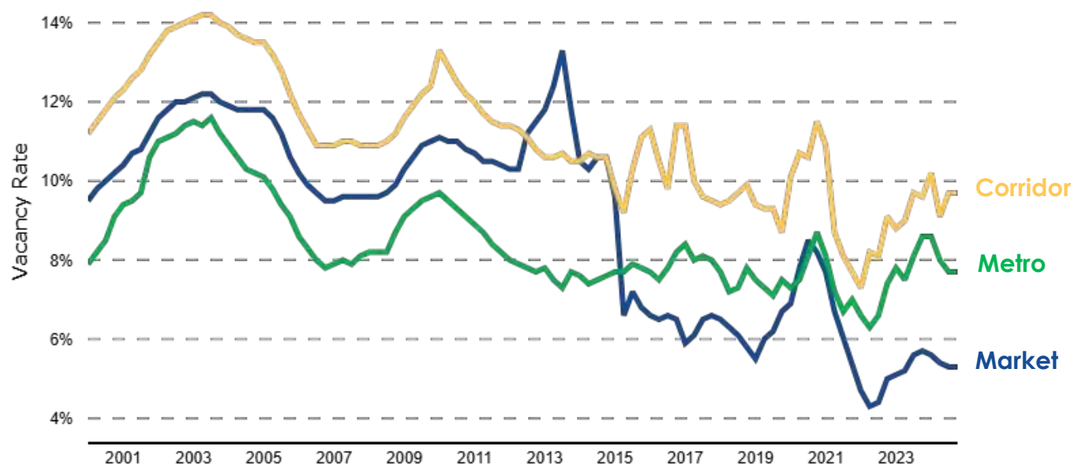
	Unit Total	Avg Rent
Studio	59	$714
1 Bedroom	862	$7,410
2 Bedroom	831	$986
3 Bedroom	179	$1,086
4 Bedroom	15	$1,147

Median Year Built: 1946

Rent Trends



Vacancy Trends



Economy

Kansas City, KS

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Median Household Income

$42,837
$73,549 - Metro
$53,571- Corridor

Unemployment Rate

8.1%
4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income

14.2%
19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs

27.1%
19.4% - Metro
23.5% - Corridor

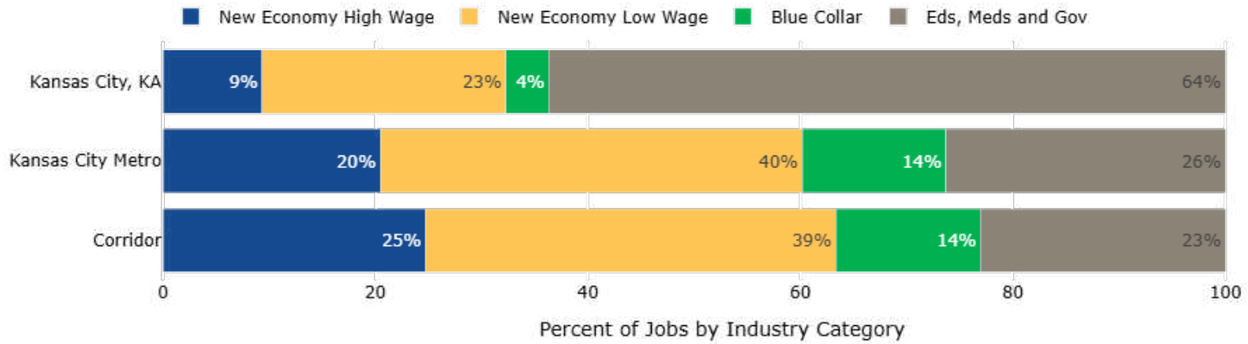
Percent with Bachelor's Degree

12.9%
39.3% - Metro
18.9% - Corridor

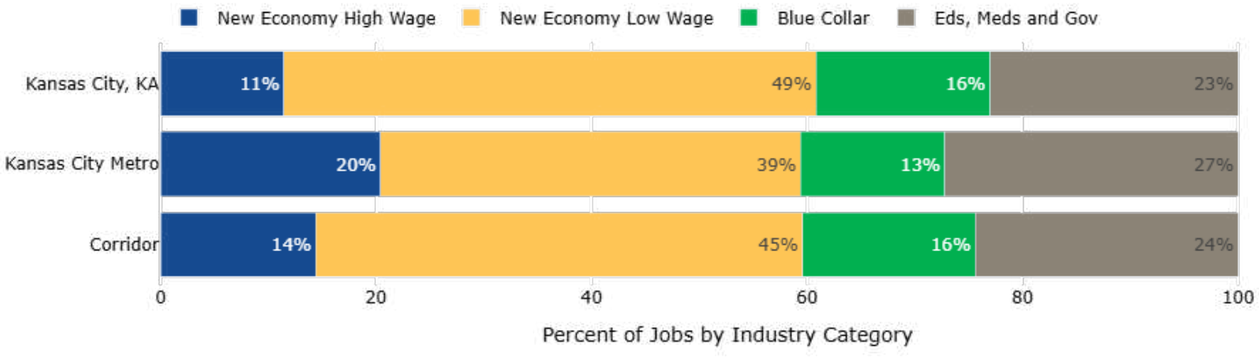
Weighted Average Economic Justice Score

1.43/10
2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Industrial

Kansas City, KS

Bi-State Sustainable Reinvestment Corridor

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
82	1,289,166	2.4%	0.4%	1952

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
2	25,670	0.7%	0.0%	0.0%

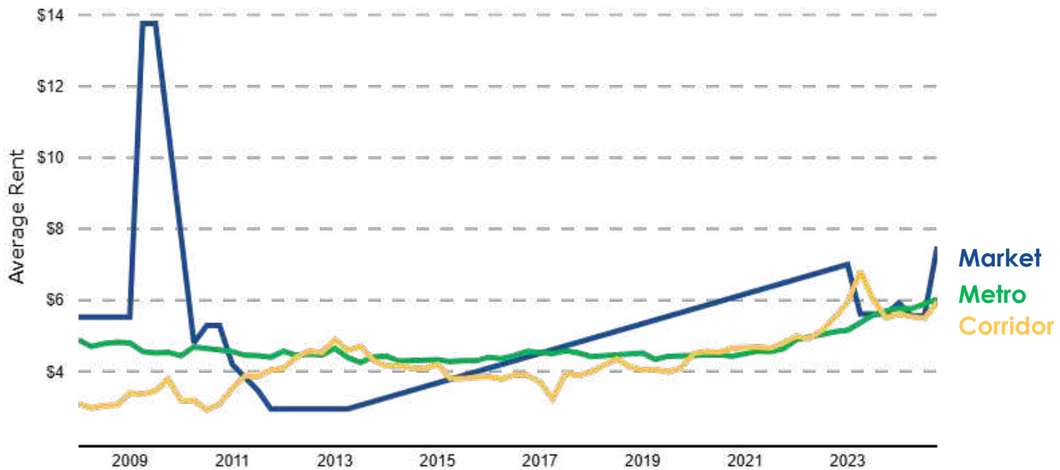
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Warehouse	61	941,023	1.9%	1951
Manufacturing	7	165,597	0.0%	1965
Service	6	78,706	13.6%	1973
General Ind	6	78,670	0.0%	1945
Showroom	1	16,500	100.0%	1947
Light Dist	1	8,670	0.0%	2020

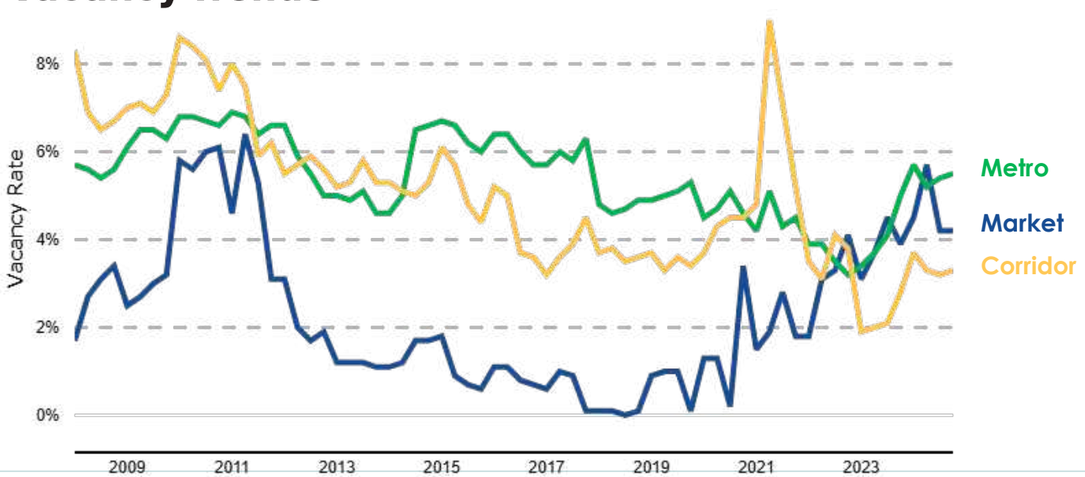
By Class

	Buildings	SF
Class A	0	0
Class B	12	297,280
Class C	70	991,886

Rent Trends



Vacancy Trends



Office

Kansas City, KS

Bi-State Sustainable Reinvestment Corridor

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
82	2,209,128	8.6%	1.8%	1960

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
4	255,693	8.6%	1.5%	3.8%

By Subtype

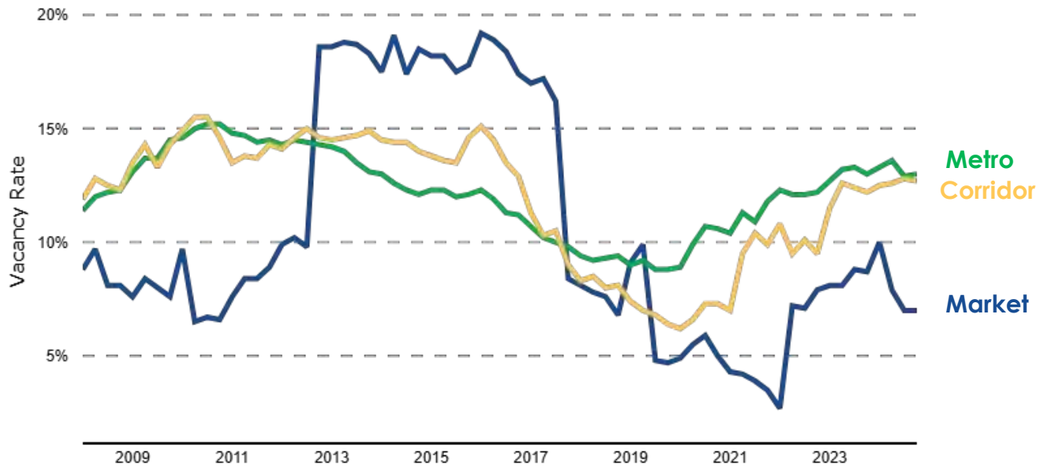
	Buildings	Square Footage	Vacancy	Med Year Built
General Office	67	1,826,932	3.8%	1955
Medical	10	332,060	0.0%	1969
Loft/Creative Space	3	40,987	24.0%	2019
Office/Residential	2	9,149	0.0%	1988

By Class

	Buildings	SF
Class A	2	307,809
Class B	30	873,332
Class C	50	1,027,987

Rent Trends

Vacancy Trends



Retail overview

Kansas City, KS

Bi-State Sustainable Reinvestment Corridor

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
230	1,357,235	9.8%	1.1%	1930

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
7	22,002	1.9%	0.1%	0.0%

By Subtype

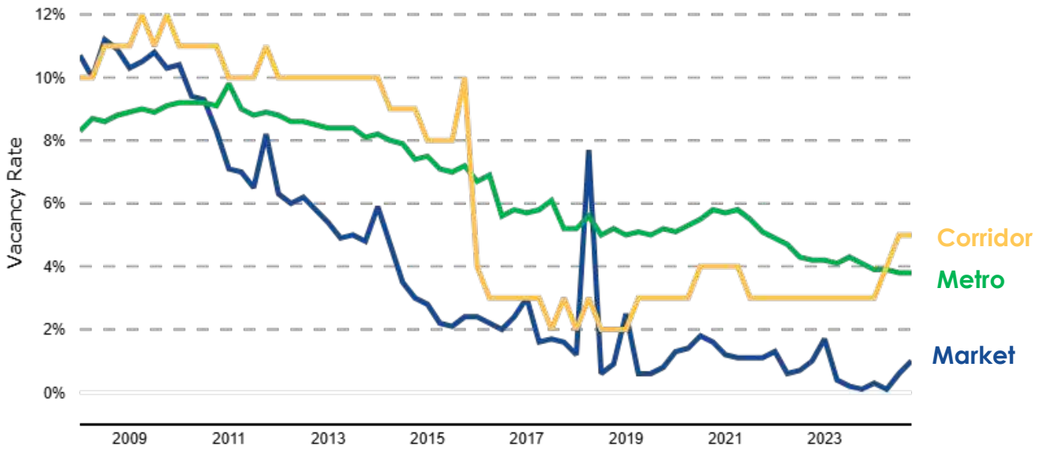
	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	242	1,215,116	0.0%	1925
Auto	56	189,924	0.0%	1955
Daily Goods	23	160,578	0.0%	1980
Retail/Office	22	115,744	0.0%	1909
Food/Entertainment	30	86,858	1.0%	1975
Services	9	49,827	0.0%	1950

By Class

	Buildings	SF
Class A	1	74,079
Class B	40	224,086
Class C	189	1,059,070

Rent Trends

Vacancy Trends

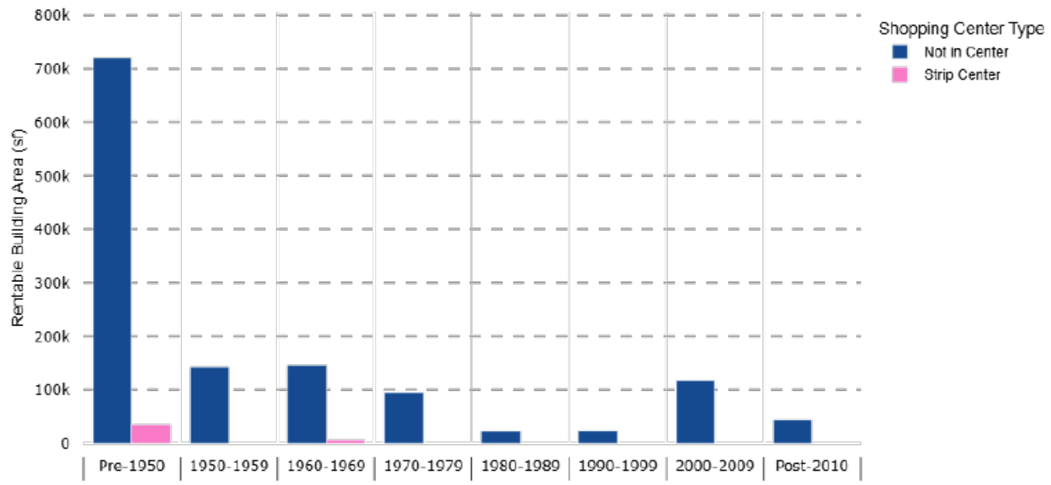


Retail Centers

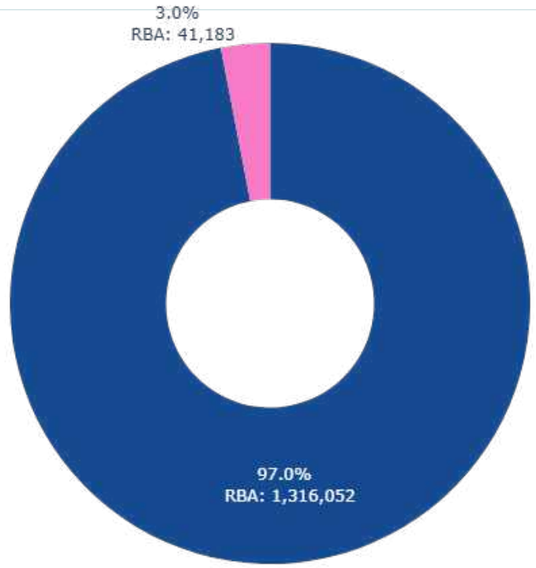
Kansas City, KS

Bi-State Sustainable Reinvestment Corridor

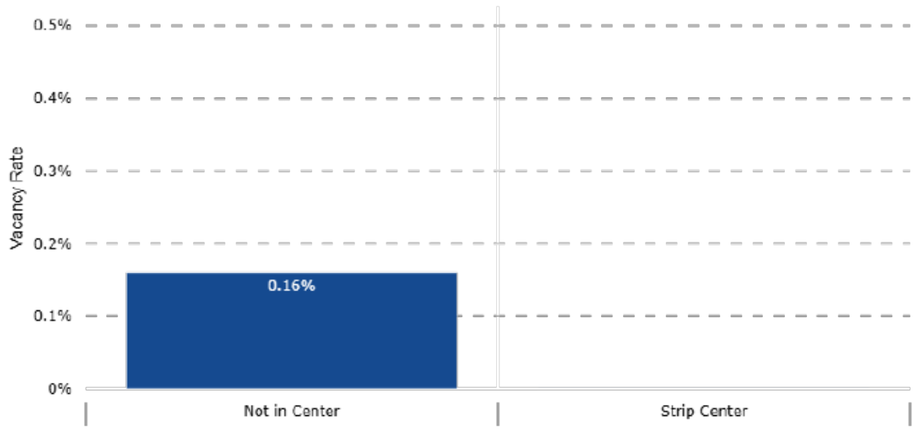
Year Built by Shopping Center Type



Square Footage by Shopping Center Type



Vacancy by Shopping Center Type



Transit

Kansas City, KS

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Weighted Average Walk Score

7.23/10

7.27/10 - Corridor

Percent of Households Without a Car

17.7%

5.55% - Metro

12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit

7.97/10

7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto

8.59/10

6.56/10 - Corridor

Weighted Average Transit Score

6.27/10

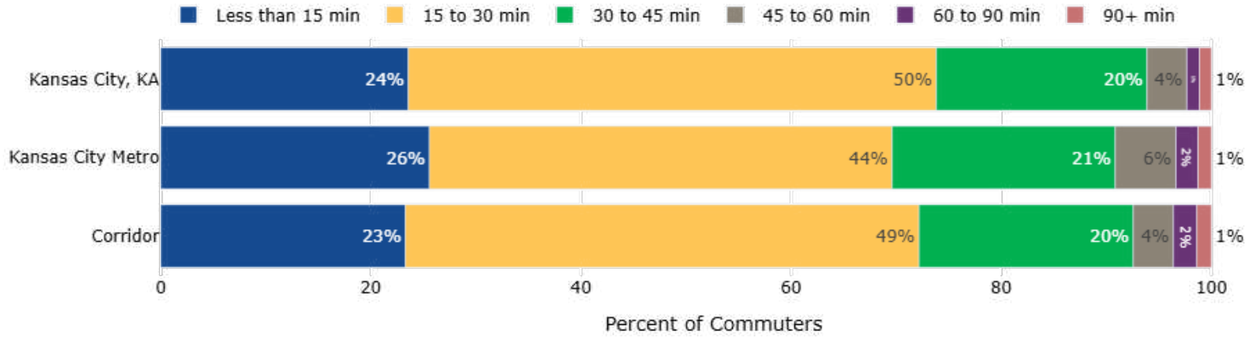
5.82/10 - Corridor

Weighted Average Transit Justice Score

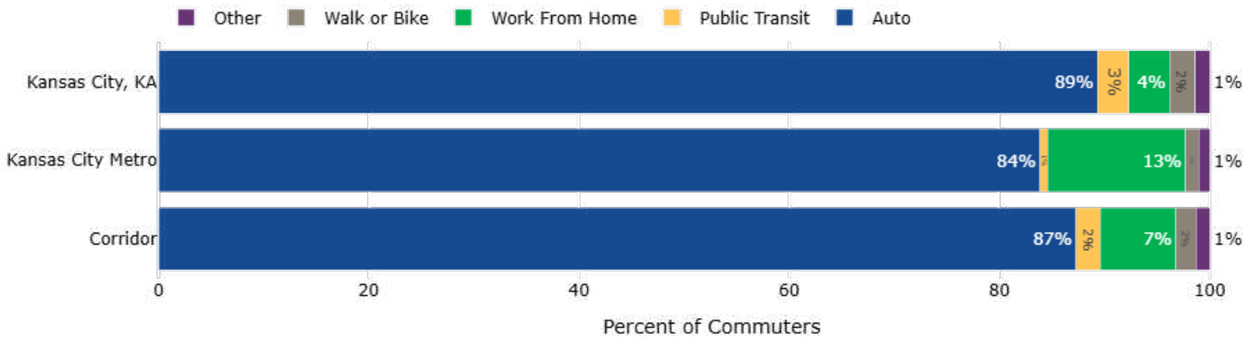
3.40/10

3.60/10 - Corridor

Commute Time



Transportation to Work



Central Industrial Market Overview

The Central Industrial District in Kansas has about 10% of the corridor's industrial square footage. It's historically prime location along the Kansas and Missouri River junction, strong location along major rail lines, and both East/West and North/South connections to the interstate have made it ideal for distribution and manufacturing. Today, it's prime location continues to generate industrial, distribution and wholesaling jobs, with distribution and wholesale increasingly important.

A majority of the buildings, however, date back to earlier eras of industrial expansion. Due to the age and obsolescence of the buildings and the spaces, they in general do not attract surplus market rents, but nonetheless remain competitive spaces with low vacancy rates. New industrial space on the broader metro market has softened some of its competitiveness, but the area still offers a combination of proximity, affordability ,and centrality that makes it a vibrant industrial park.

The west side of the Kansas River is likely to remain an exclusively industrial district, however the area just north of the Kansas River and adjacent to the West Bottoms, MO area may slowly trend towards redevelopment into a mixed-use industrial district. A pioneering development – one that feels very integrated into the West Bottom's gentrifying industrial milieu –is in construction. Called 'The Helm', the new multi-family unit includes 232 new 4-star luxury apartment units, heavily leaning towards studio and one bedroom unit mix attractive to younger professionals.

Economy

Central Industrial District, KS

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Median Household Income

--
$73,549 - Metro
$53,571- Corridor

Unemployment Rate

--
4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income

8.5%
19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs

--
19.4% - Metro
23.5% - Corridor

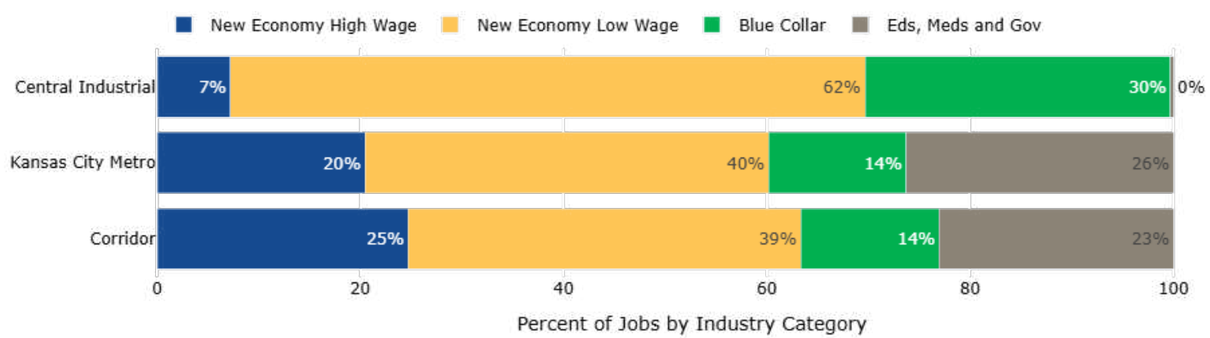
Percent with Bachelor's Degree

--
39.3% - Metro
18.9% - Corridor

Weighted Average Economic Justice Score

--/10
2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents

Industrial

Central Industrial

Bi-State Sustainable Reinvestment Corridor

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
134	4,969,752	9.1%	1.4%	1965

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
5	275,627	7.5%	0.3%	0.0%

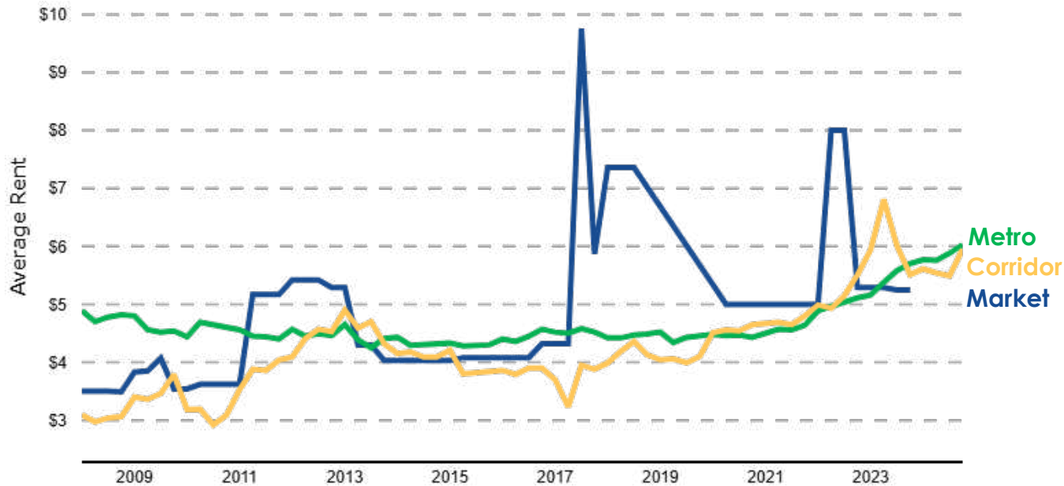
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Warehouse	100	3,544,055	4.7%	1965
Distribution	7	576,397	0.0%	1952
Manufacturing	14	558,676	0.0%	1971
Food Processing	2	140,852	0.0%	1979
Service	4	63,106	49.8%	1971
Truck Terminal	4	57,872	0.0%	1964
General Ind	3	28,794	0.0%	2021

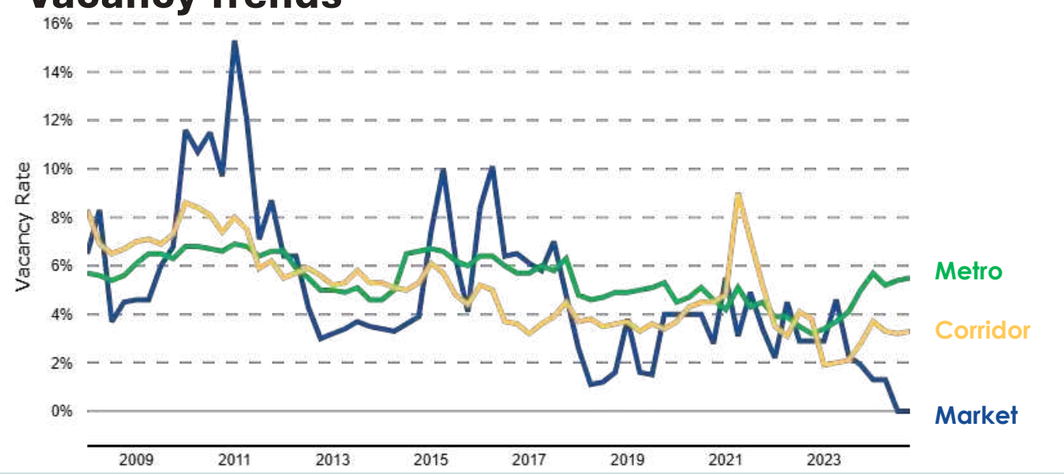
By Class

	Buildings	SF
Class A	6	858,789
Class B	26	1,535,462
Class C	102	2,575,501

Rent Trends



Vacancy Trends



West Bottoms Market Overview

The West Bottoms character area is called Gentrifying Urban Core – a designation it shares with a ring of neighborhoods surrounding Downtown Kansas City. The area – home to a long period of economic neglect and decline – is still home to a high proportion of pre-War brick industrial buildings. Built to incorporate a large amount of light and to maximize vertical space in dense industrial areas, old brick warehouse and industrial buildings have been popular sights of urban renewal and redevelopment for decades. The West Bottoms is in the midst of this transition.

A mix of restored industrial units and new multi-family market rate construction are attracting young professionals into the area. Units have a much higher mix of studio and one-bedrooms, typical of the demand profile for a younger population that is renting longer and having children later. The market is successfully attracting renters into the neighborhood, with rents steadily rising as buildings quickly lease up. A TIF district in the area has helped attract new investment, with some of that including affordable tax-credit units.

Economically, most work in professional or high-end retail service sector jobs, earn higher personal and household incomes than many along the corridor, and prioritize living in hip work-live-play neighborhoods. A high proportion of residents work in office-related jobs, but also a growing share work from home. Transit ridership is high in this demographic – both here and in other neighborhoods of the same character area.

Industrial uses are still scattered in the area, although the use of the space for industrial purposes is declining. Vacancy rates are high in the industrial segment. Instead, industrial spaces are converting to new retail, much of it neighborhood oriented and higher-end services popular in gentrifying neighborhoods.

The office market is relatively small, with 18 buildings and 1.1 msf, it does have some 'hip' buildings for the creative industries in the area. Strong 'industrial' feel that may continue to draw reinvestment and repurposing of space similar to hip gentrified industrial districts in cities nationwide.

In general, the West Bottoms area offers some very high upside. Neighborhoods have high building character. A density of live-work-play options continue to emerge,and quick access to transit to downtown Office and retail markets make it very attractive for households interested in less time in the car. Additionally, significant vacant space exists for redevelopment. Targeting areas where development can occur without displacement makes sense.

Demographics

West Bottoms

Bi-State Sustainable Reinvestment Corridor

Demographic Overview

Total Population

135
2,102,064 - Metro
191,068 - Corridor

Average Household Size

1.8
2.4 - Metro
2.54 - Corridor

% Above 65

0%
15.2% - Metro
12% - Corridor

% Below 18

0%
23.8% - Metro
26.3% - Corridor

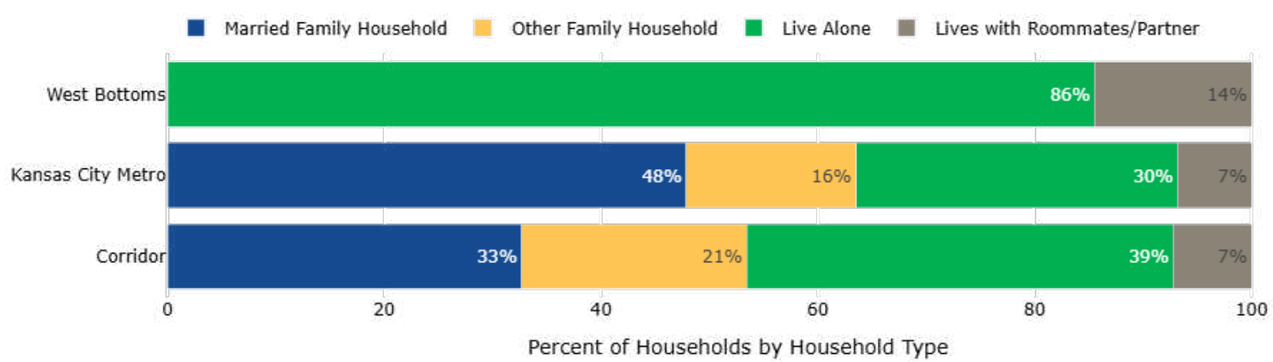
% Minority

45.9%
29.9% - Metro
63.4% - Corridor

Median Age

26.7
38.2 - Metro
36.2 - Corridor

Household Type



Housing

West Bottoms

Bi-State Sustainable Reinvestment Corridor

Housing Indicators

Median Rent

$1,178
$1,148- Metro
$1,081- Corridor

Vacancy Rate

--%
7.2% - Metro
13.4% - Corridor

Median Home Value

$--
$246,000 Metro
$143,260- Corridor

Rent Burdened

35.5%
42.4% - Metro
47.2% - Corridor

Weighted Average Housing Score

3.17/10
4.25/10 - Corridor

Weighted Average Housing Justice Score

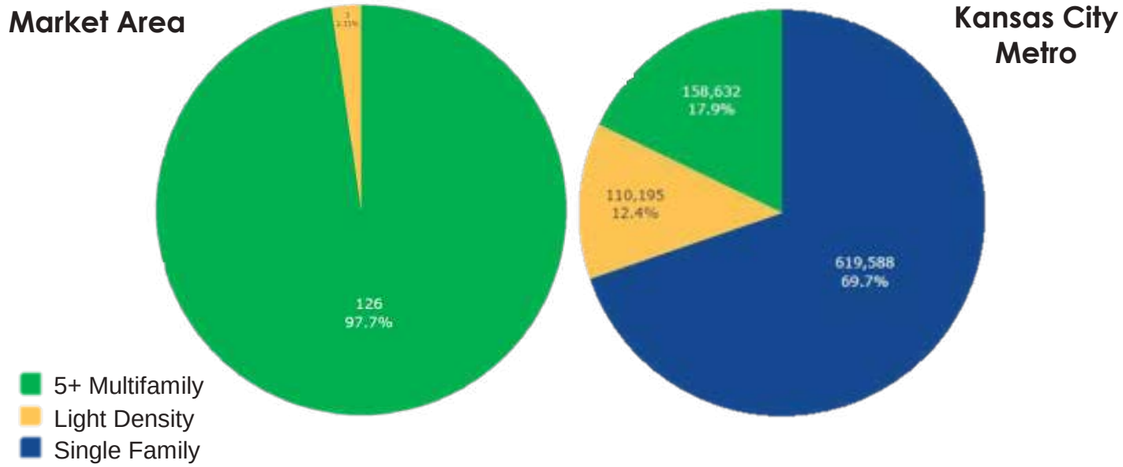
2.72/10
2.85/10 - Corridor

Home Ownership Rate

0%
65% - Metro
48% - Corridor

Housing Type

Market Area



Kansas City Metro

Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
$0-20,000	21.1%	16	<$70,000	0	<$500	0	-	(16)
$20,000-30,000	0.0%	-	$70,000-$100,000	0	$500-$750	0	-	-
$30,000-40,000	0.0%	-	$100,000-$150,000	0	$750-$1,000	11	11	11
$40,000-60,000	22.4%	17	$150,000-$200,000	0	$1,000-$1,500	65	65	48
$60,000-100,000	56.6%	43	$200,000-$395,000	0	$1,500-$2,499	0	-	(43)
$100,000-150,000	0.0%	-	$395,000-$590,000	0	$2,500-$3,750	0	-	-
>$150,000	0.0%	-	>$590,000	0	>$3,750	0	-	-

Multi-family housing

West Bottoms

Bi-State Sustainable Reinvestment Corridor

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	677	3.9%	0.4%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	0	0.0%	0.0%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	600	9.0%	1.4%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	50	6.3%	2.4%

By Class

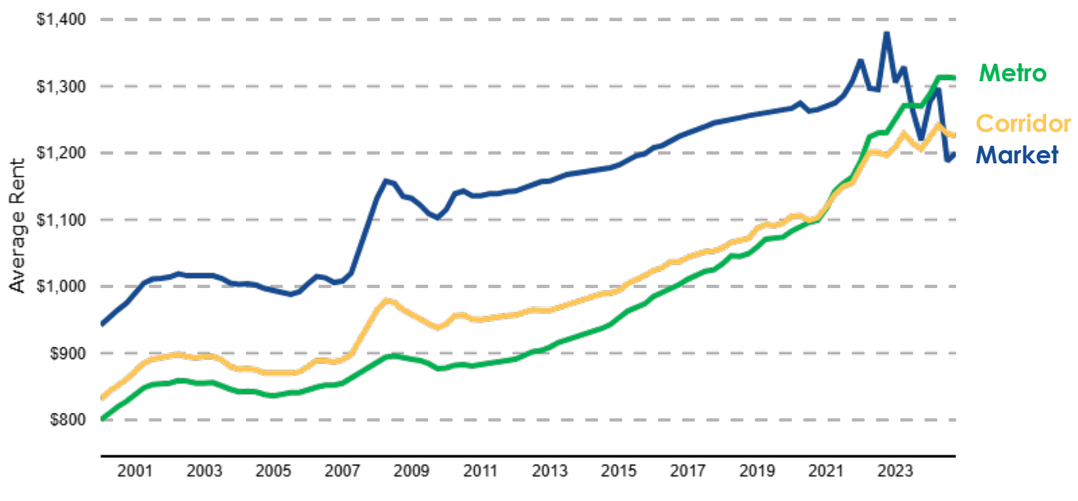
	Unit Total
Class A	241
Class B	422
Class C	14

By Unit Size

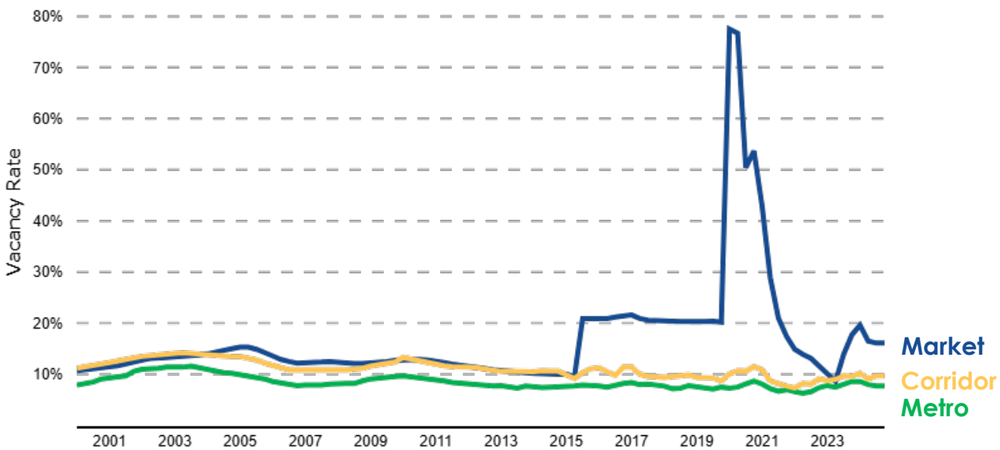
	Unit Total	Avg Rent
Studio	158	$1,226
1 Bedroom	367	$1,516
2 Bedroom	151	$2,193
3 Bedroom	1	$5,456
4 Bedroom	0	$0

Median Year Built: 2019

Rent Trends



Vacancy Trends



Economy

West Bottoms

Bi-State Sustainable Reinvestment Corridor

Economic Indicators

Median Household Income

$83,636
$73,549 - Metro
$53,571- Corridor

Unemployment Rate

0%
4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income

12.7%
19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs

14.3%
19.4% - Metro
23.5% - Corridor

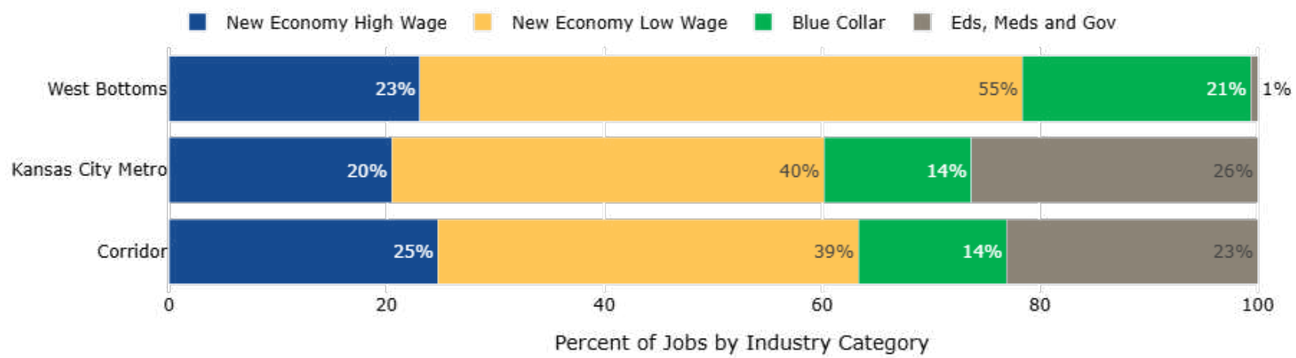
Percent with Bachelor's Degree

43.4%
39.3% - Metro
18.9% - Corridor

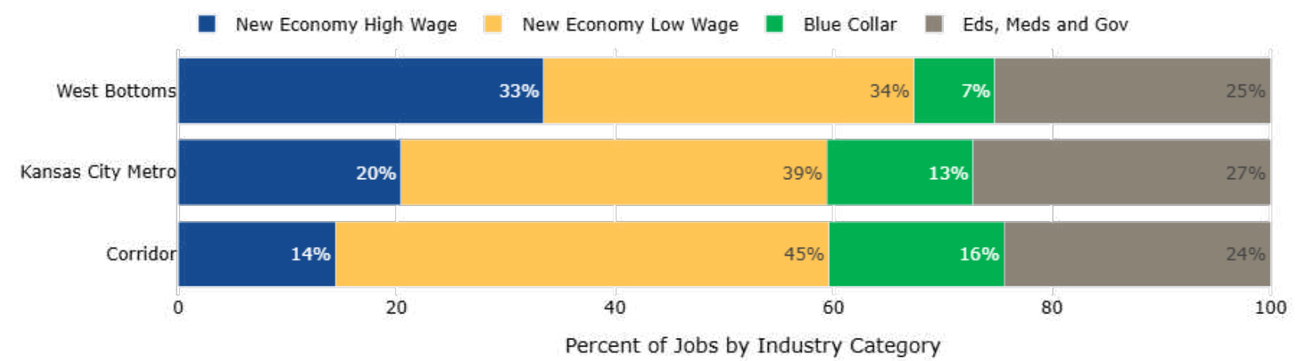
Weighted Average Economic Justice Score

6.0/10
2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Industrial

West Bottoms

Bi-State Sustainable Reinvestment Corridor

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
176	6,019,394	11.0%	1.7%	1936

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
1	44,700	0.0%	0.1%	0.0%

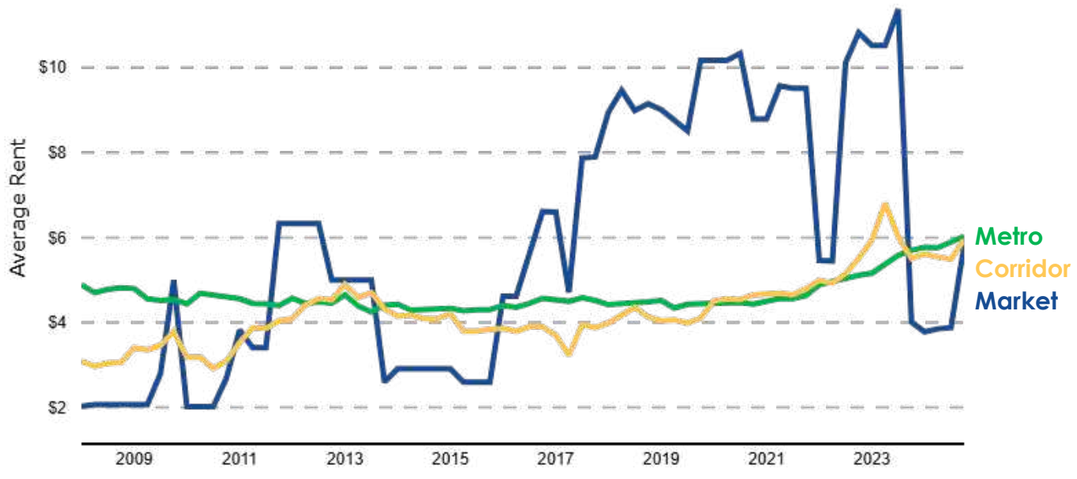
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Warehouse	143	5,142,222	9.5%	1937
Manufacturing	14	538,648	4.2%	1920
General Ind	8	233,604	9.1%	1920
Service	8	60,835	8.2%	1960
Distribution	1	35,000	0.0%	1920
Showroom	1	5,000	0.0%	1955
Light Dist.	1	4,085	0.0%	1940

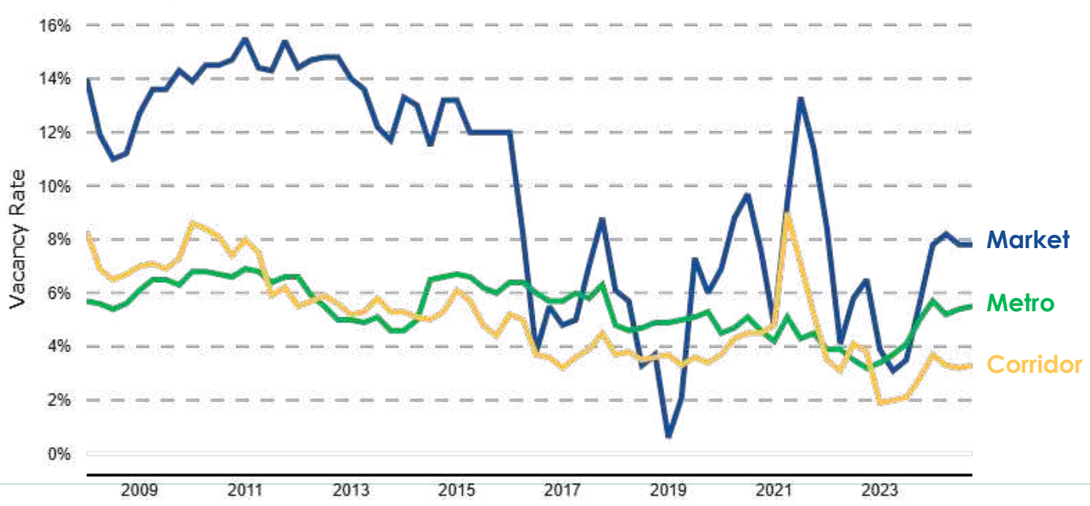
By Class

	Buildings	SF
Class A	1	136,500
Class B	22	1,672,172
Class C	153	4,210,722

Rent Trends



Vacancy Trends



Office

West Bottoms

Bi-State Sustainable Reinvestment Corridor

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
18	1,108,452	4.3%	0.9%	1915

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
1	52,872	1.8%	0.3%	0.0%

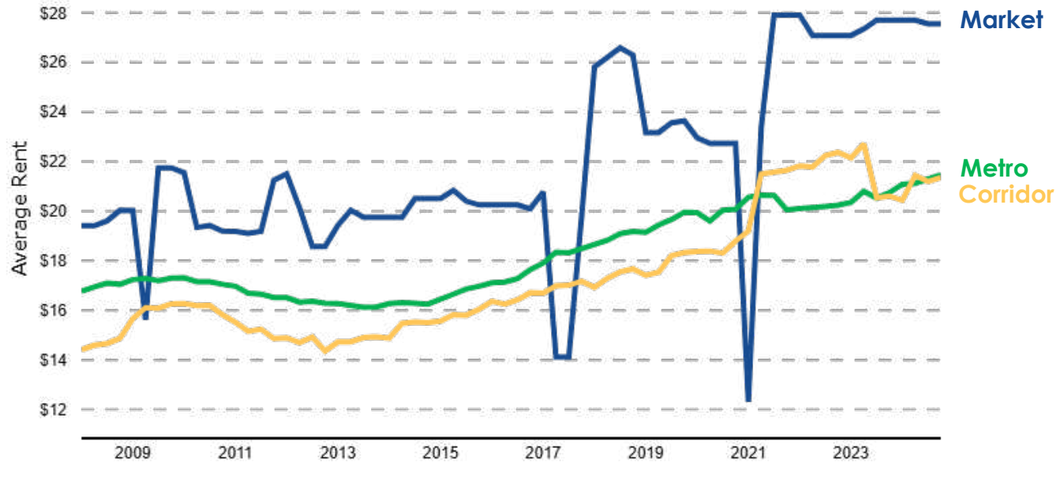
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	17	1,098,452	5.8%	1955
Loft/Creative Space	1	10,000	0.0%	2019

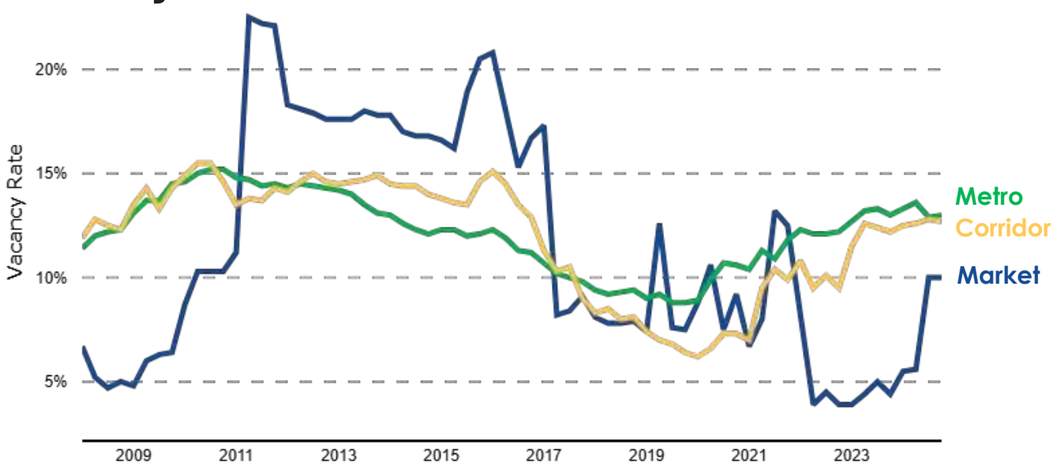
By Class

	Buildings	SF
Class A	1	156,000
Class B	9	700,643
Class C	8	251,809

Rent Trends



Vacancy Trends



Retail Overview

West Bottoms

Bi-State Sustainable Reinvestment Corridor

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
19	125,970	0.9%	0.1%	1930

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
0	0	0.0%	0.0%	0.0%

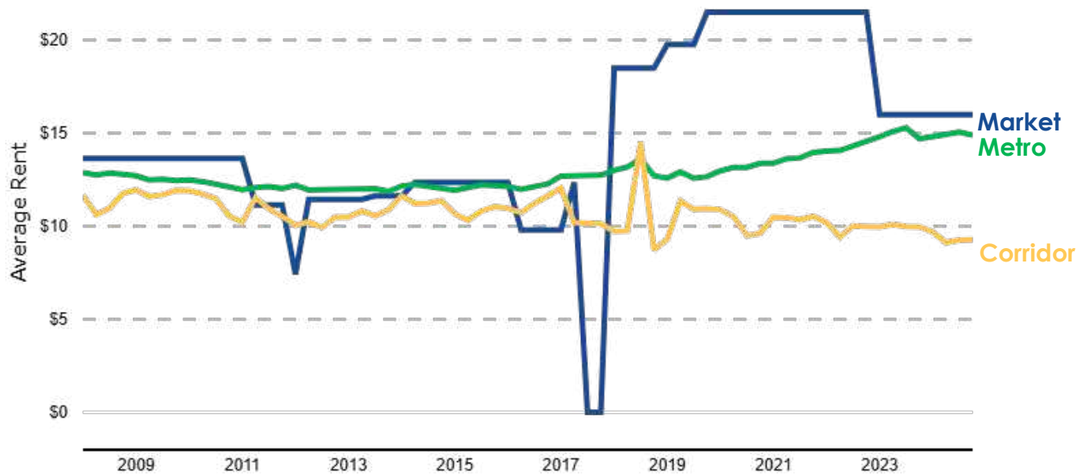
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	14	109,709	2.5%	1925
Retail/Office	1	5,626	0.0%	1910
Food/Entertainment	2	4,847	0.0%	1979
Daily Goods	1	4,400	0.0%	1895
Auto	1	1,388	0.0%	1960

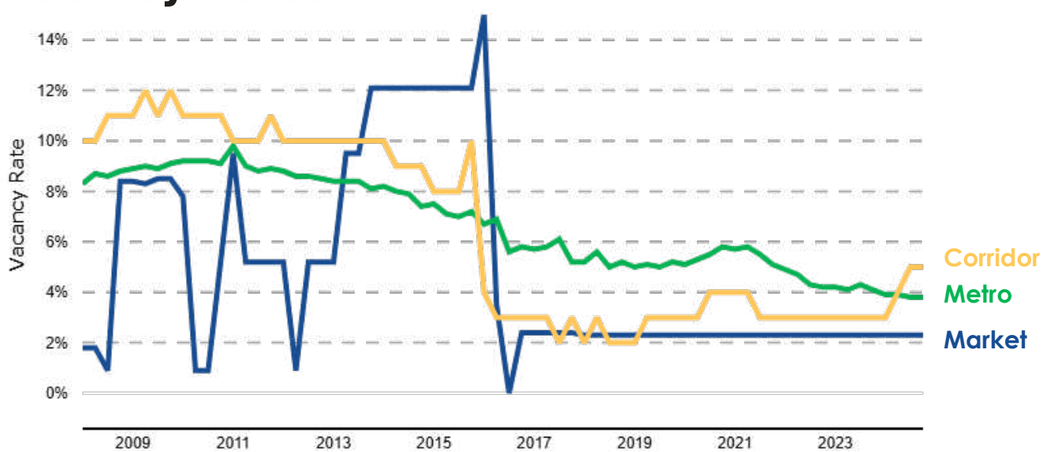
By Class

	Buildings	SF
Class A	0	0
Class B	6	27,941
Class C	13	98,029

Rent Trends



Vacancy Trends

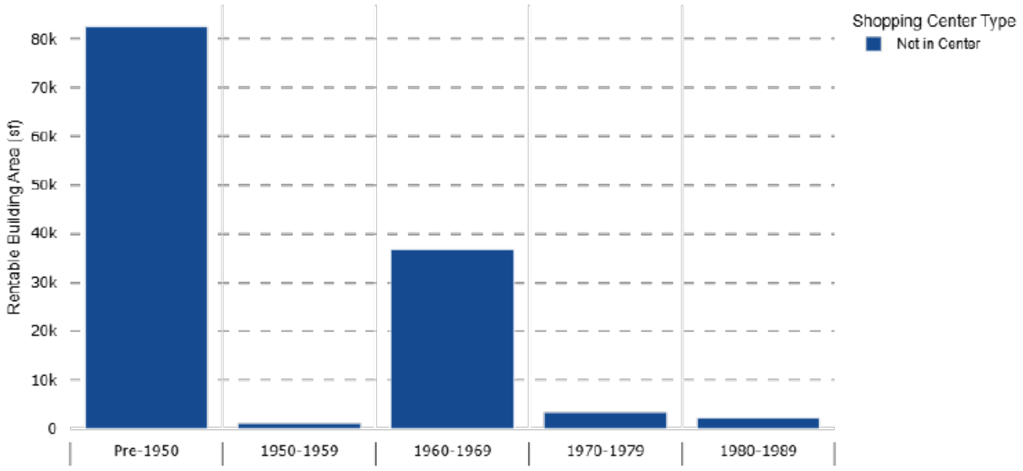


Retail Centers

West Bottoms

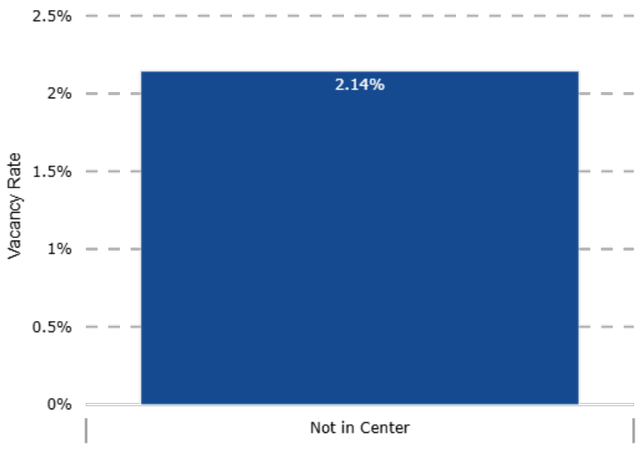
Bi-State Sustainable Reinvestment Corridor

Square Footage by Shopping Center Type



Year Built by Shopping Center Type

Vacancy by Shopping Center Type



Transit

West bottoms

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Weighted Average Walk Score

9.77/10

7.27/10 - Corridor

Percent of Households Without a Car

4.8%

5.55% - Metro

12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit

9.99/10

7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto

9.90/10

6.56/10 - Corridor

Weighted Average Transit Score

8.37/10

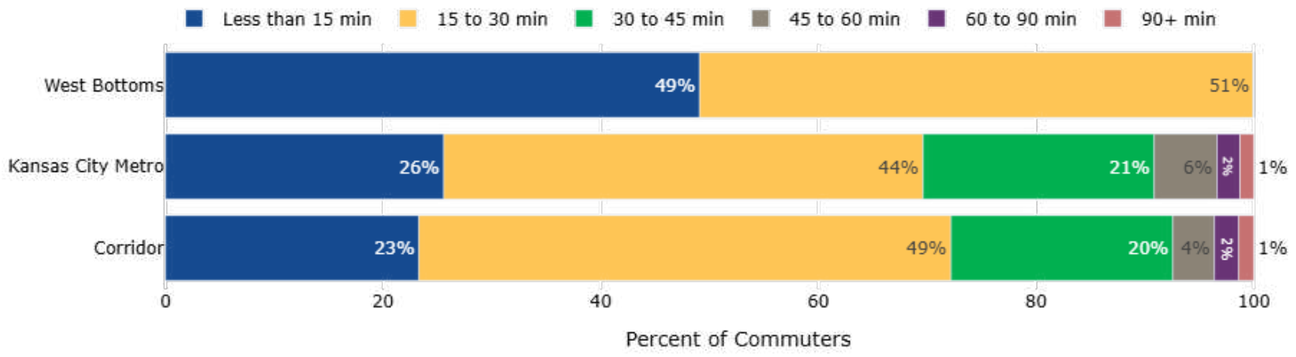
5.82/10 - Corridor

Weighted Average Transit Justice Score

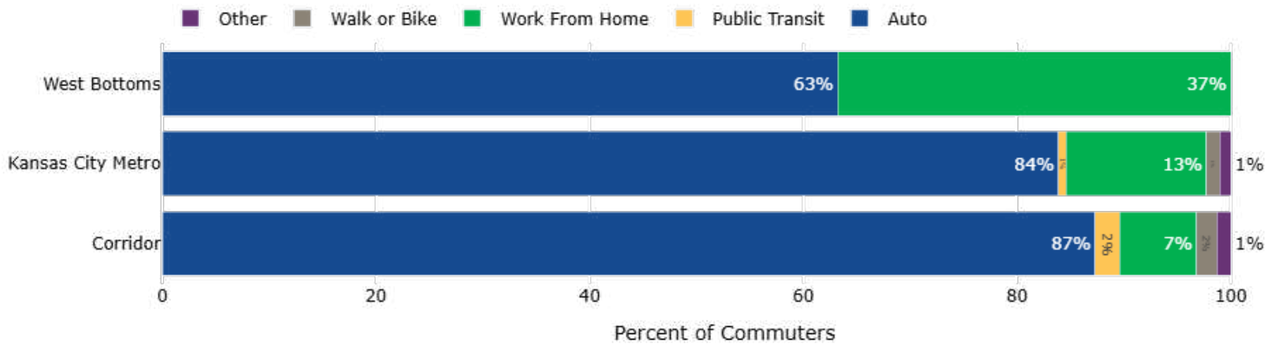
7.64/10

3.60/10 - Corridor

Commute Time



Transportation to Work



Downtown, MO Market Overview

Downtown, MO is the central business district of the metro region, housing 70% of the corridor's office space and 15% of the metro total. Historically driven by the office market, the area has been impacted by Covid-19 work-from-home policies, leading to slow office demand and some large employers reducing their office space. This shift, along with negative growth in key office-using sectors, has affected the market.

To increase resilience, Downtown has diversified land use, encouraging multi-family housing. The housing market is strong, with high rents and significantly reduced vacancy rates. New developments include both market-rate and affordable housing, creating a mixed-income neighborhood vital for community health. Downtown, MO has added 3,477 new multi-family units in that past decade, more than half of the corridor's total.

Demographically, Downtown attracts a diverse mix of young adults, though fewer seniors compared to similar areas. Many young adults, working in office and service-sector jobs, live alone and often walk, bike, or use transit. The inclusion of rent subsidized and restricted multi-family units have created a mixed-income community - a relative rarity despite being crucial for economic, social, and civic vibrancy.

The industrial sector, located in the northern and southern parts of Downtown, has lower vacancy rates than the metro but lacks new investment. Some rehabilitation may occur, but newer industrial parks are likely to attract more investment. As highest and best use shifts towards housing and retail, industrial space has declined due to conversions or demolitions.

Retail remains strong with near-zero vacancy rates, driven by Downtown's vibrant residential hub and day-traffic from office users. This has caused upward rent pressure, which may slow in the future as new supply comes online.

Transit accessibility is excellent, with great access to metro-wide jobs by transit or car. High walkability and transit access mean fewer households own cars. Downtown is expected to continue transitioning into a diverse, mixed-use urban center. While some post-War high rises are unsuitable for conversion, many older buildings can be repurposed. New office construction is unlikely in the mid to long-term due to financing challenges and low demand, with the market slowly adjusting to the new normal.

Demographics

Downtown, MO

Bi-State Sustainable Reinvestment Corridor

Demographic Overview

Total Population

11,633
2,102,064 - Metro
191,068 - Corridor

Average Household Size

1.5
2.4 - Metro
2.54 - Corridor

% Above 65

5.2%
15.2% - Metro
12% - Corridor

% Below 18

2.1%
23.8% - Metro
26.3% - Corridor

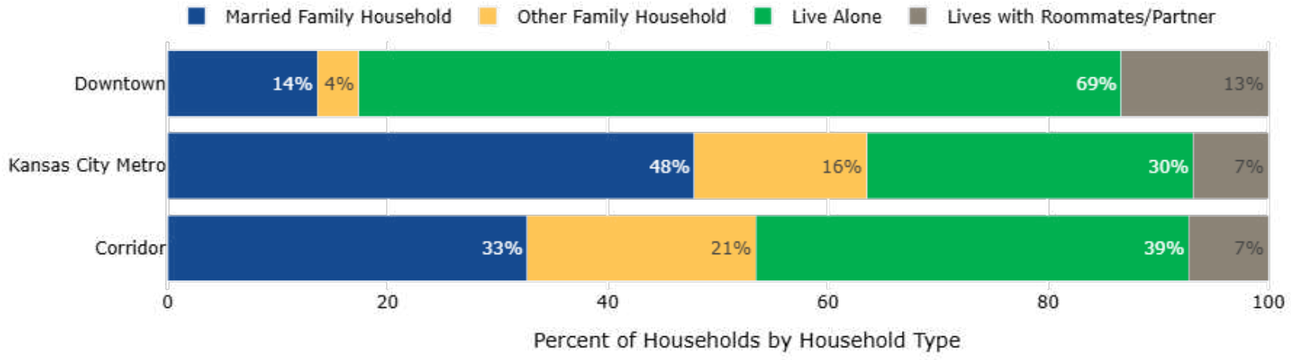
% Minority

34.1%
29.9% - Metro
63.4% - Corridor

Median Age

32.3
38.2 - Metro
36.2 - Corridor

Household Type



Housing

Downtown, MO

Bi-State Sustainable Reinvestment Corridor

Housing Indicators

Median Rent

$1,448
$1,148- Metro
$1,081- Corridor

Vacancy Rate

11.6%
7.2% - Metro
13.4% - Corridor

Median Home Value

$258,273
$246,000 Metro
$143,260- Corridor

Rent Burdened

38.9%
42.4% - Metro
47.2% - Corridor

Weighted Average Housing Score

2.94/10
4.25/10 - Corridor

Weighted Average Housing Justice Score

3.63/10
2.85/10 - Corridor

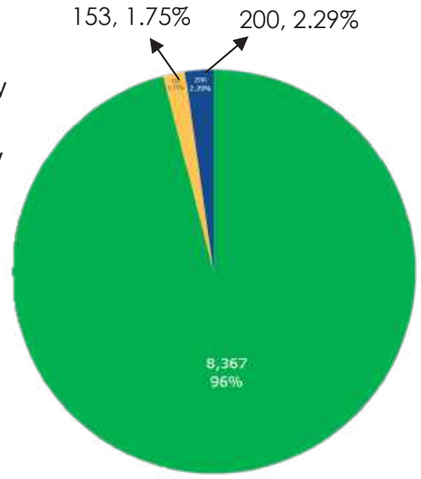
Home Ownership Rate

15.4%
65% - Metro
48% - Corridor

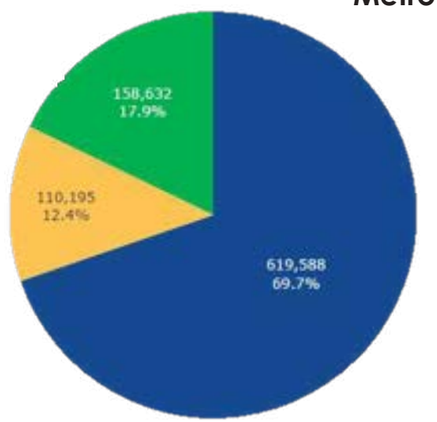
Housing Type

Market Area

- 5+ Multifamily
- Light Density
- Single Family



Kansas City Metro



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
$0-20,000	15.6%	1,207	<$70,000	26	<$500	456	482	(725)
$20,000-30,000	3.7%	283	$70,000-$100,000	20	$500-$750	161	181	(102)
$30,000-40,000	11.1%	854	$100,000-$150,000	136	$750-$1,000	838	974	120
$40,000-60,000	13.7%	1,057	$150,000-$200,000	313	$1,000-$1,500	1,990	2,303	1,246
$60,000-100,000	24.3%	1,878	$200,000-$395,000	394	$1,500-$2,499	2,695	3,089	1,211
$100,000-150,000	18.4%	1,420	$395,000-$590,000	170	$2,500-$3,750	353	523	(897)
>$150,000	13.2%	1,019	>$590,000	132	>$3,750	11	143	(876)

Multi-family housing

Downtown, MO

Bi-State Sustainable Reinvestment Corridor

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	6,921	40.0%	4.1%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	156	7.2%	2.0%
Affordable (General Occ)	1,266	19.9%	5.1%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	3,477	52.4%	8.4%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	288	36.2%	13.7%

By Class

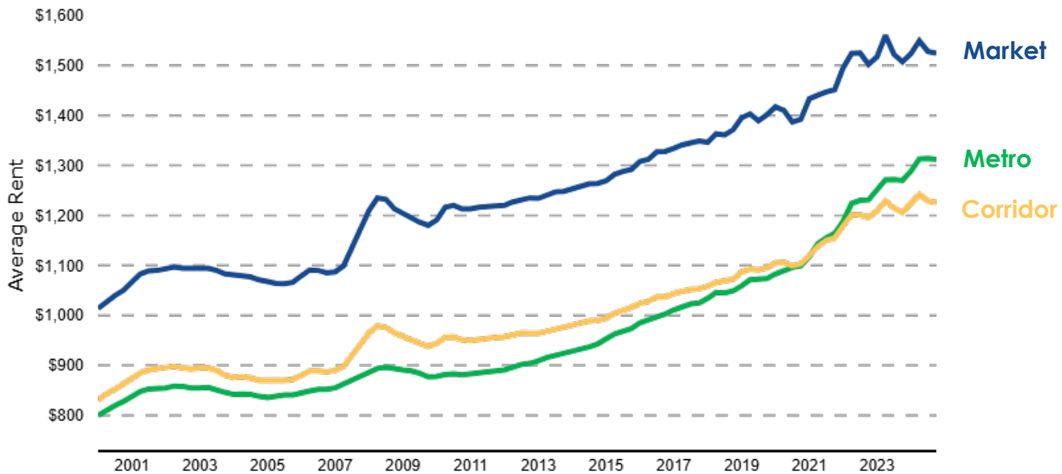
	Unit Total
Class A	2,547
Class B	4,820
Class C	985

By Unit Size

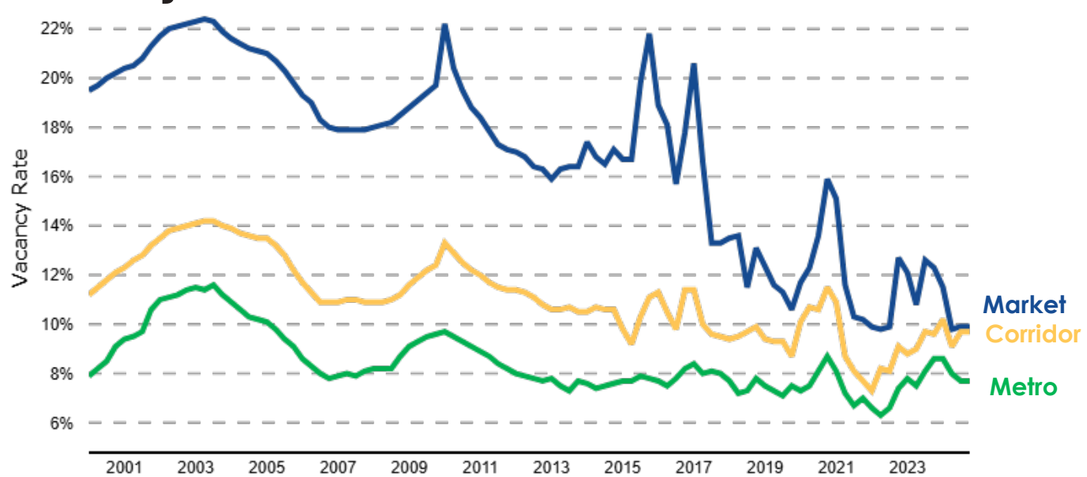
	Unit Total	Avg Rent
Studio	1,025	$1,087
1 Bedroom	4,519	$1,256
2 Bedroom	2,638	$1,713
3 Bedroom	64	$3,787
4 Bedroom	0	$0

Median Year Built: 2002

Rent Trends



Vacancy Trends



Economy

Downtown, MO

Bi-State Sustainable Reinvestment Corridor

Economic Indicators

Median Household Income

$69,271
$73,549 - Metro
$53,571- Corridor

Unemployment Rate

4.2%
4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income

7.8%
19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs

15.1%
19.4% - Metro
23.5% - Corridor

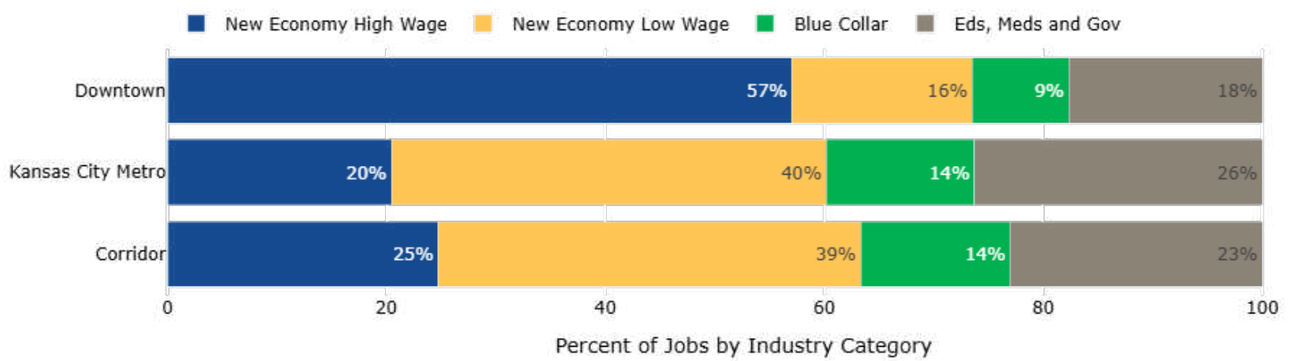
Percent with Bachelor's Degree

61.4%
39.3% - Metro
18.9% - Corridor

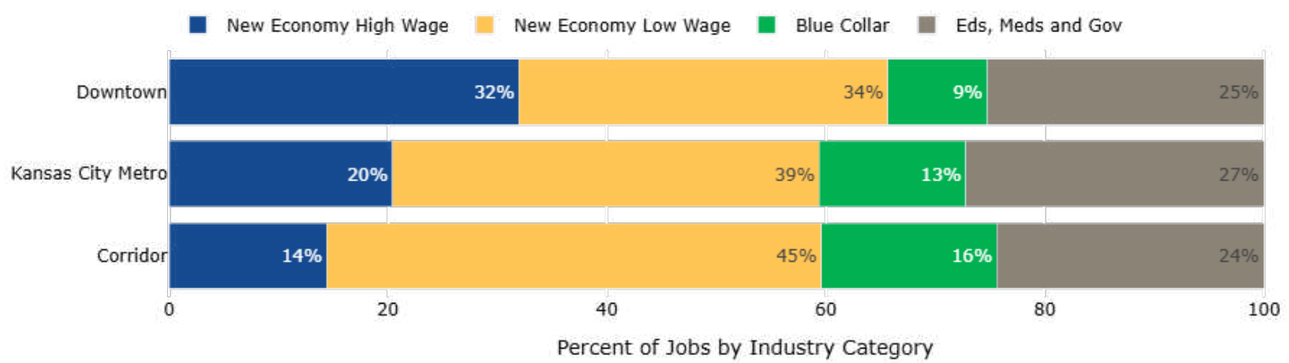
Weighted Average Economic Justice Score

6.53
2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Industrial

Downtown, MO

Bi-State Sustainable Reinvestment Corridor

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
67	1,059,559	1.9%	0.3%	1952

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
0	0	0.0%	0.0%	0.0%

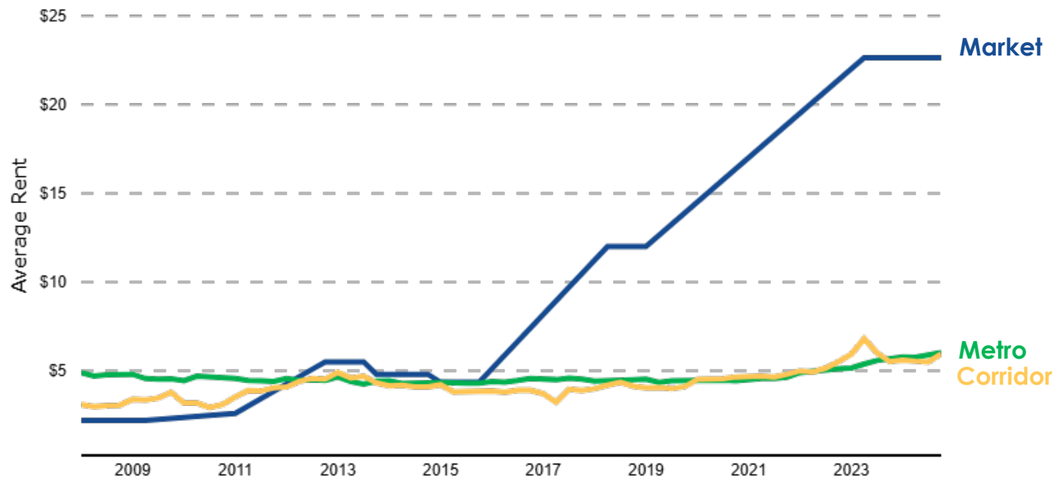
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Warehouse	45	611,453	3.1%	1955
Manufacturing	11	295,464	0.0%	1950
General Ind	5	74,053	0.0%	1929
Service	3	50,591	0.0%	1966
Light Man.	2	23,886	0.0%	1945
Distribution	1	4,112	0.0%	1971

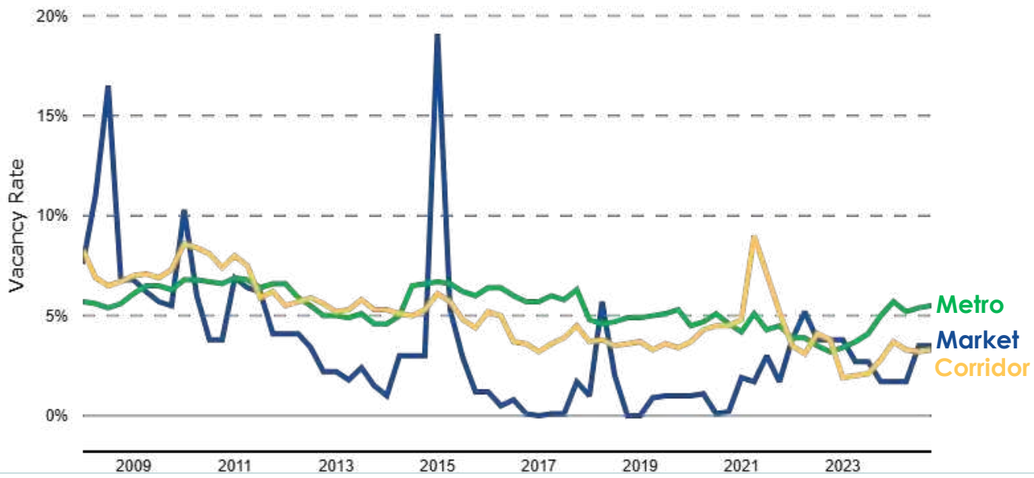
By Class

	Buildings	SF
Class A	0	0
Class B	12	320,917
Class C	55	738,642

Rent Trends



Vacancy Trends



Office

Downtown, MO

Bi-State Sustainable Reinvestment Corridor

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
176	18,089,443	70.6%	14.7%	1983

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
16	2,046,111	68.4%	11.9%	18.1%

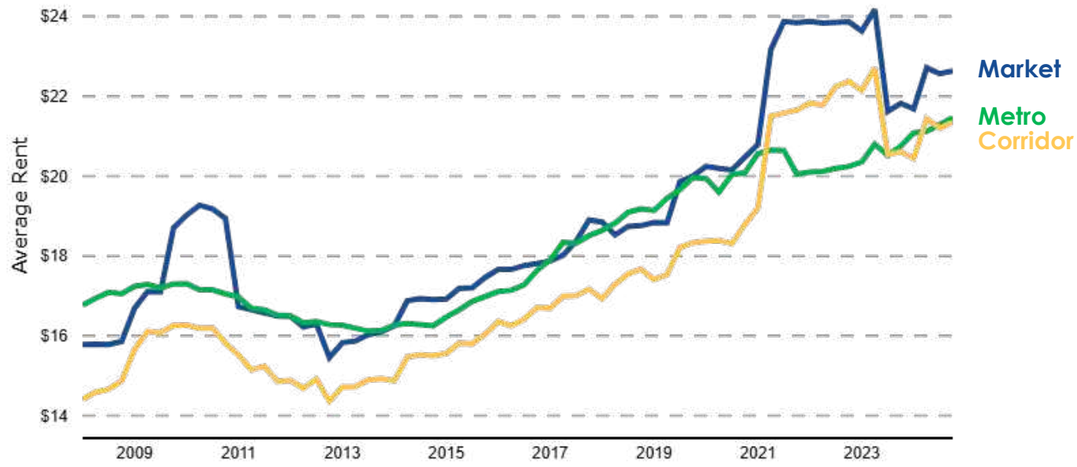
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	158	17,350,802	11.3%	1983
Telecom/Data Host	1	268,356	0.0%	1989
Office/Residential	8	243,244	0.6%	1992
Loft/Creative Space	9	227,041	4.0%	1980

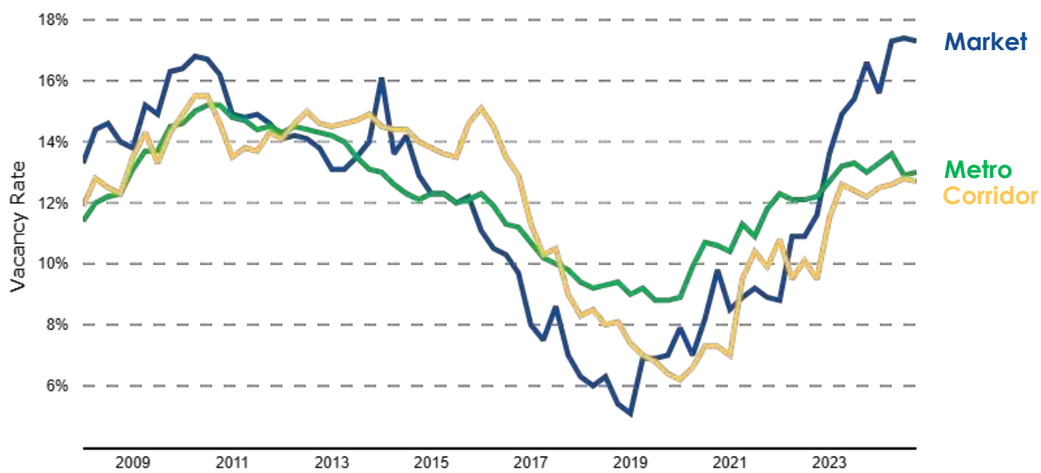
By Class

	Buildings	SF
Class A	16	6,020,763
Class B	103	8,542,697
Class C	57	3,525,983

Rent Trends



Vacancy Trends



Retail overview

Downtown, MO

Bi-State Sustainable Reinvestment Corridor

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
84	1,627,687	11.8%	1.3%	1925

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
8	287,507	24.7%	1.8%	2.2%

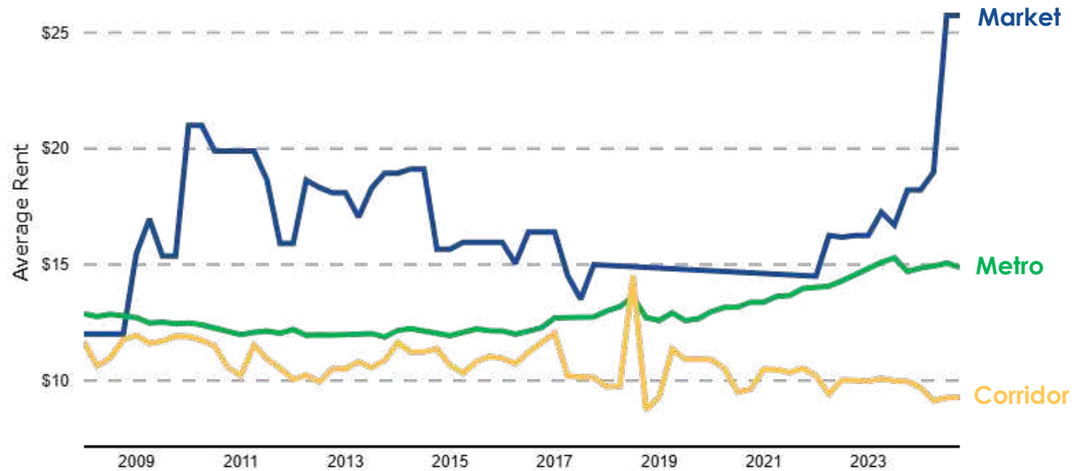
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	50	1,134,371	0.9%	1925
Retail/Office	25	397,387	2.8%	1910
Food/Entertainment	5	59,004	0.0%	1949
Daily Goods	3	34,976	0.0%	1966
Auto	1	1,949	0.0%	1960

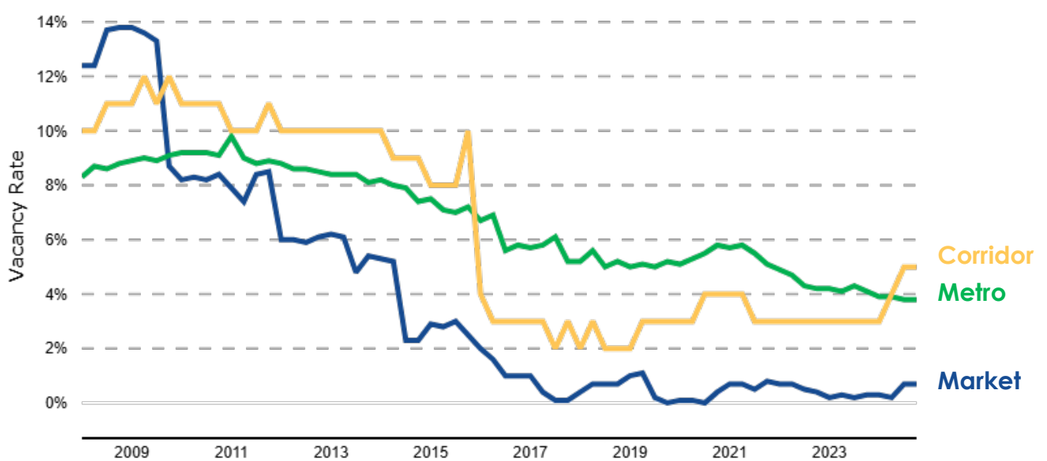
By Class

	Buildings	SF
Class A	3	151,734
Class B	16	343,252
Class C	65	1,132,701

Rent Trends



Vacancy Trends

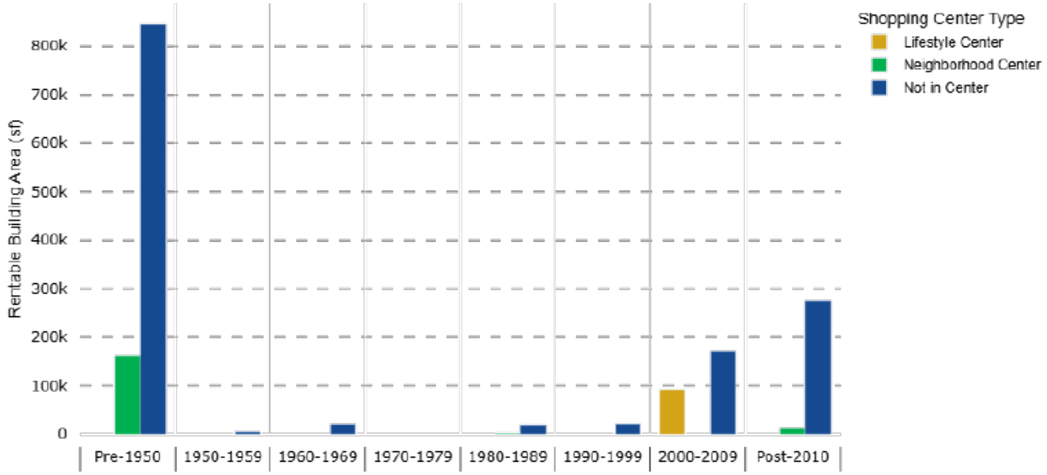


Bi-State Sustainable Reinvestment Corridor

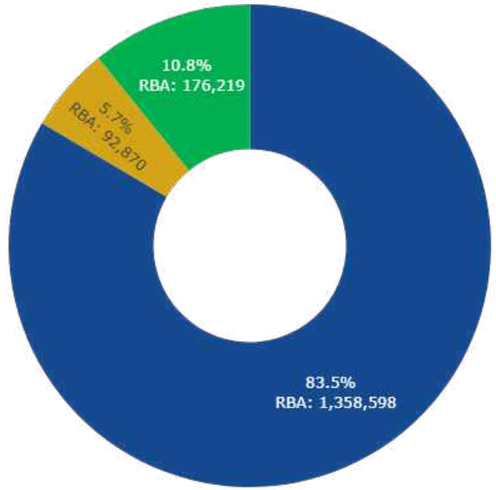
Retail centers

Downtown, MO

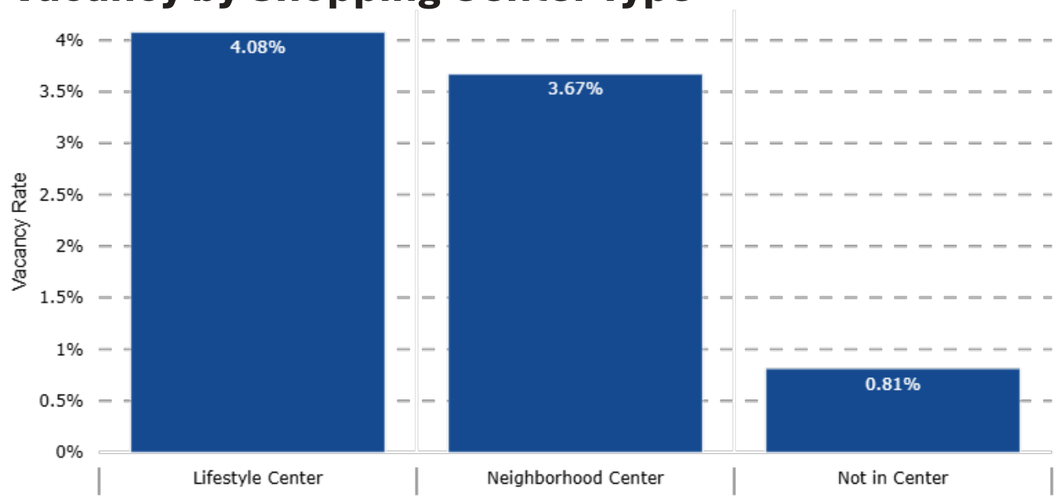
Square Footgae by Shopping Center Type



Year Built by Shopping Center Type



Vacancy by Shopping Center Type



Transit

Downtown, MO

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Weighted Average Walk Score

9.73/10
7.27/10 - Corridor

Percent of Households Without a Car

18.3%
5.55% - Metro
12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit

9.94/10
7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto

9.35/10
6.56/10 - Corridor

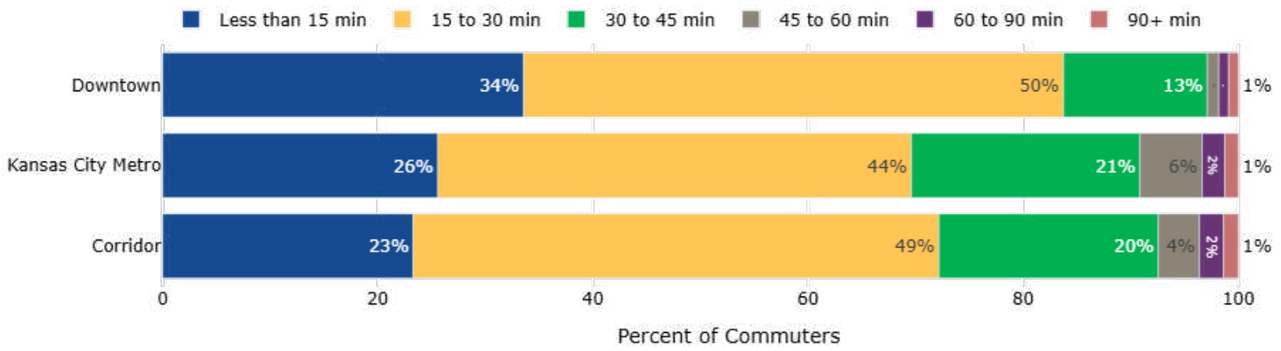
Weighted Average Transit Score

8.05/10
5.82/10 - Corridor

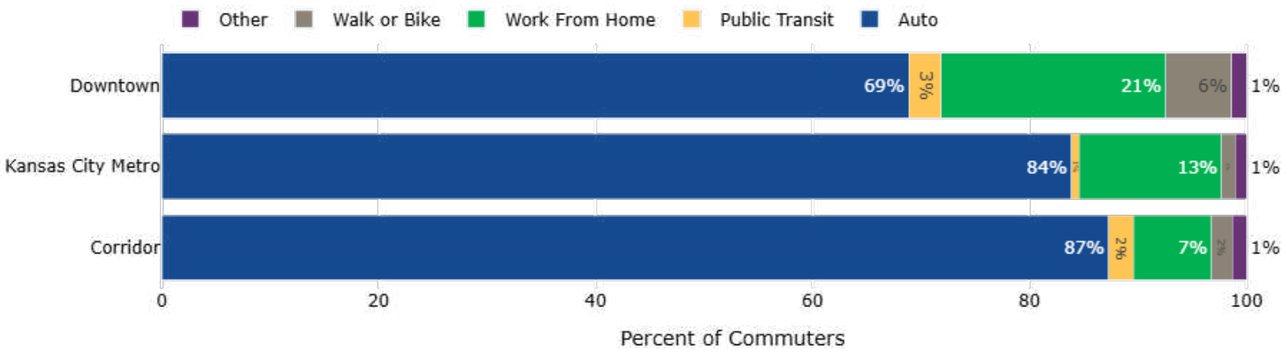
Weighted Average Transit Justice Score

7.82/10
3.60/10 - Corridor

Commute Time



Transportation to Work



Downtown East Market Overview

The neighborhoods east of Downtown, here combined into Downtown East, is an economically, racially, and culturally diverse stretch of the corridor. On the northern boundaries, the Northeast Industrial District contains a mix of warehousing, distribution, wholesale, and light manufacturing operations. Like other industrial districts along the corridor, strategic placement along rail, river and road make it an attractive spot for continued commercial use. Vacancy rates are low, helping generate upward rent pressure, with rents about 30% higher than the metro average.

On the western edge of the industrial district and extending just east of the downtown district, the character area is Gentrifying Mixed Use, as many older industrial, office, and warehouse related buildings are being converted or demolished in favor of multi-family housing. Accelerating the transition were a several 'pioneering' tax-credit affordable housing developments, totaling 398 units, or 50% of the corridor's share of new affordable units and nearly 20% of the metro share. Affordable units are catalyzing new market rate development. These units attract a mix of workforce-employed young adults, which, when in conjunction with new market rate units, are generating more mixed-income neighborhoods with greater age and income diversity. Households here are younger, are more likely to work in office related jobs, and more likely to have a college degree.
Residential neighborhoods just south of the industrial district – an area that escaped redlining - are also witnessing high degrees of reinvestment and restoration as gentrification proceeds.

The addition of new rooftops are also increasing the occupancy and use of retail space. Existing retail buildings are primarily older buildings not in retail centers. Strong rent growth in the early 2020s aligned with very tight occupancy, however increases in vacancies have softened rent growth.

Extending east, the character areas transition into a Mixed-Use Urban Center, a character area typology heavily influenced by historical patterns of discrimination and disinvestment. Historically a redlined neighborhood, concerted efforts have led to a higher density of public housing and institutional/medical office users in the community. Typical of a pre-War neighborhood, a range of missing-middle housing types are common. Vacant parcels and vacant units – typical of redlined neighborhoods - are more common.

Demographically, a higher proportion of householders live alone – a benefit of affordable, rent-subsidized housing. Unemployment rates tend to be higher, incomes lower, and a higher proportion of residents work in lower-income service sector or blue-collar jobs.

Residential neighborhoods in both the Mixed-Use Urban Center and the Gentrifying Mixed-Use locations also have higher single-family home values than the corridor average. Reinvestment into these neighborhoods is common, with rehabilitation of properties both for owner-occupied and renter-occupied use common.

The demographic and housing density mix is strongly correlated with transit users, including both young professionals, lower income households, and seniors in affordable housing. 16.9% of residents do not own a car, and the market has some of the highest transit use in the study area. Transit service to major employment markets is robust, as in connection to major employment markets via car (although slightly less auto accessible than the Kansas City, KS side of the corridor that is closer to the southeast I-35 jobs corridor).

Portions of the market are likely to continue to see private investment, potentially opening the opportunity to direct new targeted public support further east. A higher rate of vacant parcels can also aid in redevelopment in this market as developers cobble together available sites, maintaining and increasing the mix of housing types available to increase the diversity of ownership options in the area.

Demographics

Downtown East, MO

Bi-State Sustainable Reinvestment Corridor

Demographic Overview

Total Population

9,942
2,102,064 - Metro
191,068 - Corridor

Average Household Size

2.35
2.4 - Metro
2.54 - Corridor

% Above 65

11.7%
15.2% - Metro
12% - Corridor

% Below 18

31.7%
23.8% - Metro
26.3% - Corridor

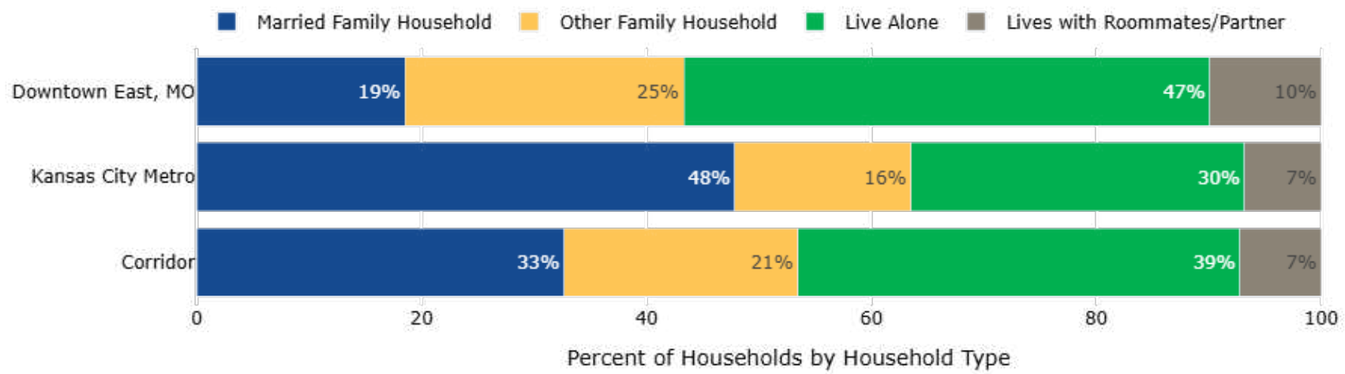
% Minority

71.9%
29.9% - Metro
63.4% - Corridor

Median Age

32.4
38.2 - Metro
36.2 - Corridor

Household Type



Housing

Downtown East, MO

Bi-State Sustainable Reinvestment Corridor

Housing Indicators

Median Rent

$1035
$1,148- Metro
$1,081- Corridor

Vacancy Rate

13.5%
7.2% - Metro
13.4% - Corridor

Median Home Value

$225,570
$246,000 Metro
$143,260- Corridor

Rent Burdened

55.4%
42.4% - Metro
47.2% - Corridor

Weighted Average Housing Score

3.31/10
4.25/10 - Corridor

Weighted Average Housing Justice Score

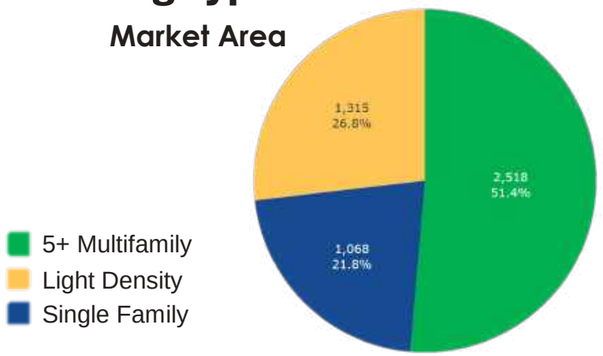
2.04/10
2.85/10 - Corridor

Home Ownership Rate

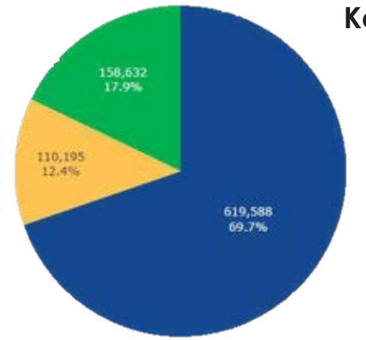
23%
65% - Metro
48% - Corridor

Housing Type

Market Area



Kansas City Metro



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
$0-20,000	36.8%	1,560	<$70,000	53	<$500	603	656	(904)
$20,000-30,000	12.8%	541	$70,000-$100,000	38	$500-$750	684	722	181
$30,000-40,000	10.8%	457	$100,000-$150,000	199	$750-$1,000	1,000	1,199	742
$40,000-60,000	13.6%	577	$150,000-$200,000	185	$1,000-$1,500	473	658	81
$60,000-100,000	10.2%	431	$200,000-$395,000	370	$1,500-$2,499	334	704	273
$100,000-150,000	11.9%	503	$395,000-$590,000	76	$2,500-$3,750	16	92	(411)
>$150,000	4.0%	170	>$590,000	53	>$3,750	58	111	(59)

Multi-family housing

East Downtown, MO

Bi-State Sustainable Reinvestment Corridor

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	1,674	9.7%	1.0%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	102	4.7%	1.3%
Affordable (General Occ)	1,935	30.4%	7.8%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	960	14.5%	2.3%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	398	50.0%	18.9%

By Class

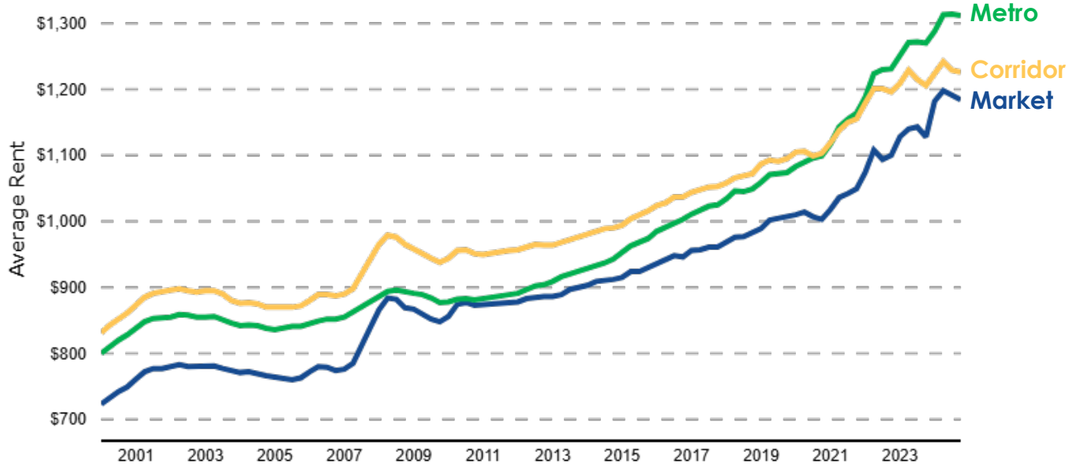
	Unit Total
Class A	762
Class B	918
Class C	2,042

By Unit Size

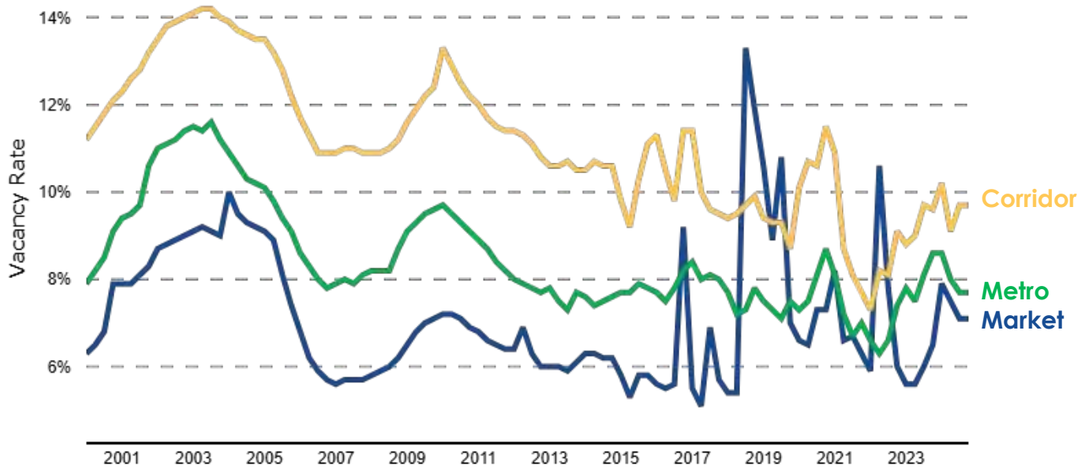
	Unit Total	Avg Rent
Studio	262	$883
1 Bedroom	1,149	$836
2 Bedroom	1,096	$1,030
3 Bedroom	316	$891
4 Bedroom	122	$1,219

Median Year Built: 1965

Rent Trends



Vacancy Trends



Economy

Downtown East, MO

Bi-State Sustainable Reinvestment Corridor

Economic Indicators

Median Household Income

$36,626
$73,549 - Metro
$53,571- Corridor

Unemployment Rate

10.7%
4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income

24.7%
19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs

27.5%
19.4% - Metro
23.5% - Corridor

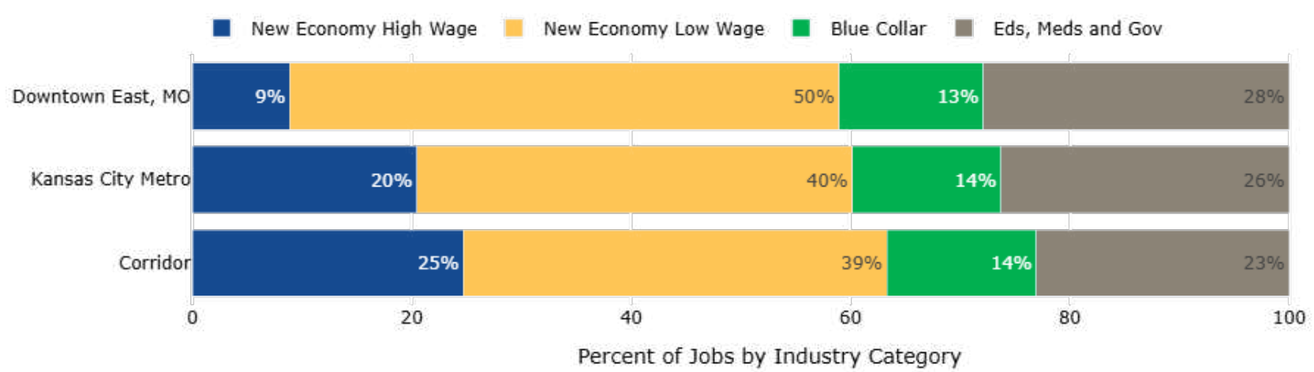
Percent with Bachelor's Degree

25.7%
39.3% - Metro
18.9% - Corridor

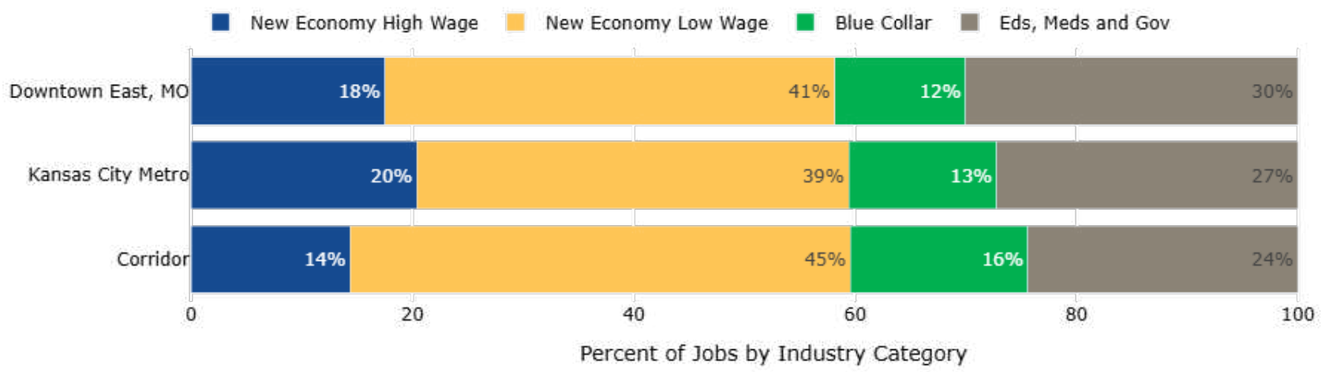
Weighted Average Economic Justice Score

2.22/10
2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Industrial

Downtown East, MO

Bi-State Sustainable Reinvestment Corridor

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
150	2,912,704	5.3%	0.8%	1951

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
6	171,917	12.0%	0.2%	0.0%

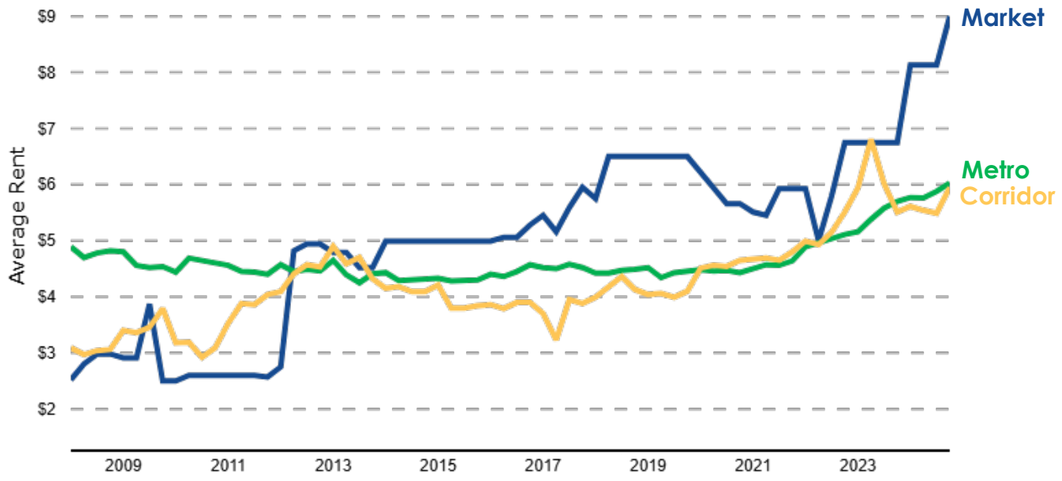
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Warehouse	127	2,312,452	1.5%	1949
Manufacturing	14	566,497	0.0%	1952
General Ind	5	67,196	0.0%	1980
Service	2	40,399	0.0%	1985.5
Truck Terminal	1	20,900	0.0%	1999
Distribution	1	5,260	0.0%	1981

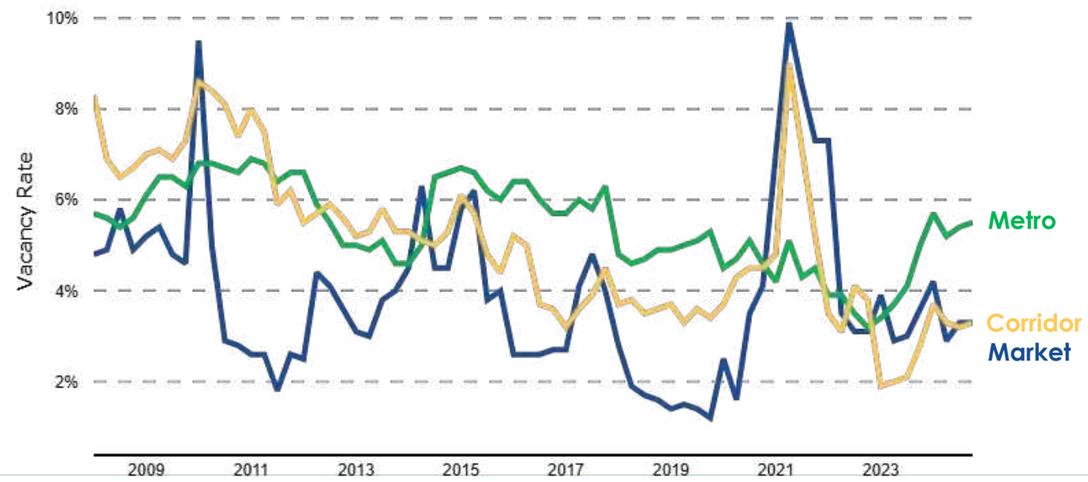
By Class

	Buildings	SF
Class A	0	0
Class B	18	544,521
Class C	132	2,368,183

Rent Trends



Vacancy Trends



Office

Downtown East, MO

Bi-State Sustainable Reinvestment Corridor

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
38	501,830	2.0%	0.4%	1965

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
2	41,687	1.4%	0.2%	0.0%

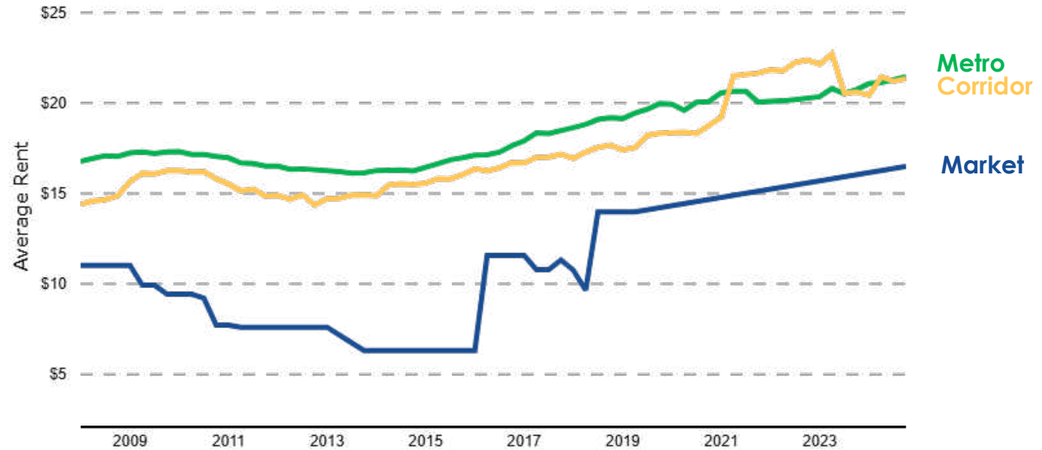
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	31	422,789	2.6%	1968
Medical	2	55,557	0.0%	1965
Office/Residential	4	17,724	0.0%	1907
Loft/Creative Space	1	5,760	0.0%	1915

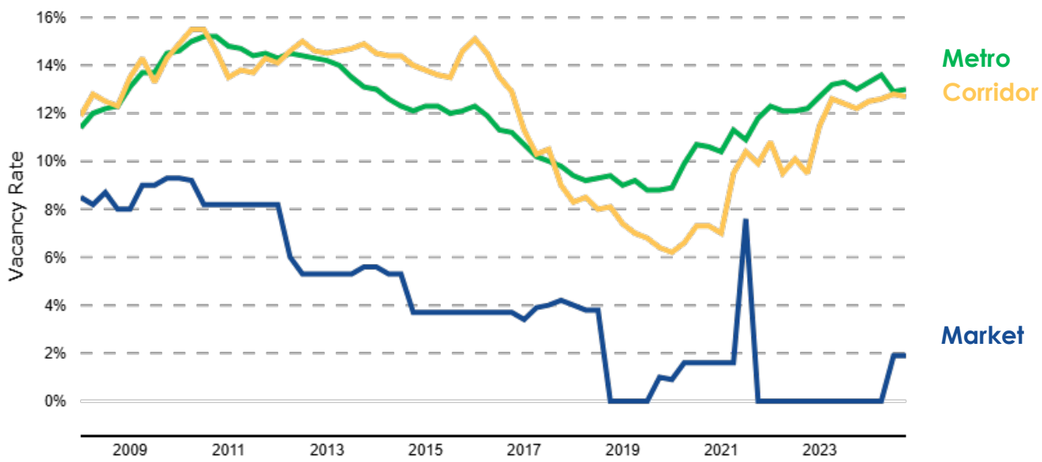
By Class

	Buildings	SF
Class A	1	25,000
Class B	10	139,742
Class C	27	337,088

Rent Trends



Vacancy Trends



Retail overview

Downtown East, MO

Bi-State Sustainable Reinvestment Corridor

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
106	627,574	4.5%	0.5%	1940

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
5	37,746	3.2%	0.2%	0.0%

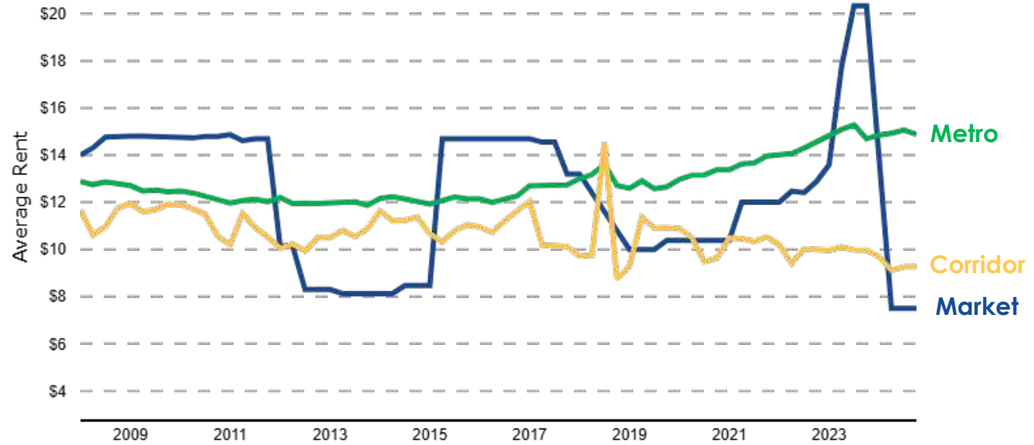
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	69	386,829	3.3%	1929
Retail/Office	17	117,767	0.0%	1920
Food/Entertainment	10	54,054	0.0%	1944
Daily Goods	6	53,560	0.0%	1970
Services	1	10,569	8.5%	1989
Auto	3	4,795	0.0%	1926

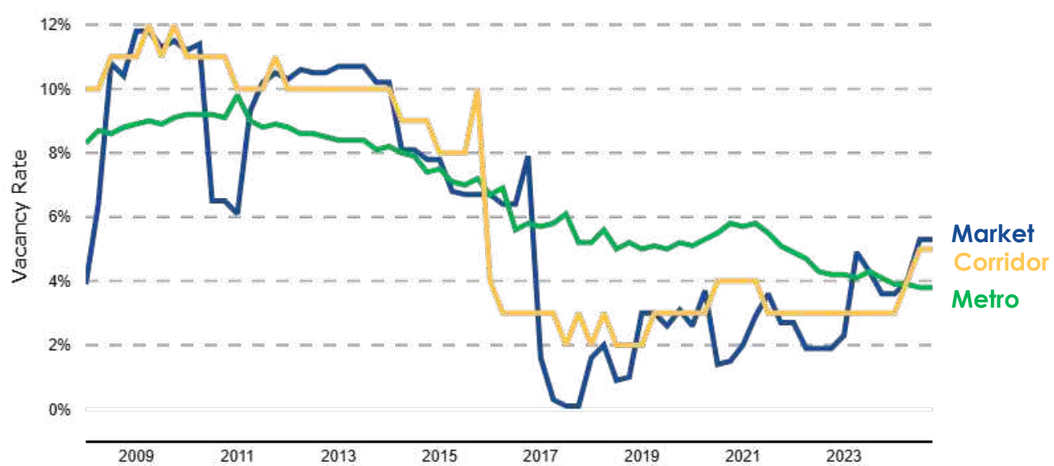
By Class

	Buildings	SF
Class A	0	0
Class B	17	147,277
Class C	89	480,297

Rent Trends



Vacancy Trends

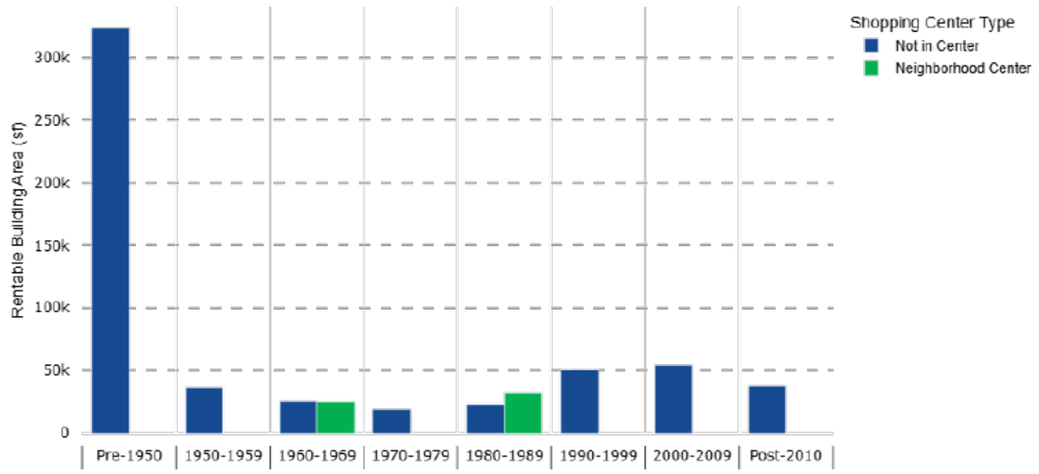


Bi-State Sustainable Reinvestment Corridor

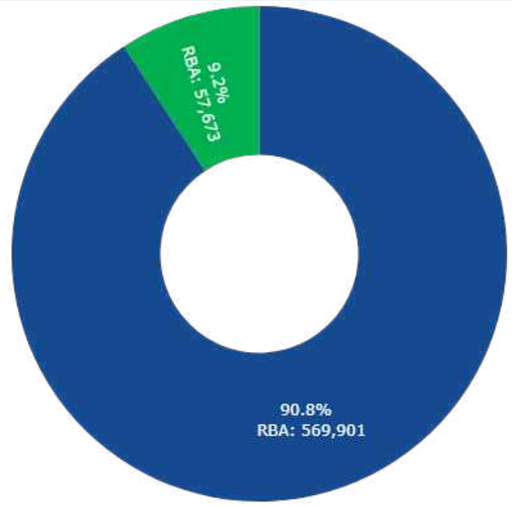
Retail centers

Downtown East, MO

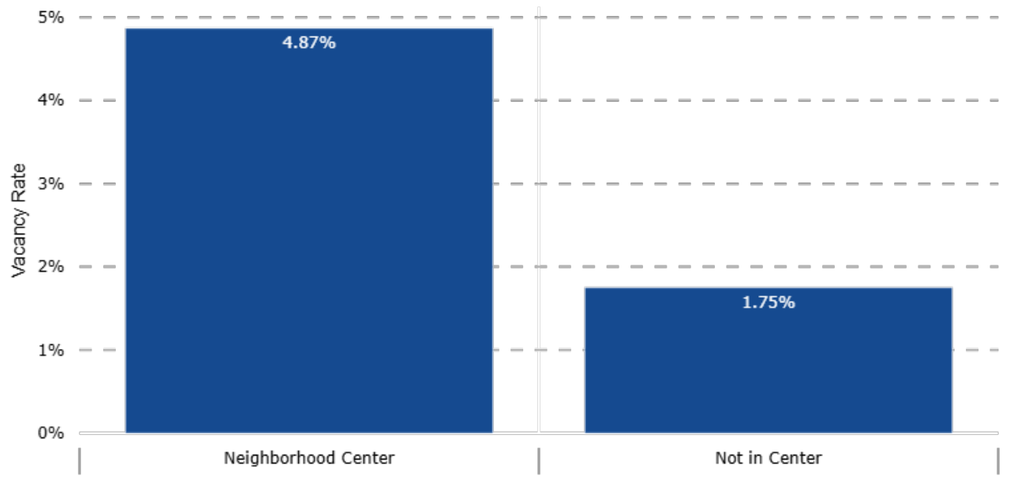
Square Footage by Shopping Center Type



Year Built by Shopping Center Type



Vacancy by Shopping Center Type



Transit

Downtown East, MO

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Weighted Average Walk Score

9.07/10

7.27/10 - Corridor

Percent of Households Without a Car

16.9%

5.55% - Metro

12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit

9.63/10

7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto

9.48/10

6.56/10 - Corridor

Weighted Average Transit Score

6.97/10

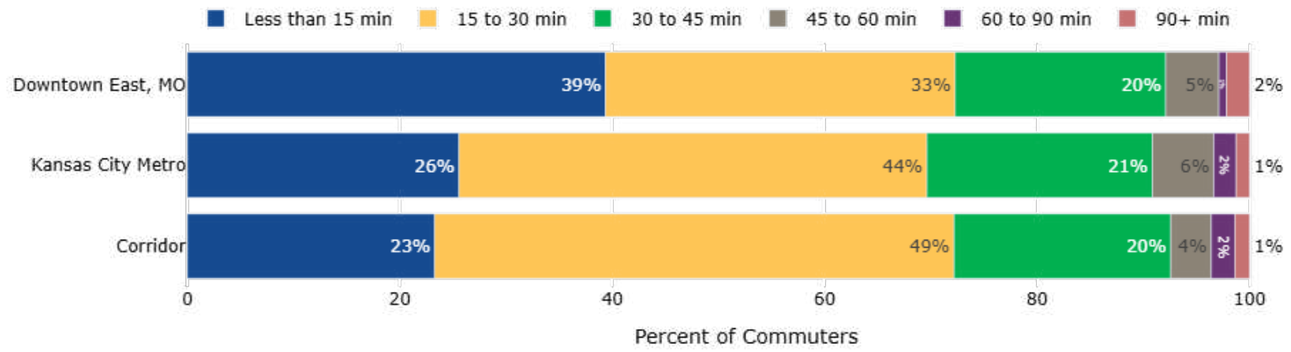
5.82/10 - Corridor

Weighted Average Transit Justice Score

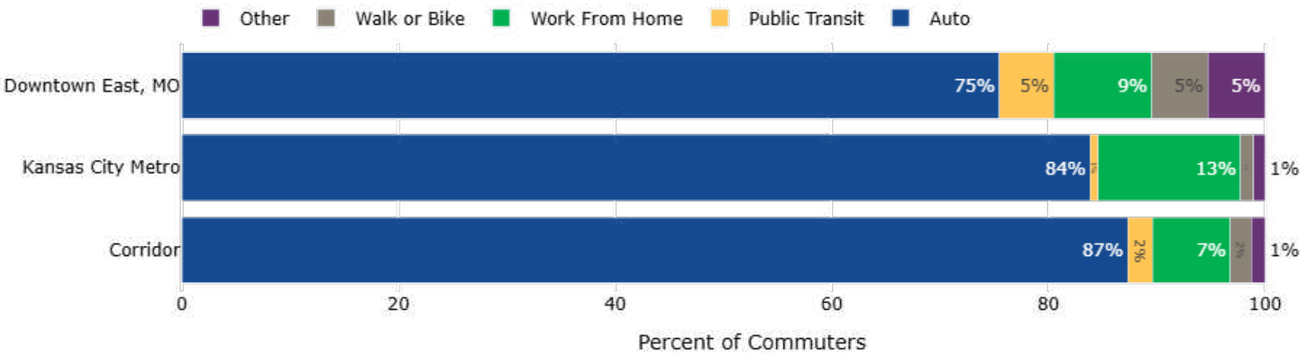
5.73/10

3.60/10 - Corridor

Commute Time



Transportation to Work



Sheffield Market Overview

Sheffield’s character areas include a mix of lower-density industrial on the north, east and southeast portion of the market area, a Mixed-Use Urban Center at the intersection of Independence Ave and Wilson/Winner, and Disinvested Urban Neighborhoods. Similar to the Downtown East market, the majority of residential neighborhoods in the Sheffield market area were historically redlined, leading to disinvestment and decline. Further afield from Downtown, MO, few neighborhoods are experiencing significant gentrification.

Residentially, single-family homes predominate, with a much lower proportion of multi-family housing units. Of the units that do exist, about half are rent subsidized. Vacancy rates in the market-rate units remain higher than the metro average, and rents lower. No new multi-family has been added in the past ten years. The residential market has lower home property values, higher vacancy rates, relatively low rates of home-ownership for a single-family neighborhood, and high rates of vacant parcels. Accordingly, the median household size is higher, with a high proportion of family-households, including married and other family types. The median age trends lower, with fewer senior citizens and more kids.

Economically, residents are likely to work in service-sector and blue-collar related jobs, with a slightly higher ratio of households working in professional, nursing, education, and public sector jobs than neighborhoods like East Downtown or Downtown, KS (more single family home ownership rather than rentals). Nonetheless, 26.8% of residents work in very low-income jobs, compared to 23.5% for the corridor as a whole. The main employment sectors are in low-wage service sector jobs and blue-collar industrial jobs in the industrial districts.

Sheffield's industrial market remains very large, especially in the industrial district both to the north and to the east. It is performing well. And attracting redevelopment of some industrial properties. Existing properties, although older in age (1960s-1990s), continue to have high occupancy, putting upward pressure on rents. Again the corridor's industrial profile is strong, less impacted by the expansion of new supply that is a bit slower to absorb elsewhere in the market. Also a very diverse mix of uses types, with warehouse and manufacturing space both leading in total square footage.

Strong demand for retail space corridor wide also applies in Sheffield. Most of the retail stock is old, and very little has been added to the market – but of the stock that does exist, occupancy rates remain very high. High occupancy has led to some rent increases, pointing towards the possibility of additional new supply succeeding in the market.

Similar to the Central Wyandotte market, efforts to stabilize the commercial and residential real estate market appear successful, although the neighborhood is still awaiting new private investment. Opportunity exists to introduce a range of new, higher density housing types and mixed use spaces, especially along a transit corridor, due to available vacant land, the ability to assemble parcels into larger developments, and the continued strength of the economic environment.

Demographics

Sheffield, MO

Bi-State Sustainable Reinvestment Corridor

Demographic Overview

Total Population

34,462
2,102,064 - Metro
191,068 - Corridor

Average Household Size

2.7
2.4 - Metro
2.54 - Corridor

% Above 65

8.8%
15.2% - Metro
12% - Corridor

% Below 18

29.9%
23.8% - Metro
26.3% - Corridor

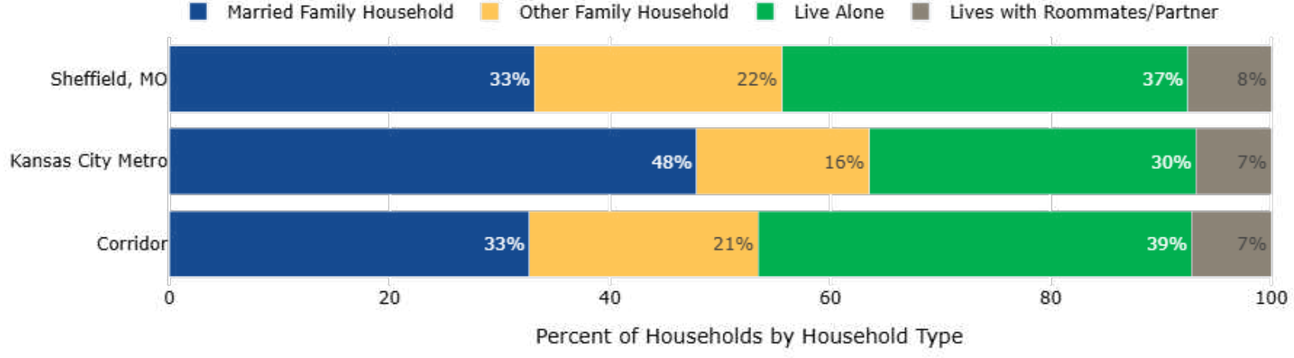
% Minority

73.9%
29.9% - Metro
63.4% - Corridor

Median Age

34.5
38.2 - Metro
36.2 - Corridor

Household Type



Housing

Sheffield, MO

Bi-State Sustainable Reinvestment Corridor

Housing Indicators

Median Rent

$1,035
$1,148- Metro
$1,081- Corridor

Vacancy Rate

15.9%
7.2% - Metro
13.4% - Corridor

Median Home Value

$114,201
$246,000 Metro
$143,260- Corridor

Rent Burdened

53.8%
42.4% - Metro
47.2% - Corridor

Weighted Average Housing Score

4.05/10
4.25/10 - Corridor

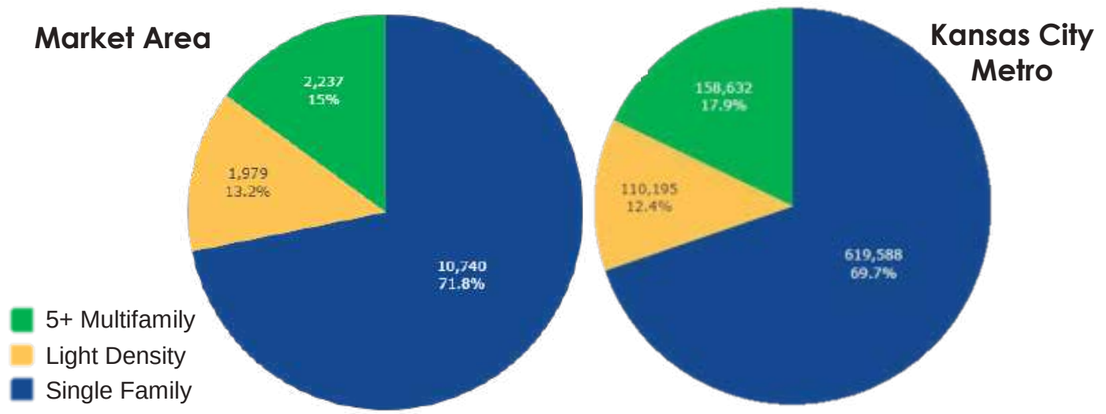
Weighted Average Housing Justice Score

2.11/10
2.85/10 - Corridor

Home Ownership Rate

53.4%
65% - Metro
48% - Corridor

Housing Type



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
$0-20,000	26.2%	3,300	<$70,000	3,089	<$500	579	3,668	368
$20,000-30,000	11.5%	1,455	$70,000-$100,000	1,060	$500-$750	1,159	2,219	764
$30,000-40,000	15.4%	1,942	$100,000-$150,000	1,241	$750-$1,000	1,291	2,532	590
$40,000-60,000	18.3%	2,305	$150,000-$200,000	546	$1,000-$1,500	2,040	2,586	281
$60,000-100,000	18.1%	2,280	$200,000-$395,000	548	$1,500-$2,499	460	1,008	(1,272)
$100,000-150,000	6.8%	855	$395,000-$590,000	205	$2,500-$3,750	11	216	(639)
>$150,000	3.8%	480	>$590,000	46	>$3,750	8	54	(426)

Multi-family housing

Sheffield, MO

Bi-State Sustainable Reinvestment Corridor

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	1,478	8.5%	0.9%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	412	19.1%	5.4%
Affordable (General Occ)	476	7.5%	1.9%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	0	0.0%	0.0%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	0	0.0%	0.0%

By Class

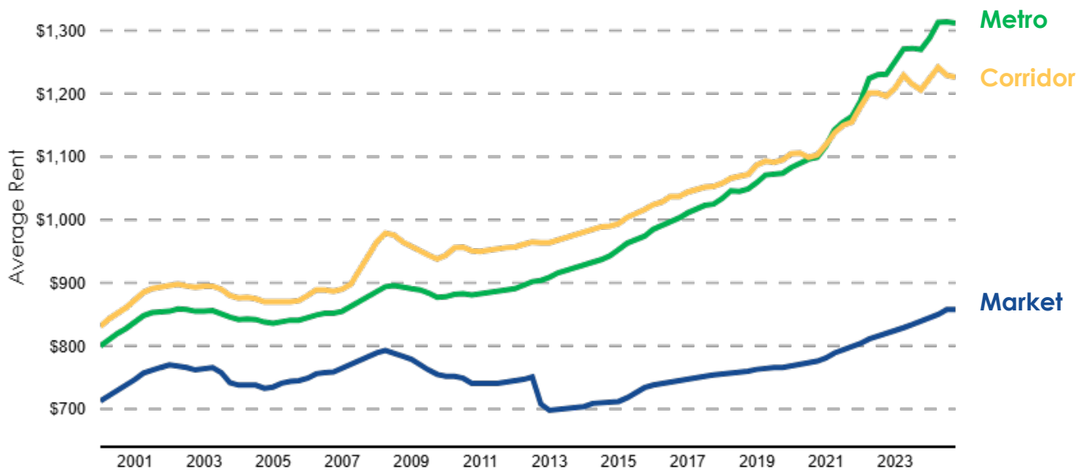
	Unit Total
Class A	0
Class B	72
Class C	2,343

By Unit Size

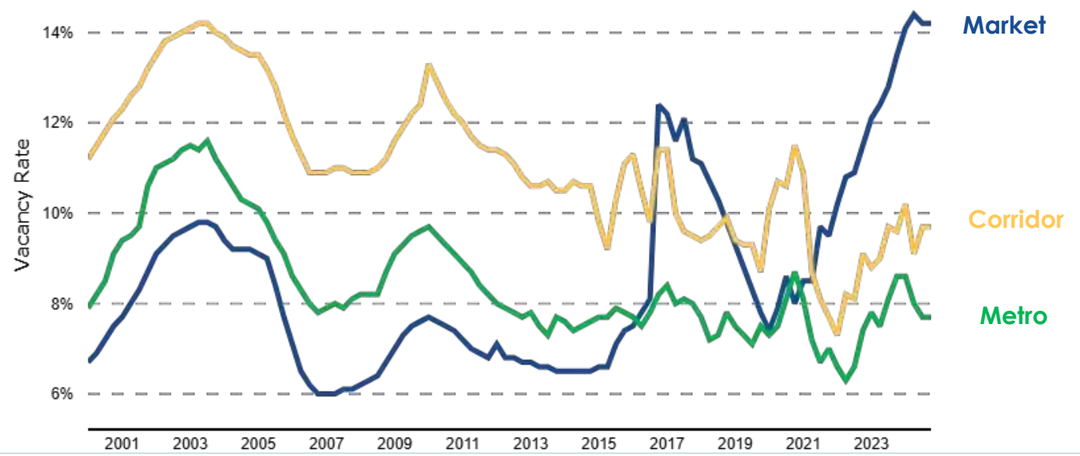
	Unit Total	Avg Rent
Studio	93	$537
1 Bedroom	1,038	$595
2 Bedroom	524	$690
3 Bedroom	212	$811
4 Bedroom	65	$1,100

Median Year Built: 1920

Rent Trends



Vacancy Trends



Economy

Sheffield, MO

Bi-State Sustainable Reinvestment Corridor

Economic Indicators

Median Household Income

$48,264
$73,549 - Metro
$53,571- Corridor

Unemployment Rate

8.2%
4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income

13.5%
19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs

26.8%
19.4% - Metro
23.5% - Corridor

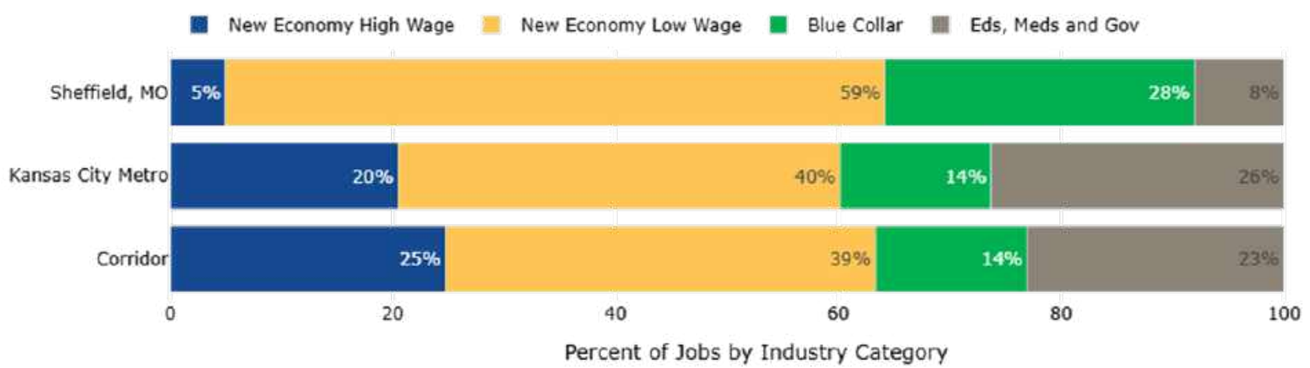
Percent with Bachelor's Degree

11.4%
39.3% - Metro
18.9% - Corridor

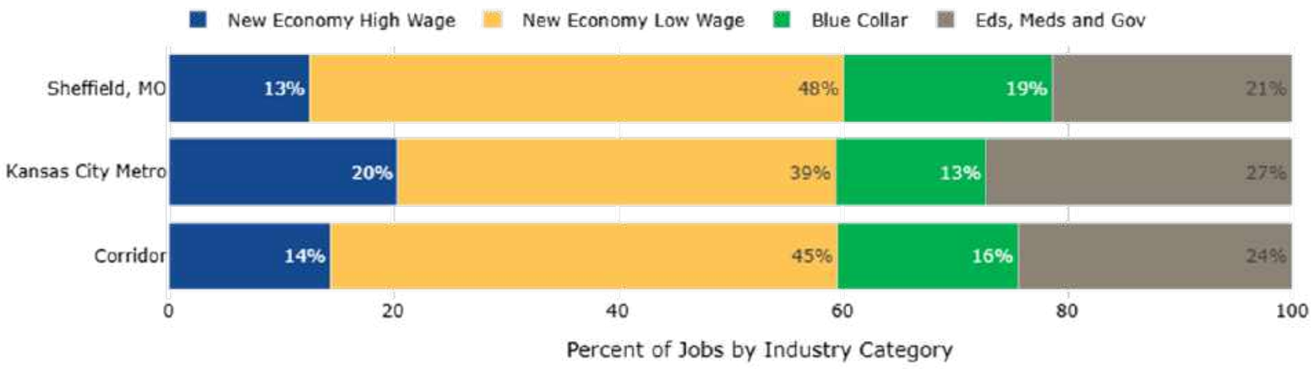
Weighted Average Economic Justice Score

1.44/10
2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Industrial

Sheffield, MO

Bi-State Sustainable Reinvestment Corridor

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
570	33,131,050	60.6%	9.5%	1963

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
12	787,779	21.5%	1.0%	6.4%

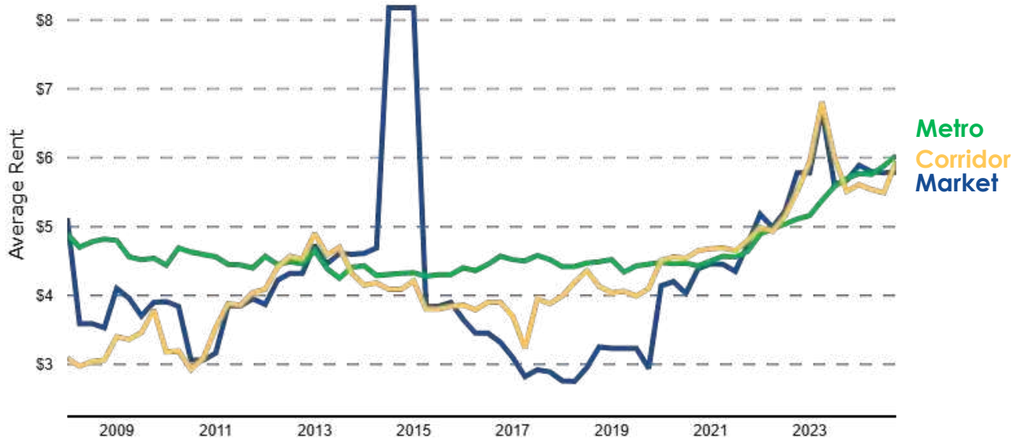
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Warehouse	409	19,375,016	4.9%	1961
Manufacturing	76	8,237,634	2.3%	1957
Distribution	20	3,930,573	0.9%	1990
Truck Terminal	25	721,590	15.9%	1965
Service	20	371,799	5.4%	1966
General Ind	15	362,559	5.4%	1985
Light Dist	2	56,707	0.0%	1985
Food Processing	1	47,090	0.0%	2001
Showroom	2	28,082	0.0%	2019

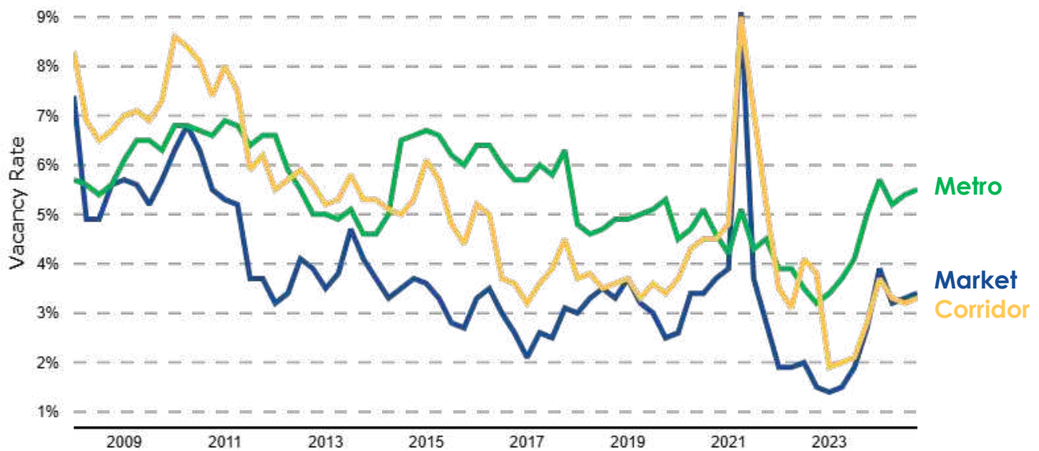
By Class

	Buildings	SF
Class A	9	1,714,830
Class B	157	15,787,572
Class C	404	15,628,648

Rent Trends



Vacancy Trends



Office

Sheffield, MO

Bi-State Sustainable Reinvestment Corridor

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
62	1,081,157	4.2%	0.9%	1960

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
3	88,726	3.0%	0.5%	18.2%

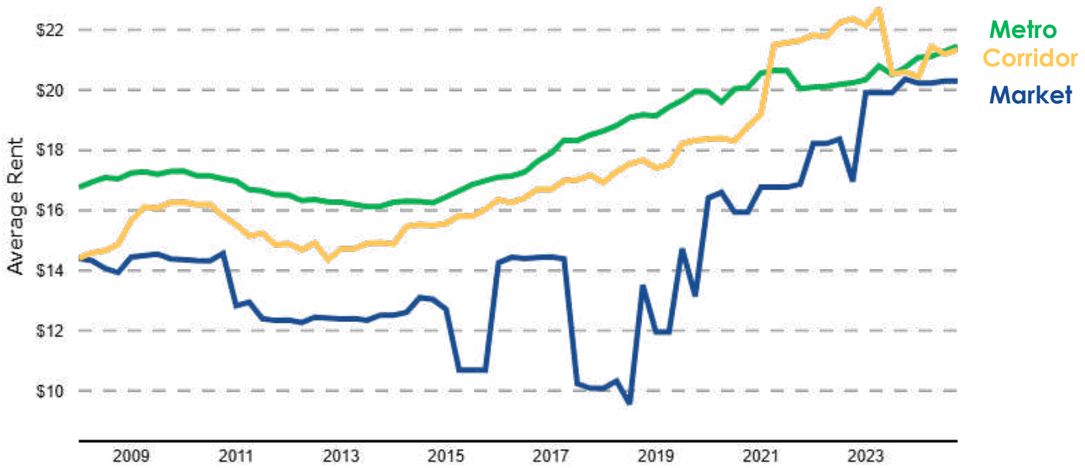
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	58	1,061,162	1.5%	1960
Medical	3	18,099	0.0%	1985
Office/Residential	1	1,896	0.0%	1908

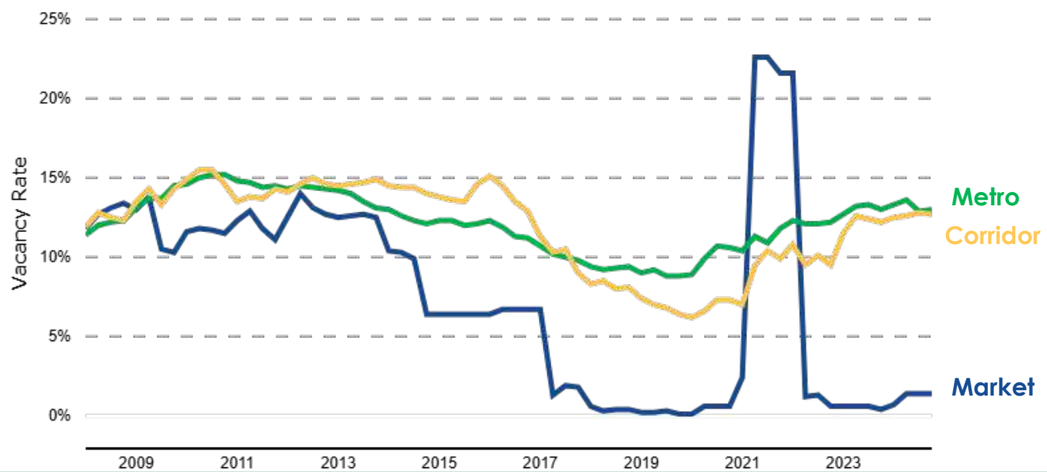
By Class

	Buildings	SF
Class A	0	0
Class B	14	605,929
Class C	48	475,228

Rent Trends



Vacancy Trends



Retail overview

Sheffield, MO

Bi-State Sustainable Reinvestment Corridor

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
382	1,818,047	13.2%	1.4%	1940

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
8	59,336	5.1%	0.4%	0.0%

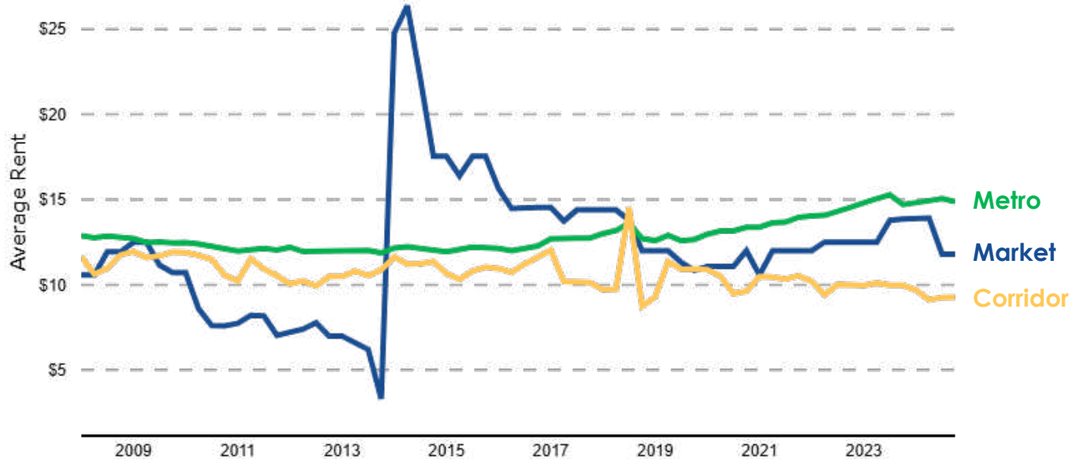
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	242	1,215,116	0.0%	1925
Auto	56	189,924	0.0%	1955
Daily Goods	23	160,578	0.0%	1980
Retail/Office	22	115,744	0.0%	1909
Food/Entertainment	30	86,858	1.0%	1975
Services	9	49,827	0.0%	1950

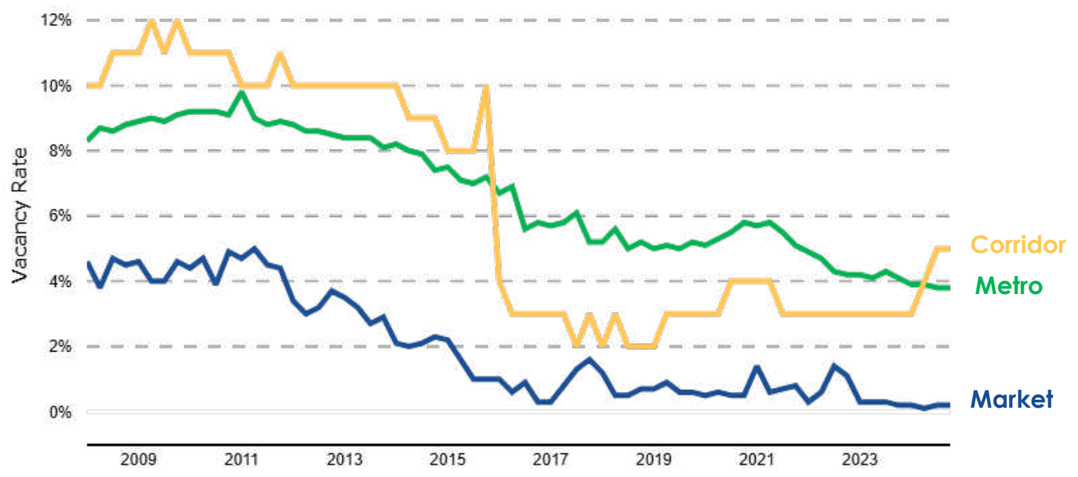
By Class

	Buildings	SF
Class A	0	0
Class B	78	430,962
Class C	304	1,387,085

Rent Trends



Vacancy Trends

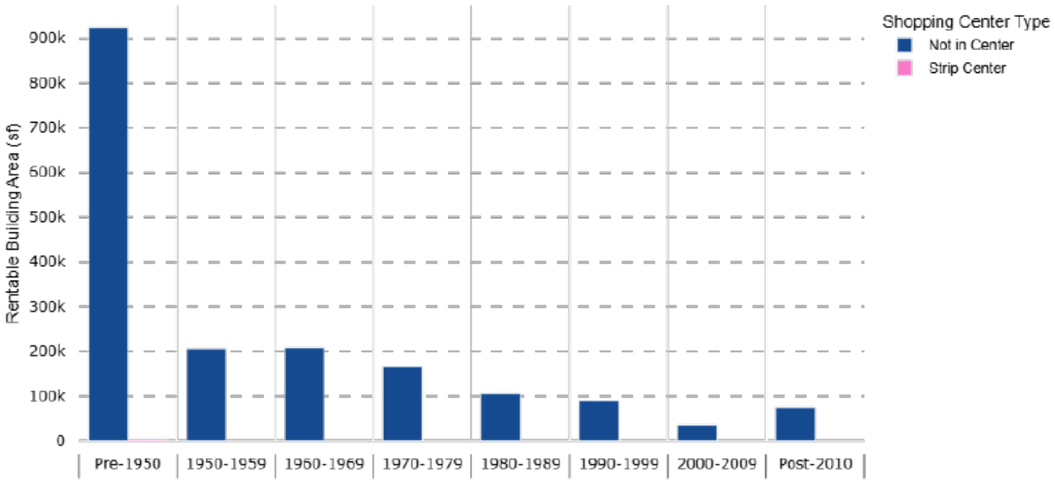


Retail centers

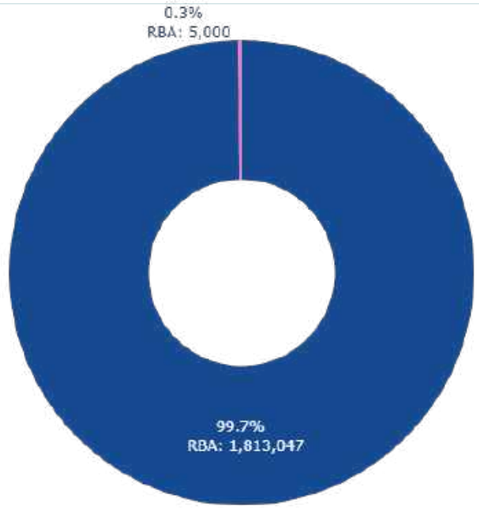
Sheffield, MO

Bi-State Sustainable Reinvestment Corridor

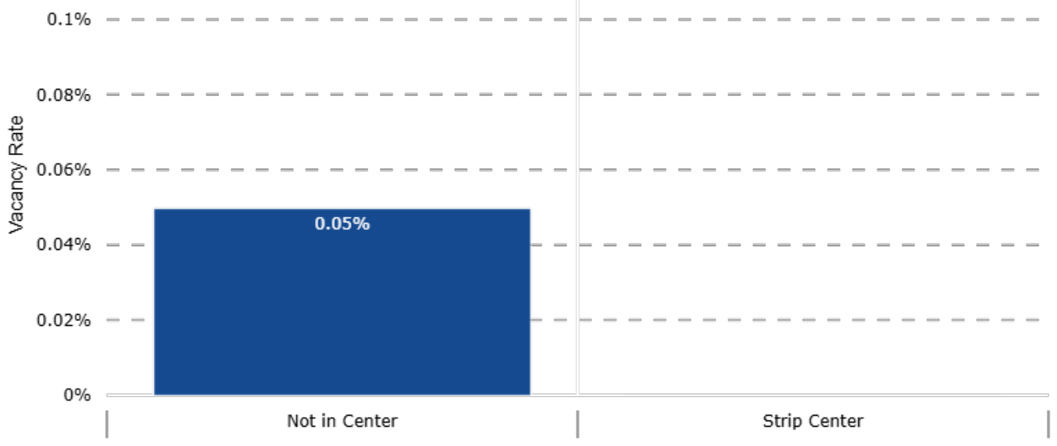
Square Footage by Shopping Center Type



Year Built by Shopping Center Type



Vacancy by Shopping Center Type



Transit

Sheffield, MO

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Weighted Average Walk Score

7.73/10

7.27/10 - Corridor

Percent of Households Without a Car

16.7%

5.55% - Metro

12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit

8.69/10

7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto

7.46/10

6.56/10 - Corridor

Weighted Average Transit Score

6.11/10

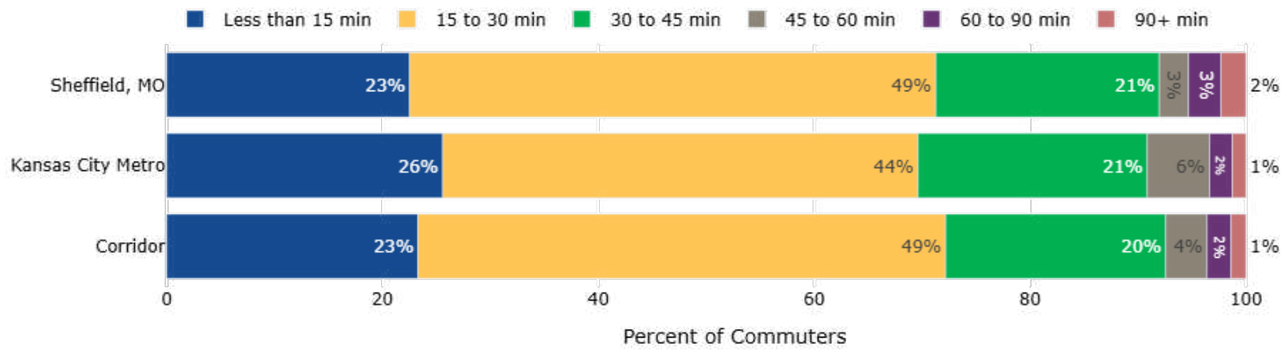
5.82/10 - Corridor

Weighted Average Transit Justice Score

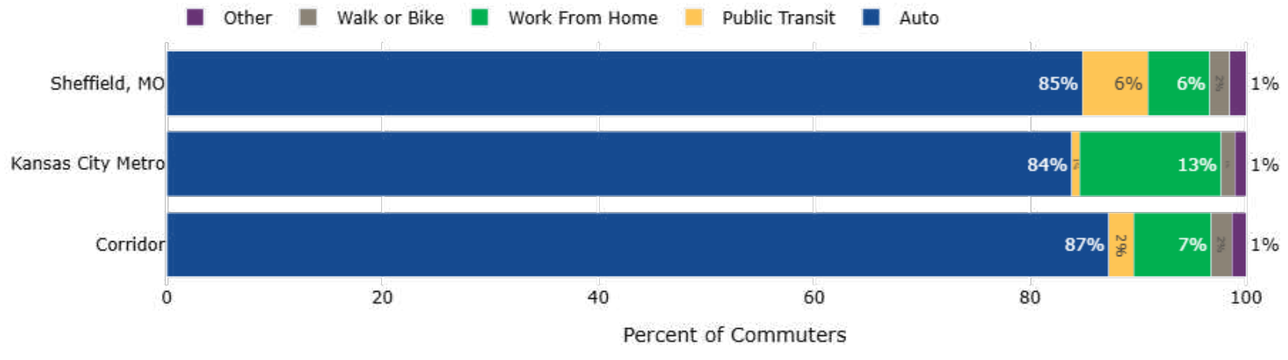
3.50/10

3.60/10 - Corridor

Commute Time



Transportation to Work



Independence Market Overview

Similar to West Wyandotte, KS, Independence contains a similar mix of character areas. To the north and on the eastern edges of the market area, the Suburban Subdivisions character area predominates. The majority of the housing is lower density single-family homes, with homes that are just below the metropolitan median. The median age of 40 is significantly higher than the corridor average, and tends towards both older married households and empty nesters rather than younger families with children in the house. These communities are car dependent, and are not very likely to work in the metropolitan center, with a higher proportion working strongly middle class Blue Collar and those who work in middle-income occupations in education, medical services, and the public sector.

The Suburban Subdivisions area is intermixed with older neighborhoods that more closely resemble the residential and demographic mix in Sheffield and Central Wyandotte. Here, a few major arterial roads contain a mix of multi-family housing, single-family homes tend to be smaller and more affordable, and overall vacancy rates are higher. Household incomes are lower than the incomes in the newer suburban subdivision areas. The majority of multi-family housing are located in these neighborhoods, and tend to be older Class C 'naturally occurring affordable housing,' with rents trailing the metro and corridor average. About 1/3 of the market's multi-family mix is affordable, with a sizeable proportion dedicated to housing senior citizens.

Independence also contains an historic downtown, with an office district supported by public sector employment, institutional/government buildings, independent retail and entertainment, and a range of multi-family housing. At 4.1% of the corridor's total office space, the office market is relatively limited and increasingly dated (median age of 1961, with only 5,000 new sf added), but sustained by a higher density of public sector and medical office use, keeping its vacancy rate below the metro and corridor averages. Rents, however, remain constrained.

Two main types of retail exist – retail in neighborhood and strip centers, on one hand, that exist along major arterial roads, and independent retail that exists in similar corridors and in the downtown Independence area. Vacancy is more heavily concentrated in the retail centers, especially in Sugar Creek just west of Independence's city limits. Again, the majority of the retail inventory is Class B or C, with the median age of buildings 1957. Age aside, the town's historic center maintains its charm and main street businesses are doing well with independent retail.

Transit in the market is heavily auto-oriented. It's overall transit score is lower, as it is relatively remote from the major employment market along the I-35 corridor. Also, many commuters are suburb-to-suburb commuters, making radial transit networks to Downtown, MO less useful. A high walk score in Downtown and proximity to a mobility hub make it a potentially desirable location for more dense development patterns.

Despite little new capital investment into the real estate market, Independence seems nicely poised for multi-family growth near its downtown. With an aging population living in large suburban homes, a range of different housing types ranging from missing middle ownership product to multi-family housing serving both the senior market and younger households would likely perform well.

Demographics

Independence, MO

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Total Population

40,161
2,102,064 - Metro
191,068 - Corridor

Average Household Size

2.36
2.4 - Metro
2.54 - Corridor

% Above 65

14.6%
15.2% - Metro
12% - Corridor

% Below 18

23.1%
23.8% - Metro
26.3% - Corridor

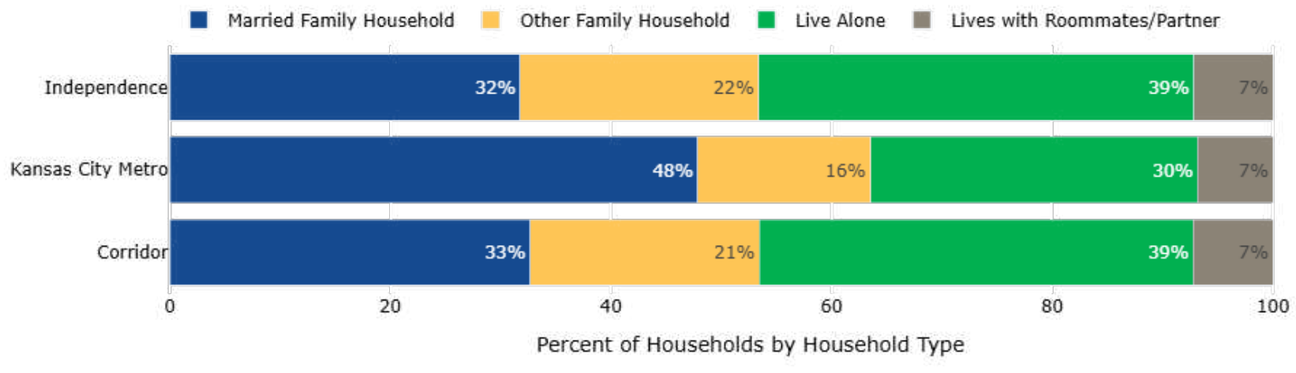
% Minority

32.1%
29.9% - Metro
63.4% - Corridor

Median Age

41.52
38.2 - Metro
36.2 - Corridor

Household Type



Housing

Independence, MO

Bi-State Sustainable Reinvestment Corridor

Housing Indicators

Median Rent

$973

$1,148- Metro

$1,081- Corridor

Vacancy Rate

13.4%

7.2% - Metro

13.4% - Corridor

Median Home Value

$113,790

$246,000 Metro

$143,260- Corridor

Rent Burdened

53.8%

42.4% - Metro

47.2% - Corridor

Weighted Average Housing Score

4.49/10

4.25/10 - Corridor

Weighted Average Housing Justice Score

3.53/10

2.85/10 - Corridor

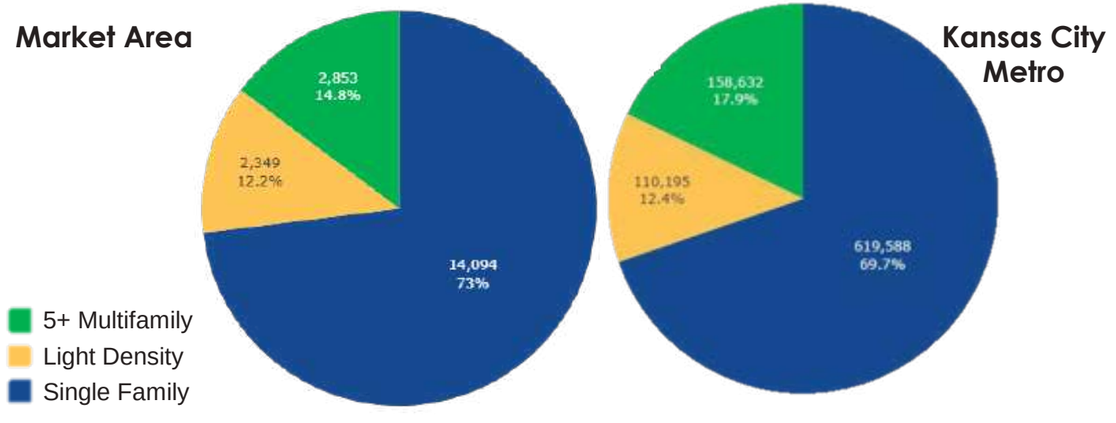
Home Ownership Rate

47.9%

65% - Metro

48% - Corridor

Housing Type



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
$0-20,000	26.2%	3,300	<$70,000	3,089	<$500	579	3,668	368
$20,000-30,000	11.5%	1,455	$70,000-$100,000	1,060	$500-$750	1,159	2,219	764
$30,000-40,000	15.4%	1,942	$100,000-$150,000	1,241	$750-$1,000	1,291	2,532	590
$40,000-60,000	18.3%	2,305	$150,000-$200,000	546	$1,000-$1,500	2,040	2,586	281
$60,000-100,000	18.1%	2,280	$200,000-$395,000	548	$1,500-$2,499	460	1,008	(1,272)
$100,000-150,000	6.8%	855	$395,000-$590,000	205	$2,500-$3,750	11	216	(639)
>$150,000	3.8%	480	>$590,000	46	>$3,750	8	54	(426)

Multi-family housing

Independence, MO

Bi-State Sustainable Reinvestment Corridor

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	1,281	7.4%	0.8%
Senior (Market Rate)	110	69.2%	1.7%
Senior (Affordable)	336	15.5%	4.4%
Affordable (General Occ)	595	9.4%	2.4%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	0	0.0%	0.0%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	45	100.0%	23.8%
Affordable (General Occ)	50	6.3%	2.4%

By Class

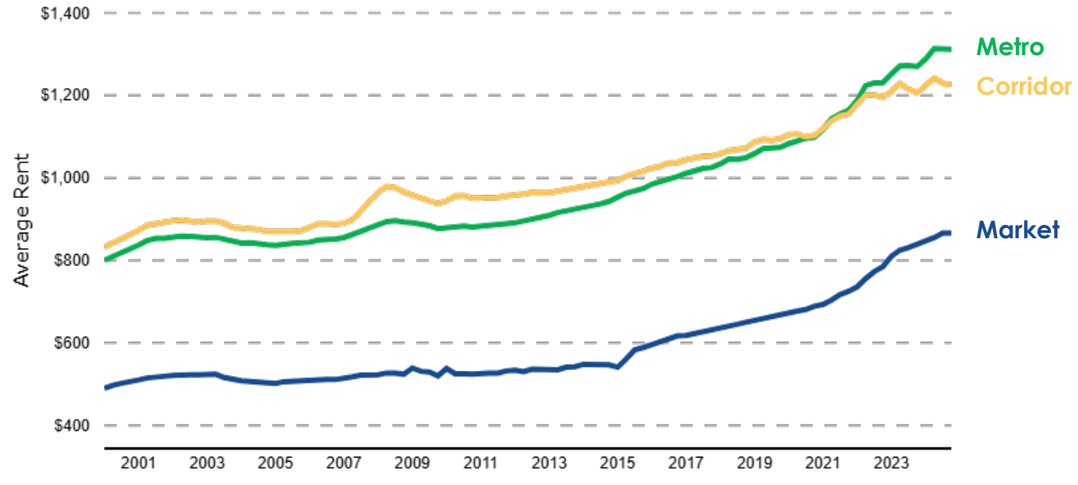
	Unit Total
Class A	0
Class B	72
Class C	2,343

By Unit Size

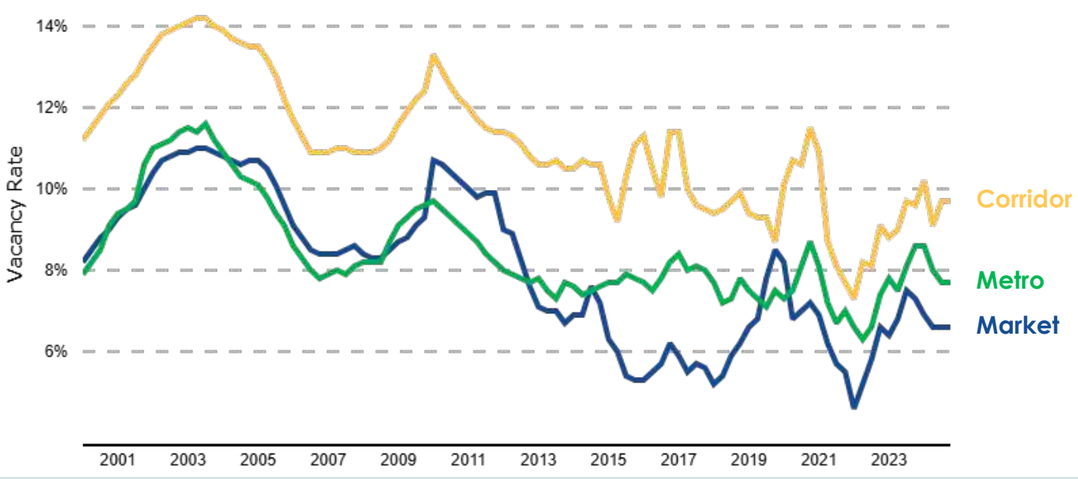
	Unit Total	Avg Rent
Studio	452	$690
1 Bedroom	1,287	$712
2 Bedroom	715	$878
3 Bedroom	35	$995
4 Bedroom	0	$0

Median Year Built: 1968

Rent Trends



Vacancy Trends



Economy

Sheffield, MO

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Median Household Income

$48,264
$73,549 - Metro
$53,571- Corridor

Unemployment Rate

8.2%
4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income

13.5%
19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs

26.8%
19.4% - Metro
23.5% - Corridor

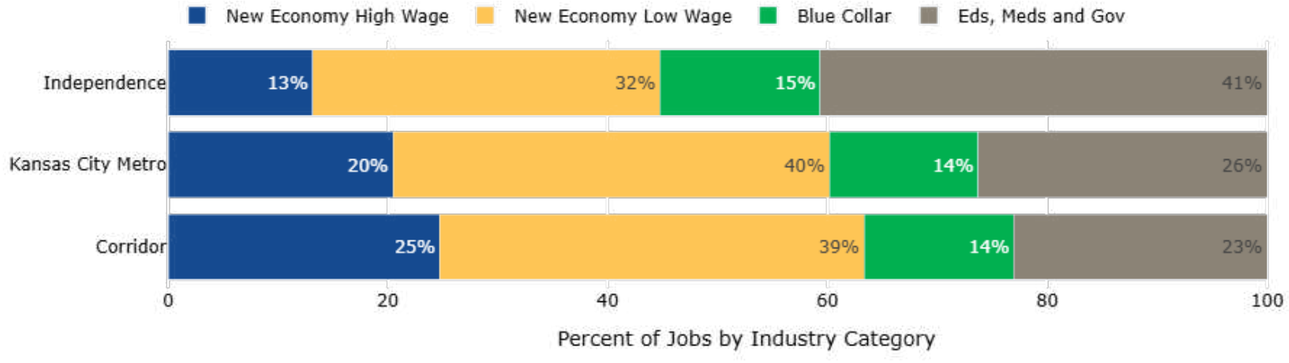
Percent with Bachelor's Degree

11.4%
39.3% - Metro
18.9% - Corridor

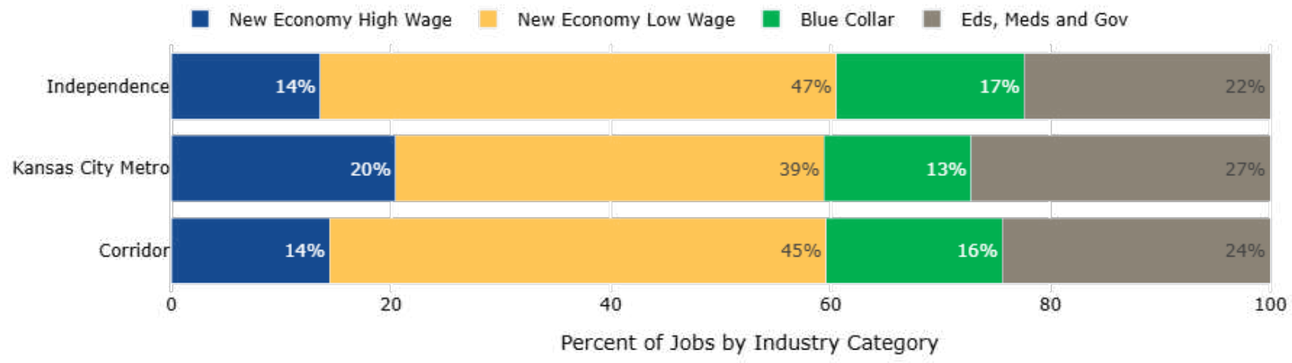
Weighted Average Economic Justice Score

1.44/10
2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Industrial

Independence, MO

Bi-State Sustainable Reinvestment Corridor

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
109	2,126,134	3.9%	0.6%	1972

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
3	154,834	4.2%	0.2%	0%

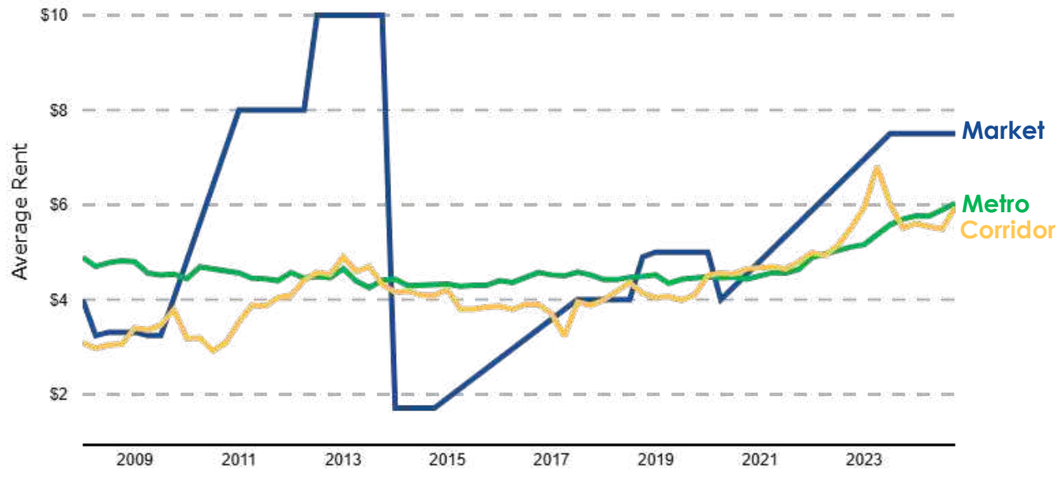
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Manufacturing	16	1,230,432	0.0%	1961
Warehouse	65	557,455	3.2%	1957
General Ind	15	260,355	4.5%	1990
Service	7	41,504	0.0%	1965
Showroom	4	18,088	0.0%	1966
Truck Terminal	1	13,300	0.0%	1985
Light Man.	1	5,000	0.0%	1985

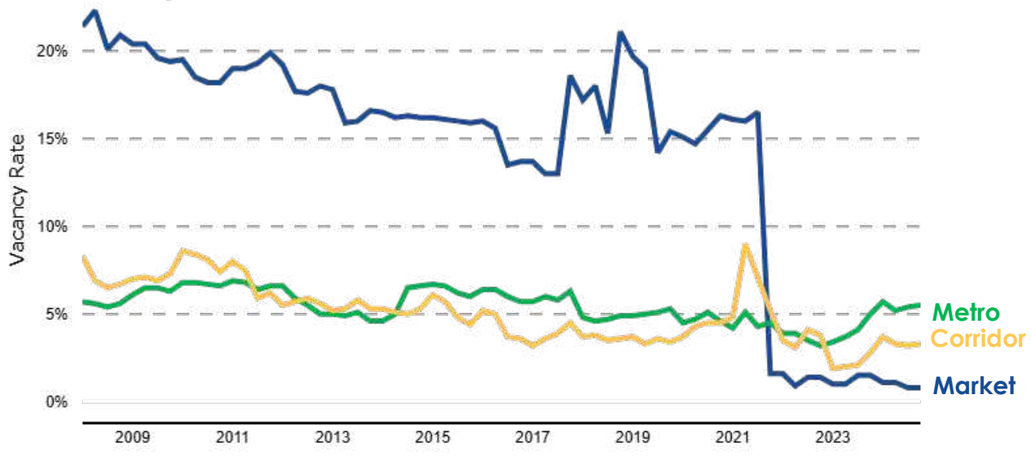
By Class

	Buildings	SF
Class A	0	0
Class B	26	959,980
Class C	83	1,166,154

Rent Trends



Vacancy Trends



Office

Independence, MO

Bi-State Sustainable Reinvestment Corridor

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
82	1,047,133	4.1%	0.8%	1962

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
1	5,356	0.2%	0.0%	0.0%

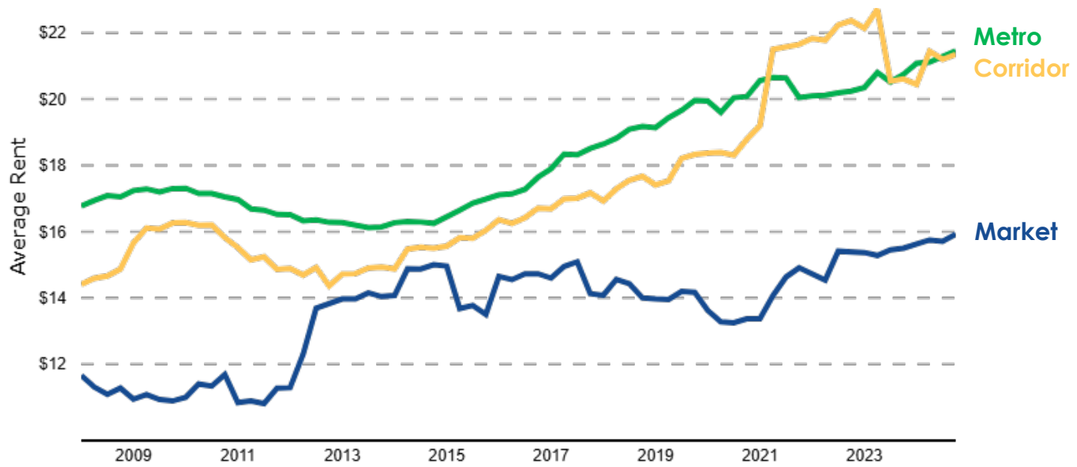
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	68	957,076	19.9%	1962
Medical	9	64,720	6.6%	1979
Office/Residential	3	17,976	0.0%	1920
Loft/Creative Space	2	7,361	0.0%	1947

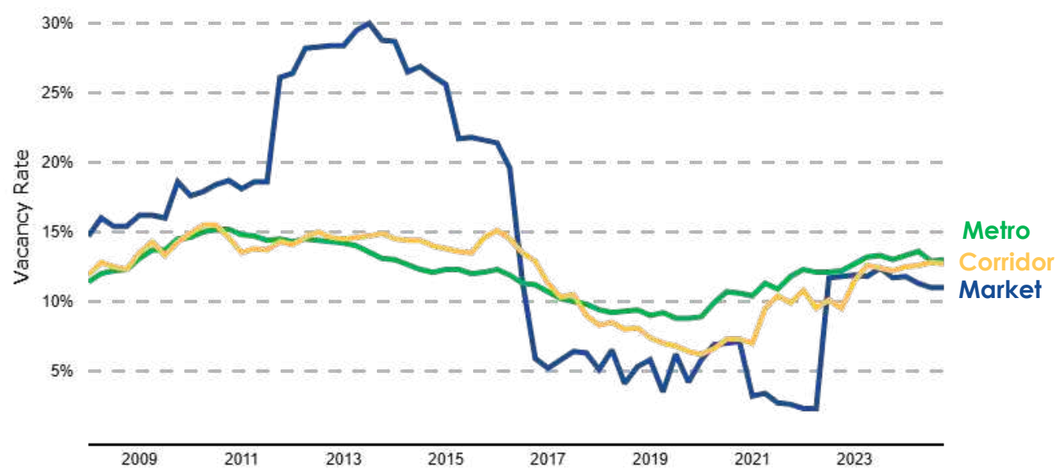
By Class

	Buildings	SF
Class A	0	0
Class B	22	560,775
Class C	60	486,358

Rent Trends



Vacancy Trends



Retail overview

Independence, MO

Bi-State Sustainable Reinvestment Corridor

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
295	1,573,674	11.4%	1.3%	1957

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
5	36,080	3.1%	0.2%	4.8%

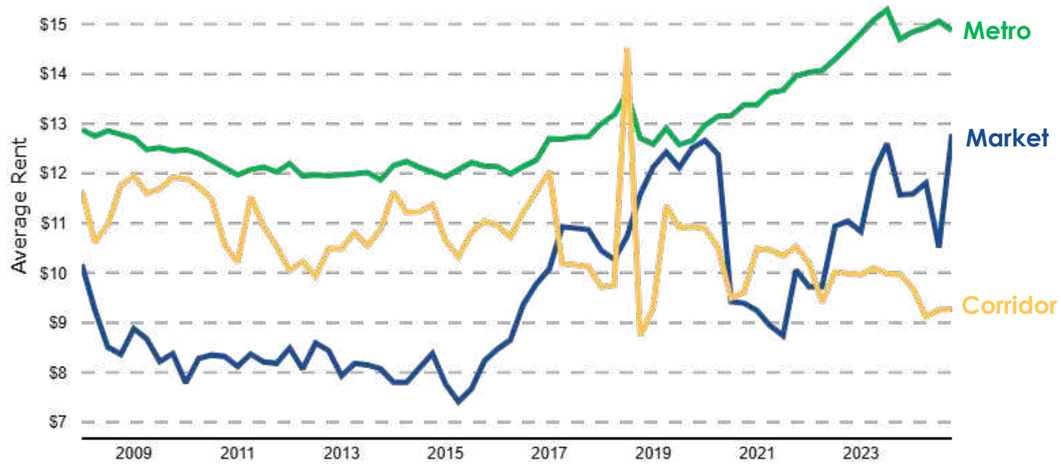
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	187	995,663	8.9%	1951
Retail/Office	34	272,297	11.4%	1932
Auto	41	116,496	0.0%	1965
Food/Entertainment	16	87,518	0.0%	1973
Daily Goods	12	73,959	0.0%	1978
Services	5	27,741	0.0%	1989

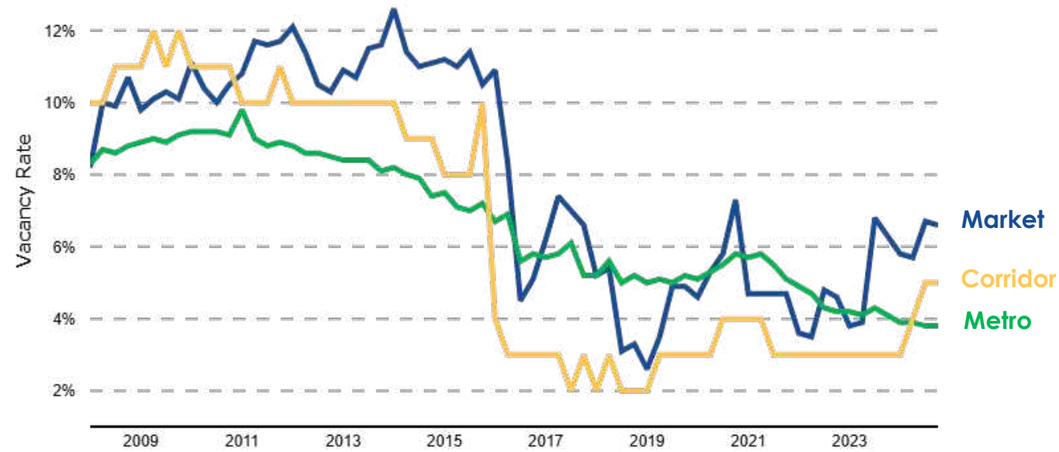
By Class

	Buildings	SF
Class A	0	0
Class B	56	302,877
Class C	239	1,270,797

Rent Trends



Vacancy Trends

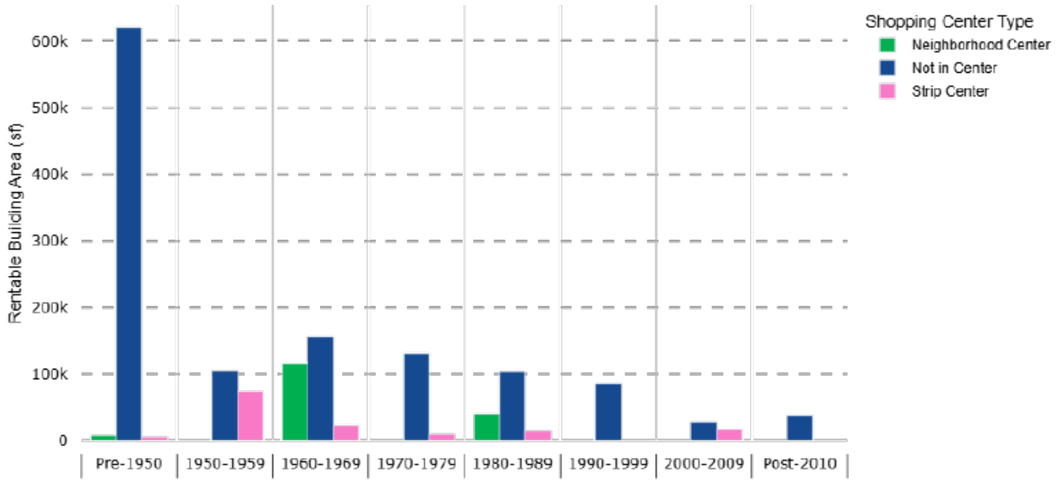


Retail centers

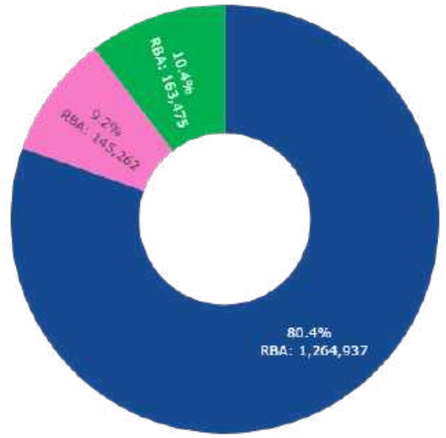
Independence, MO

Bi-State Sustainable Reinvestment Corridor

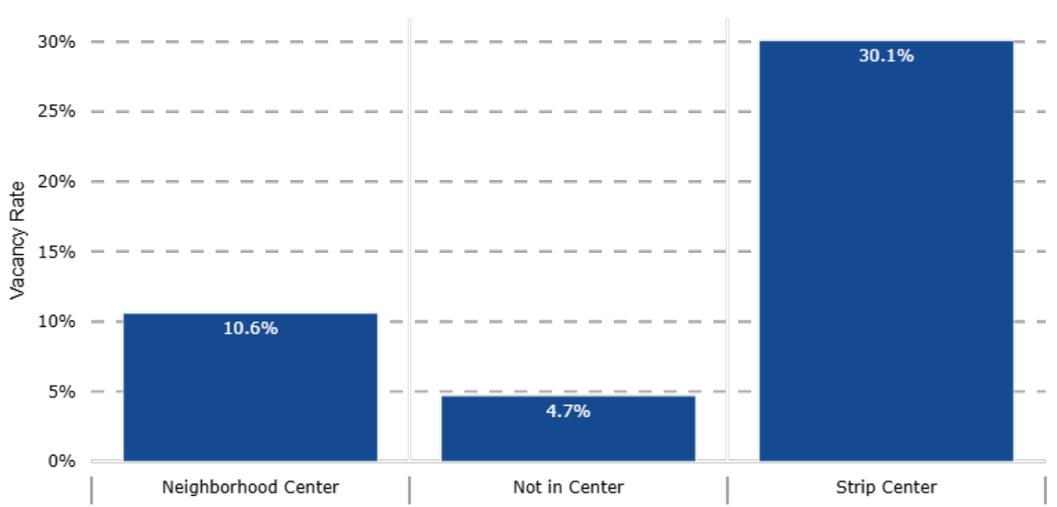
Square Footage by Shopping Center Type



Year Built by Shopping Center Type



Vacancy by Shopping Center Type



Transit

Independence, MO

Bi-State Sustainable Reinvestment Corridor

Transit Indicators

Weighted Average Walk Score

6.92/10
7.27/10 - Corridor

Percent of Households Without a Car

9.5%
5.55% - Metro
12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit

6.55/10
7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto

4.07/10
6.56/10 - Corridor

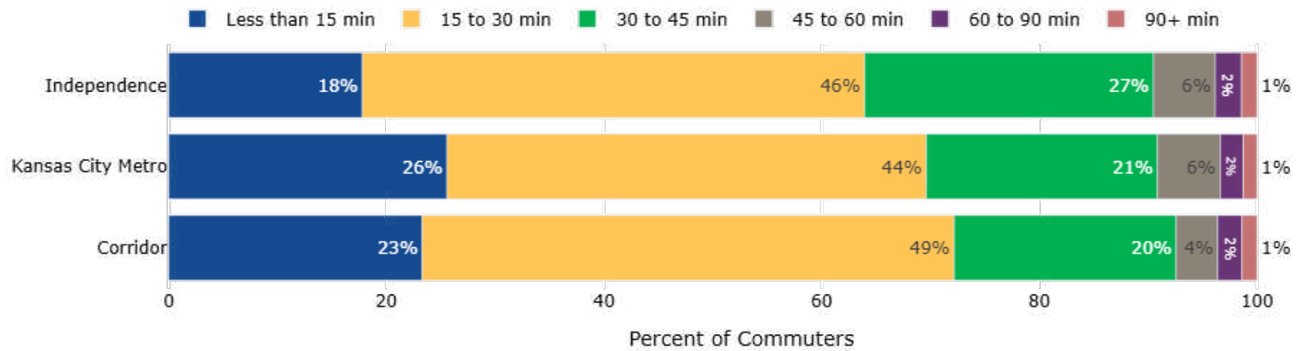
Weighted Average Transit Score

4.64/10
5.82/10 - Corridor

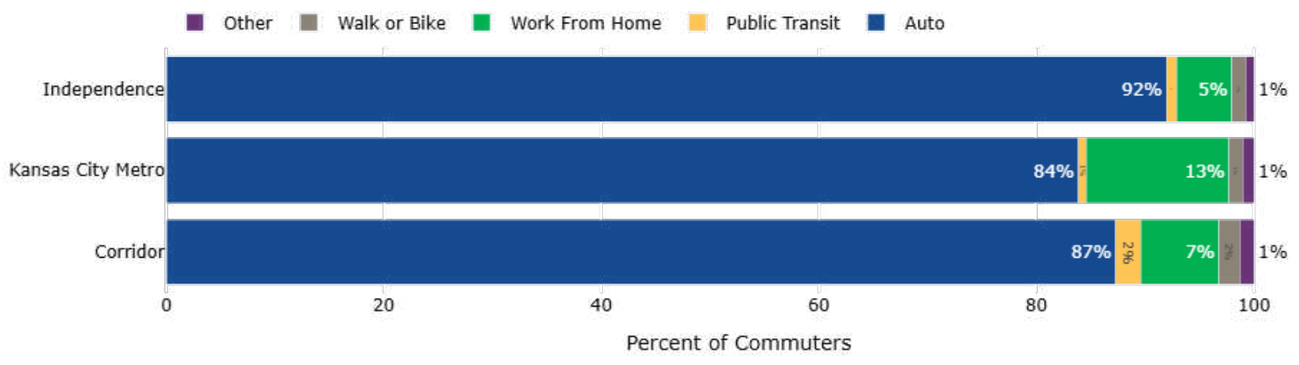
Weighted Average Transit Justice Score

2.85/10
3.60/10 - Corridor

Commute Time



Transportation to Work



Variable: Population Density

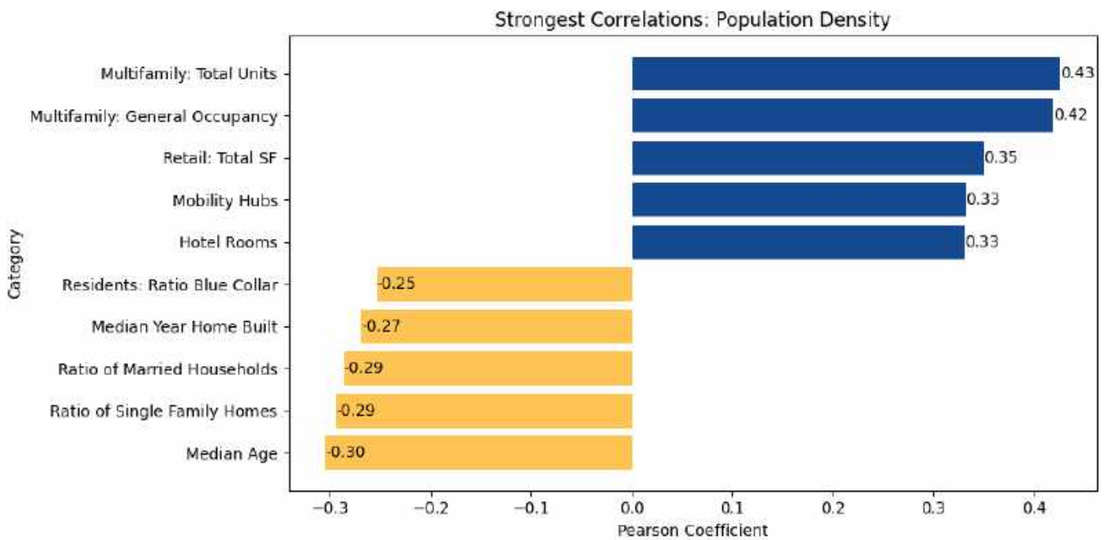
Bi-State Sustainable Reinvestment Corridor

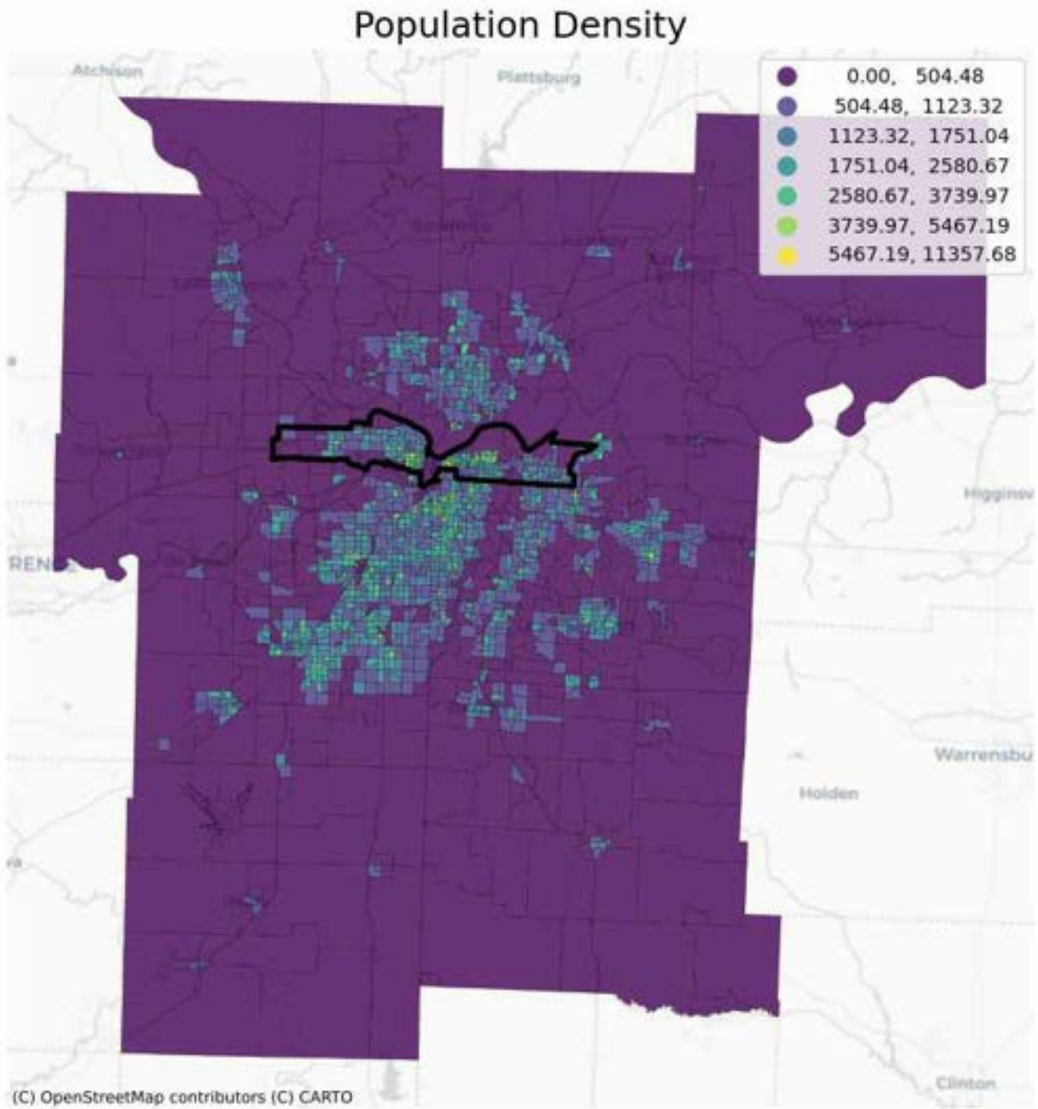
Comparison

Metro: 116.5 persons/sf
Corridor: 914.2 persons/sf

Kansas City, MO: 620.8 persons/sf

Kansas City, KS: 481.1 persons/sf
Independence: 605.7 persons/sf
Sugar Creek: 113.6 persons/sf





Bi-State Sustainable Reinvestment Corridor

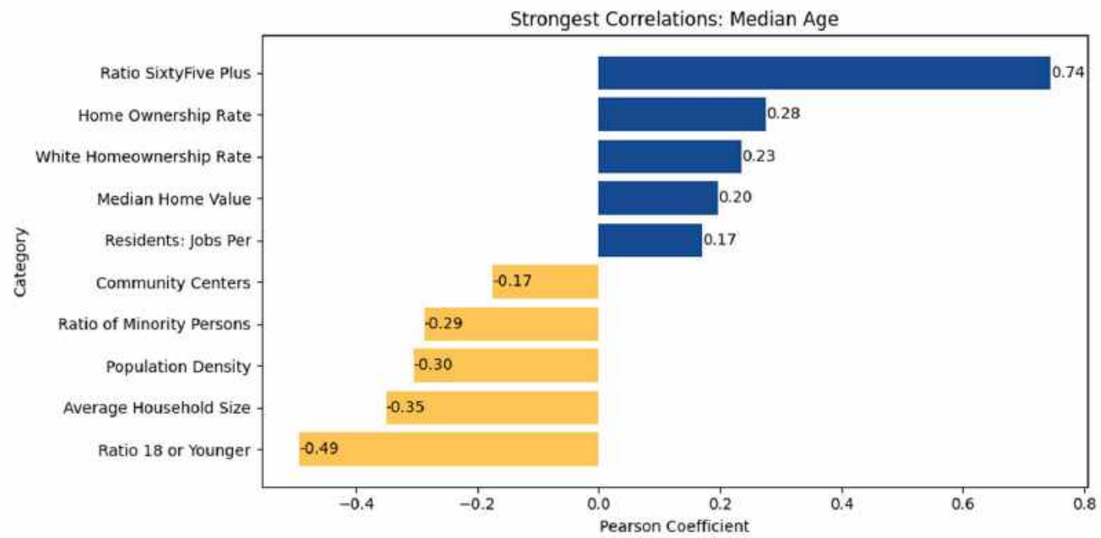
Variable: Median Age

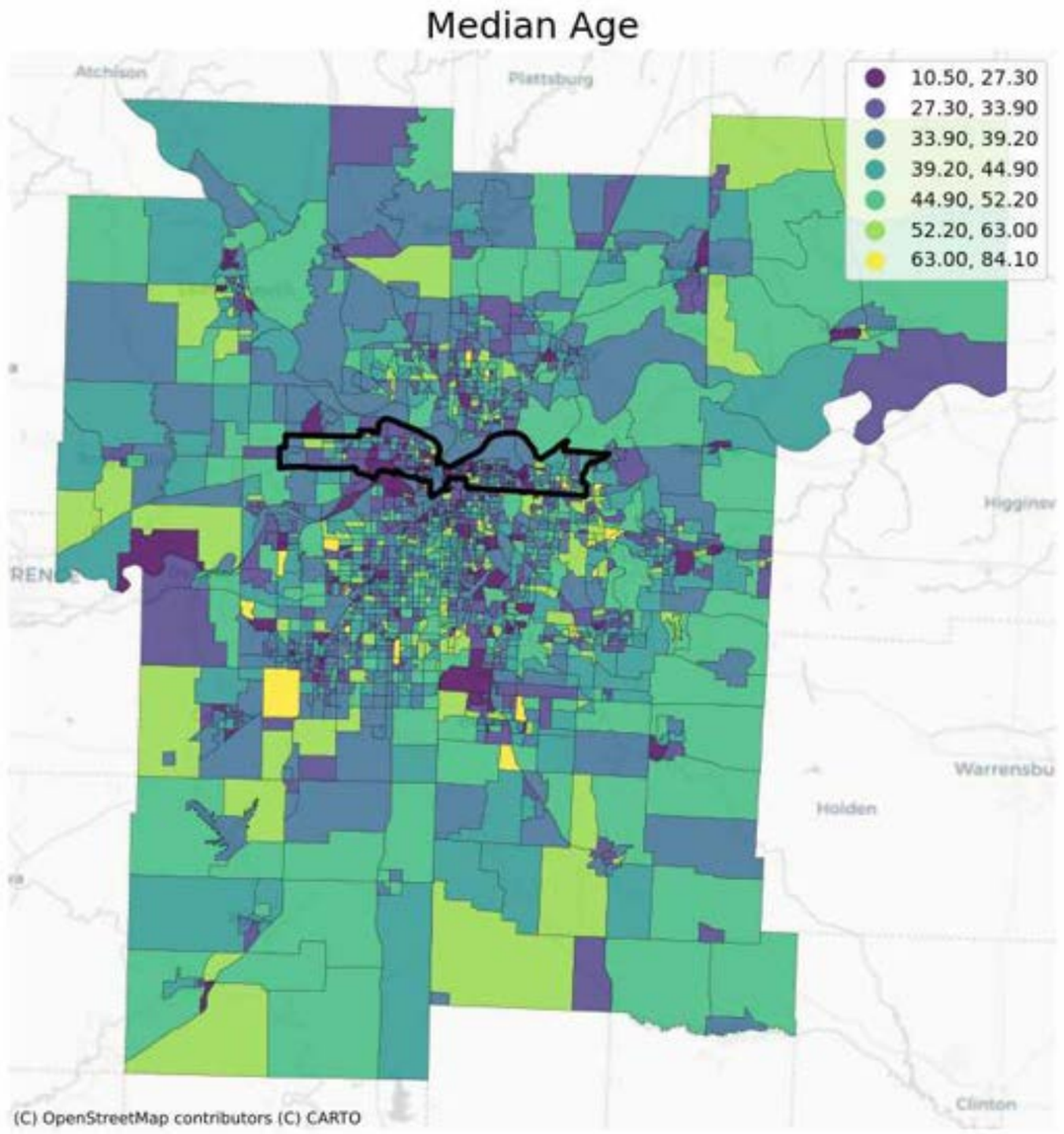
Comparison

Metro: 37.7
Corridor: 34.7

Kansas City, MO: 35.4

Kansas City, KS: 34.1
Independence: 39.5
Sugar Creek:43.9





Bi-State Sustainable Reinvestment Corridor

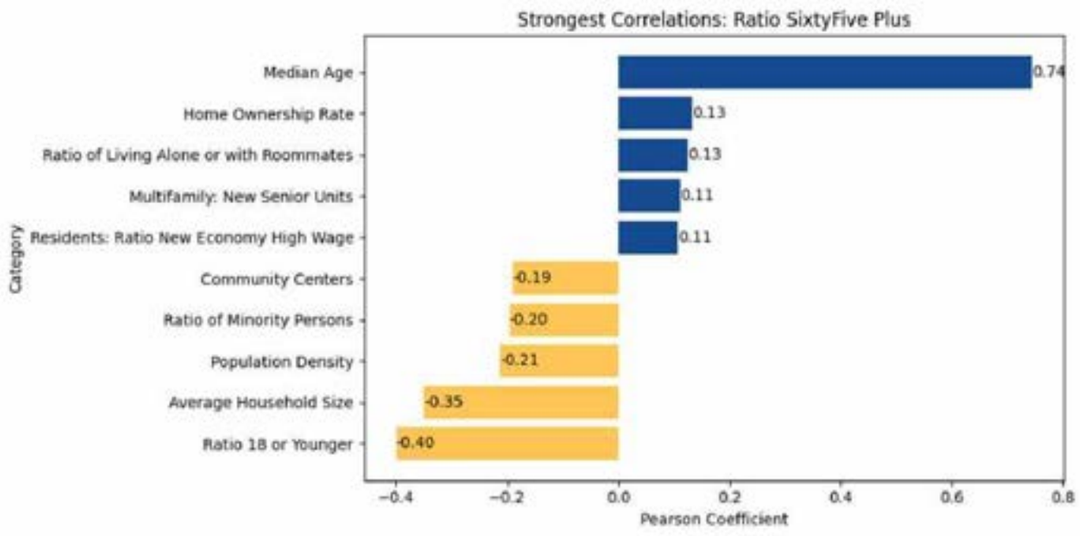
Variable: Ratio 65+

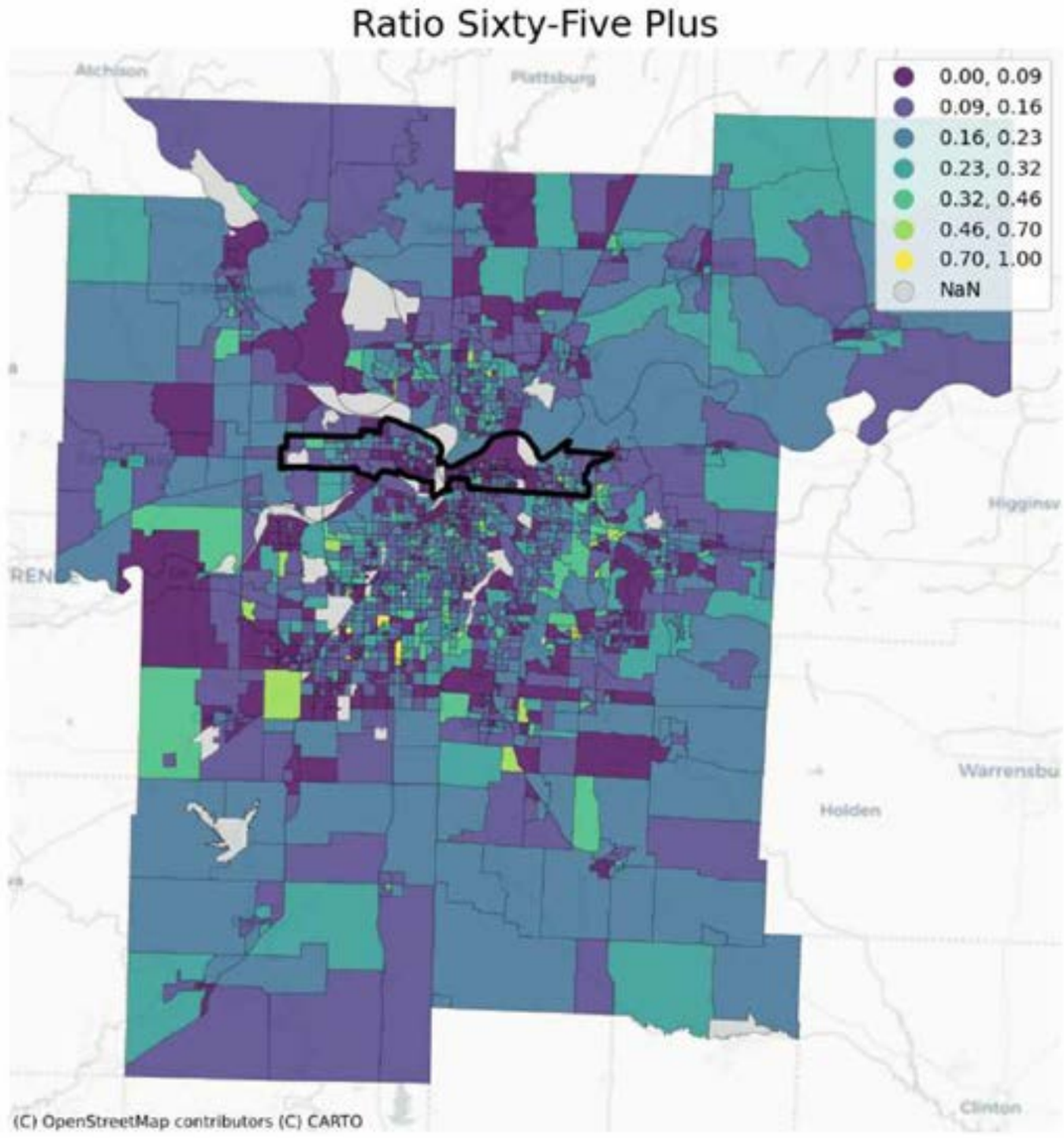
Comparison

Metro: 15.4%
Corridor: 12%

Kansas City, MO: 13.9%

Kansas City, KS: 13.0%
Independence: 18.4%
Sugar Creek: 14.5%





Variable: Ratio 18 or Younger

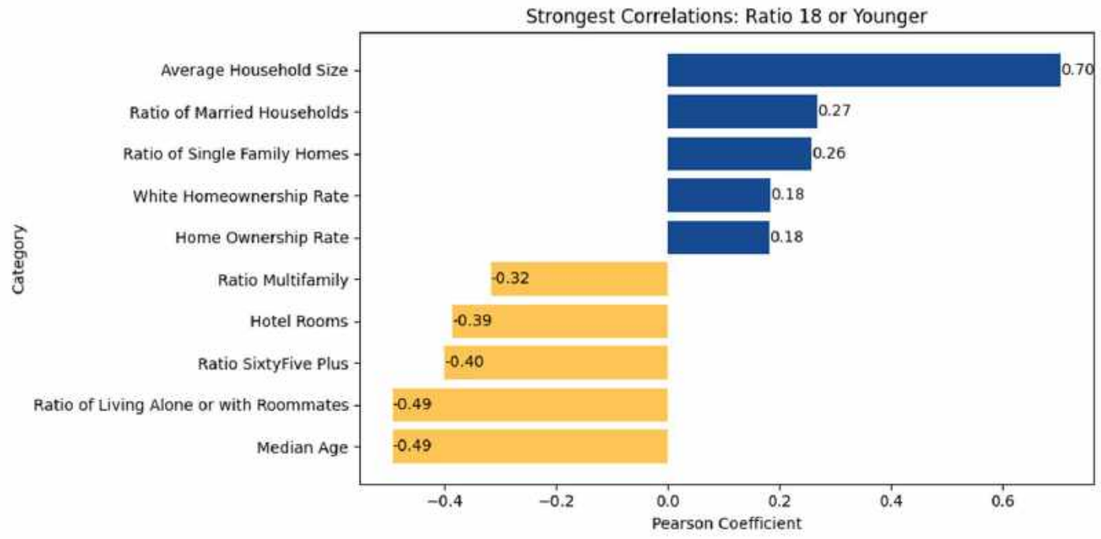
Bi-State Sustainable Reinvestment Corridor

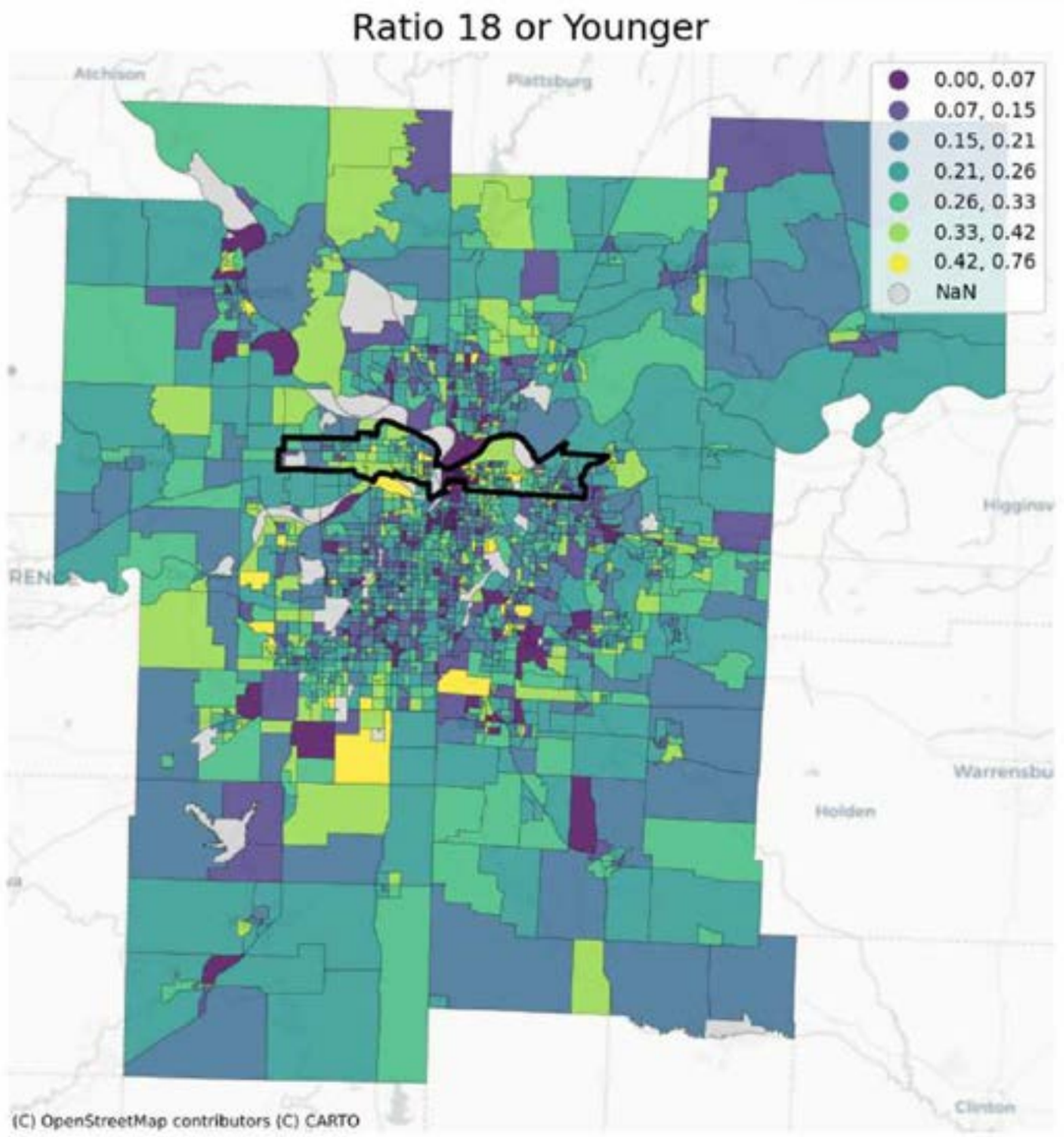
Comparison

Metro: 23.8%
Corridor: 26.3%

Kansas City, MO: 22.4%

Kansas City, KS: 27.2%
Independence: 22.6%
Sugar Creek: 21.8%





Bi-State Sustainable Reinvestment Corridor

Variable: Average Household Size

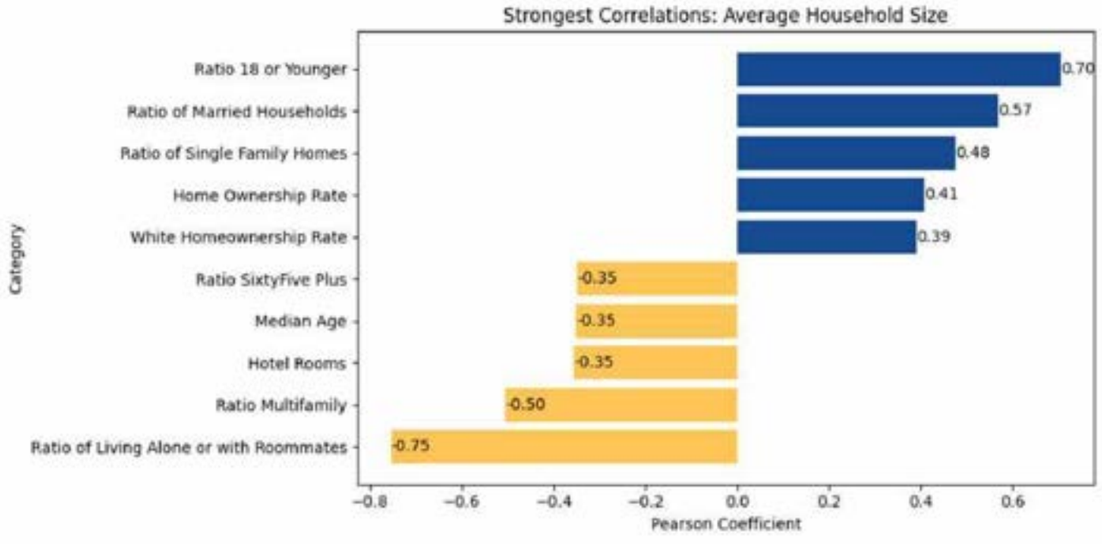
Comparison

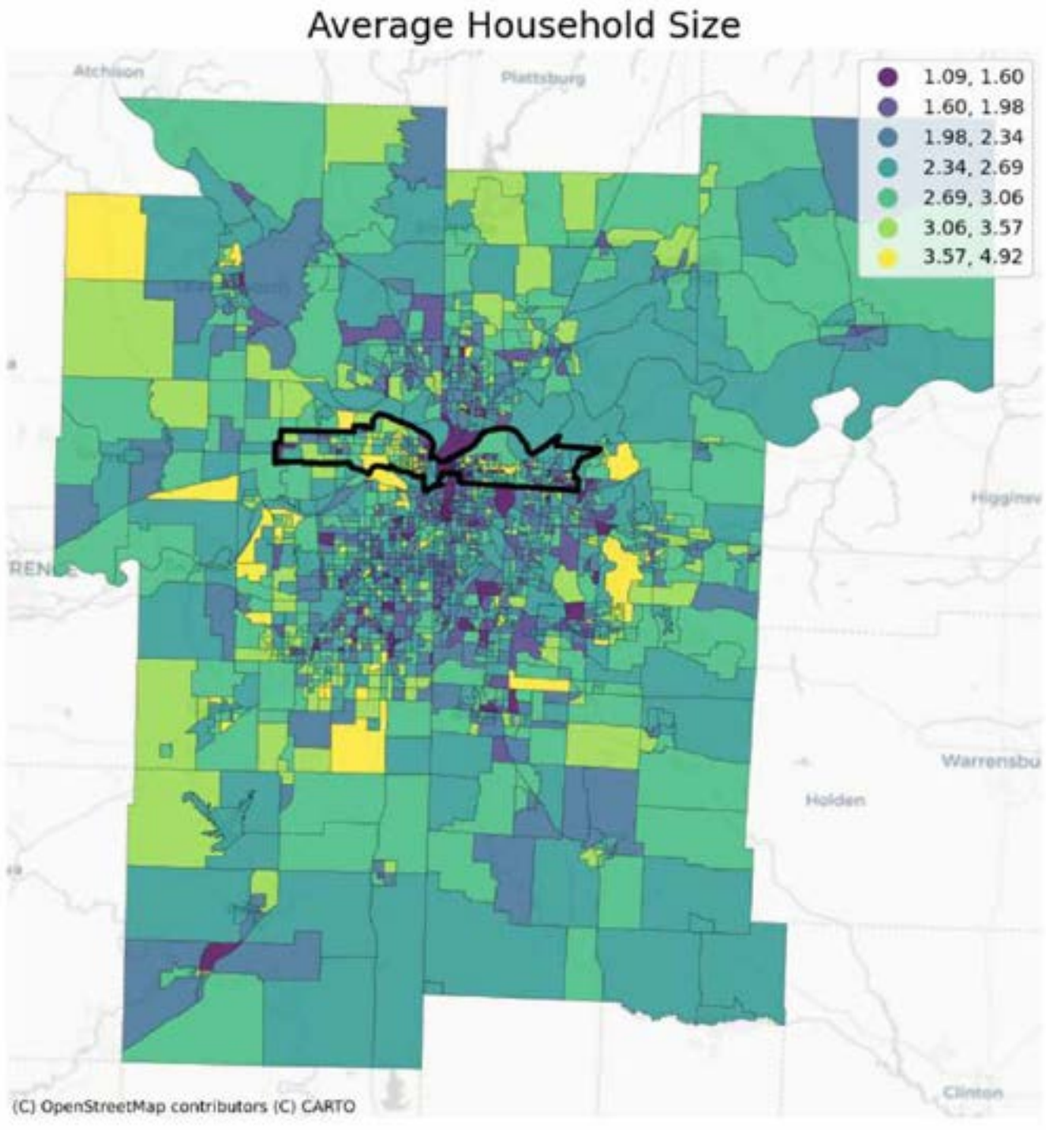
Metro: 2.48 persons per household
Corridor: 2.49

Kansas City, MO: 2.30

Kansas City, KS: 2.71
Independence: 2.36
Sugar

Creek: 2.50





Bi-State Sustainable Reinvestment Corridor

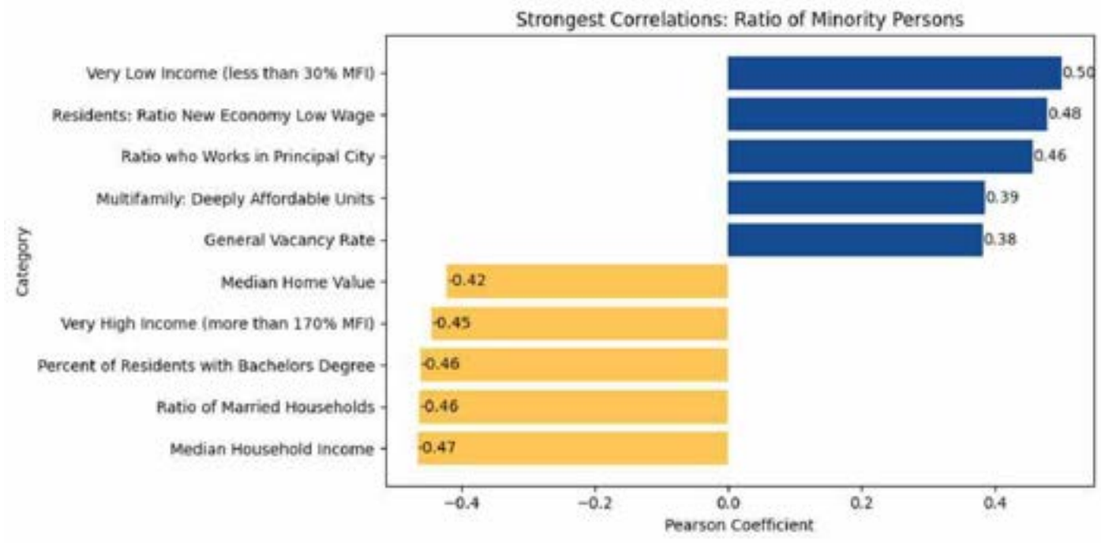
Variable: Ratio of Minority Persons

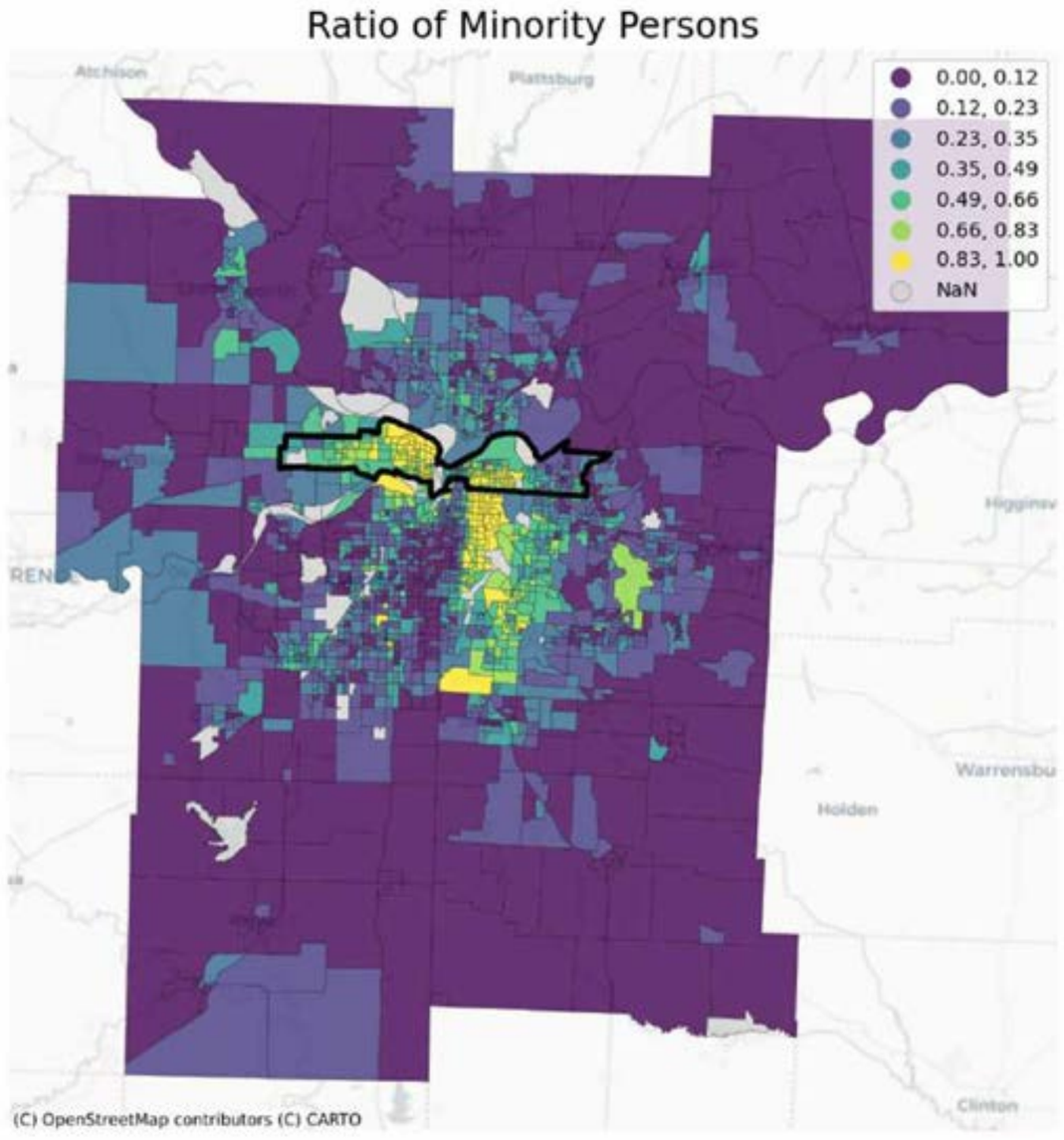
Comparison

Metro: 29%
Corridor: 63.4%

Kansas City, MO: 44.8%

Kansas City, KS: 63.6%
Independence: 27.1%
Sugar Creek: 16%





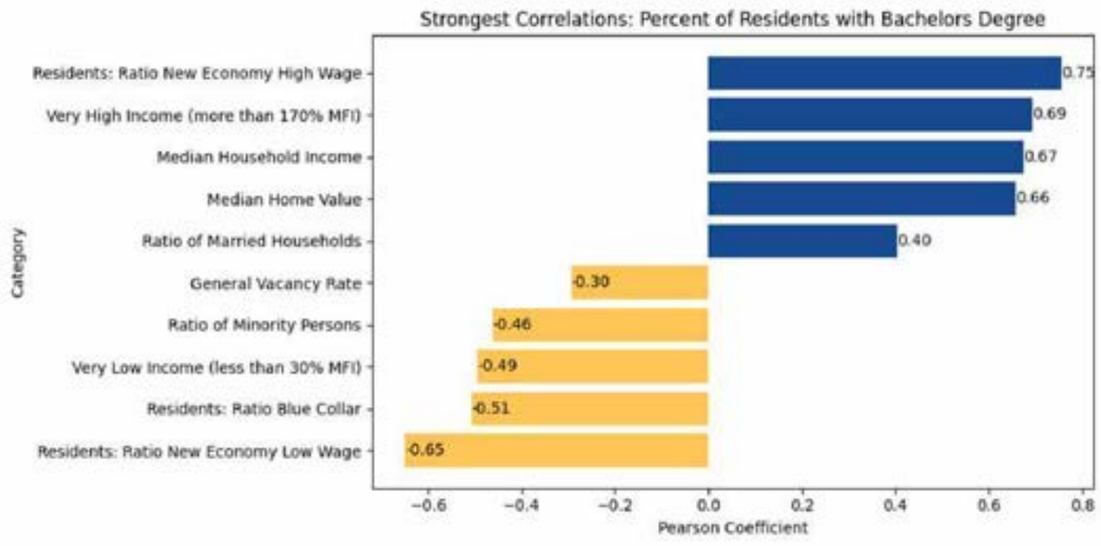
Bi-State Sustainable Reinvestment Corridor

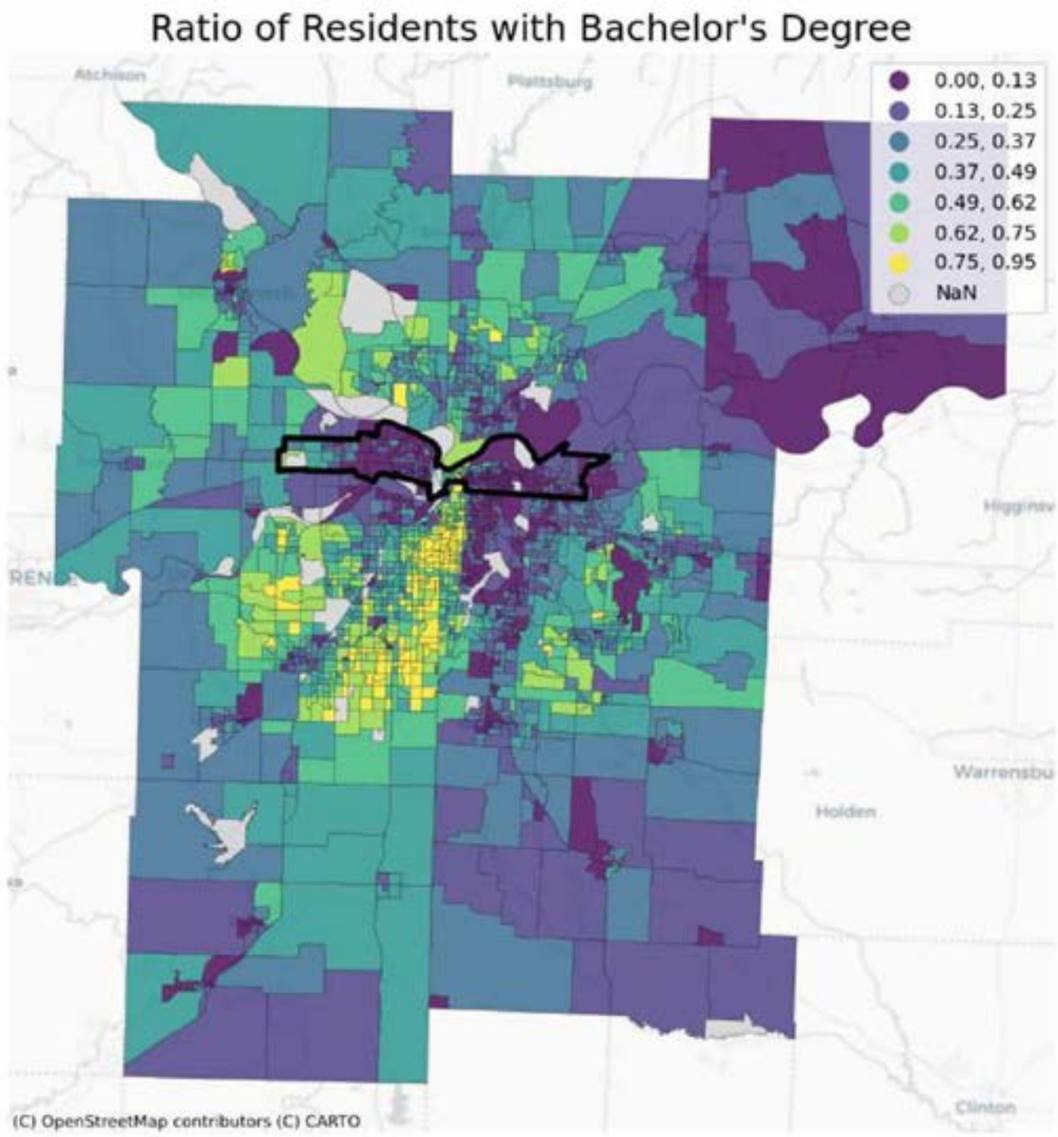
Variable: Ratio of People with a Bachelor's Degree or More

Comparison

Metro: 38.5%
Corridor: 18.9%

Kansas City, KS: 19.7%
Kansas City, MO: 37.1%
Independence: 19.5%
Sugar Creek: 16.2%





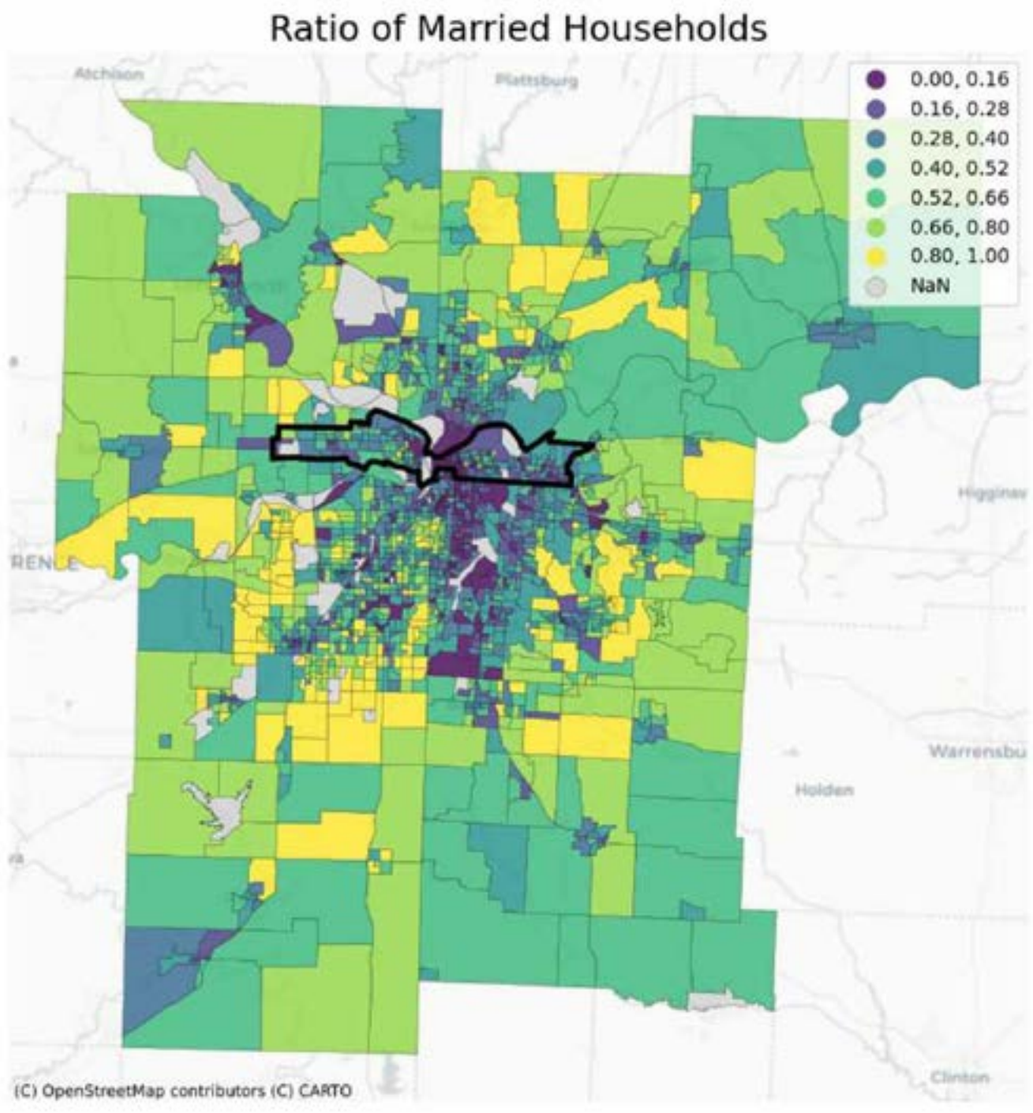
Variable: Ratio of Married Households

Comparison

Metro: 48.1%
Corridor: 32.7%

Kansas City, MO: 35.7%

Kansas City, KS: 40.6%
Independence: 39.6%
Sugar Creek: 40.2%

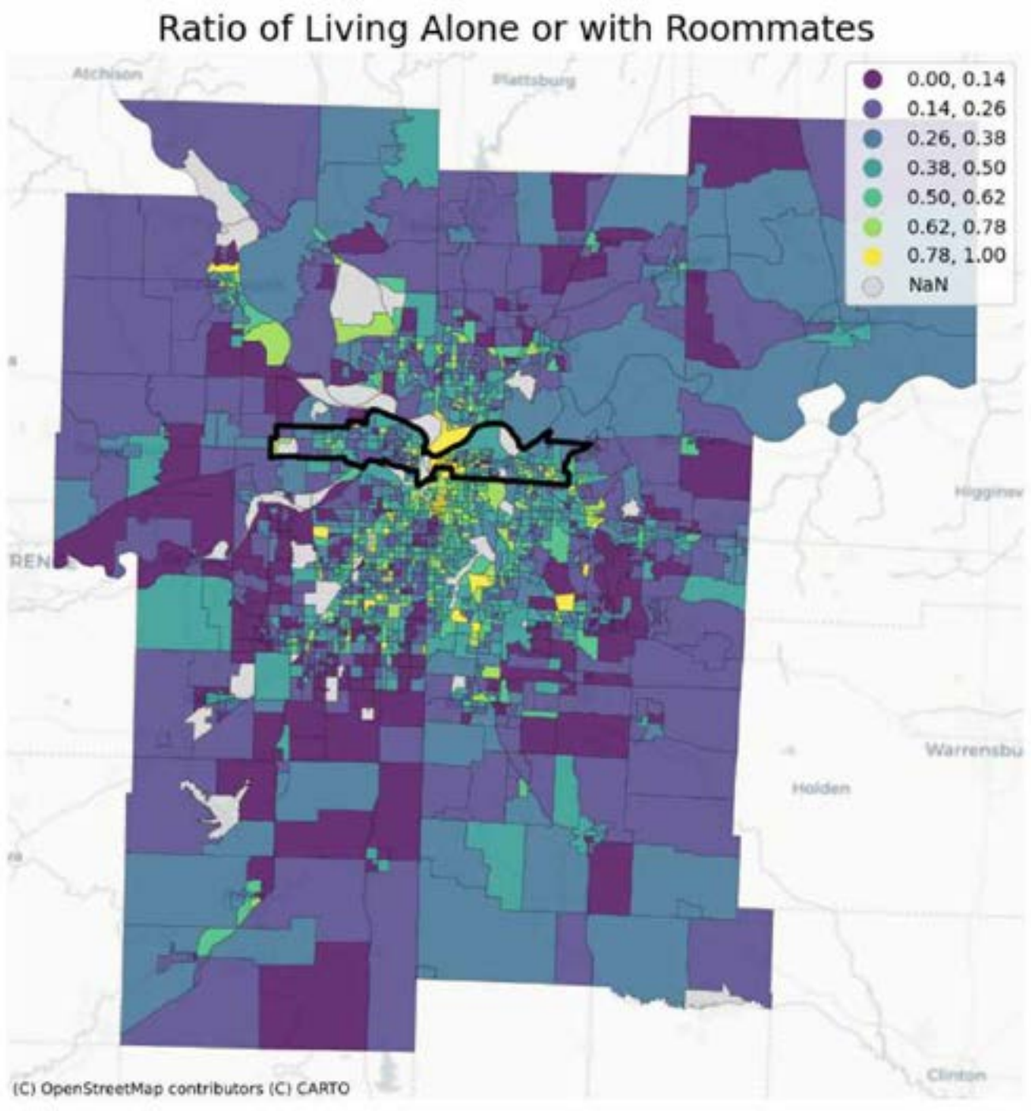


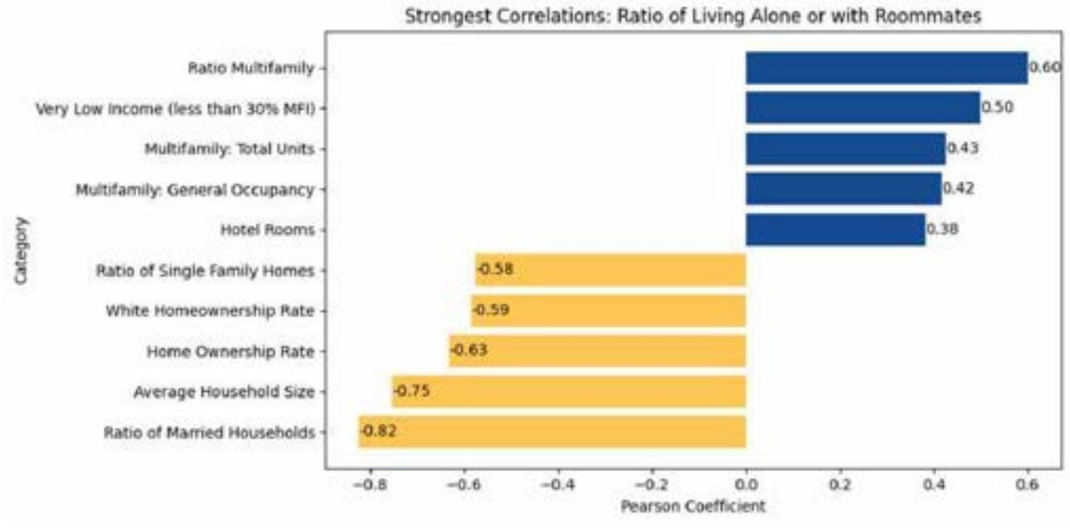
Variable: Ratio Live Alone or with Roommates

Comparison
Live Alone or with Roommates

Metro: 36.3%
Corridor: 46.5%

Kansas City, KS: 37.5%
Kansas City, MO: 46.7%
Independence: 41.4%
Sugar Creek: 42%





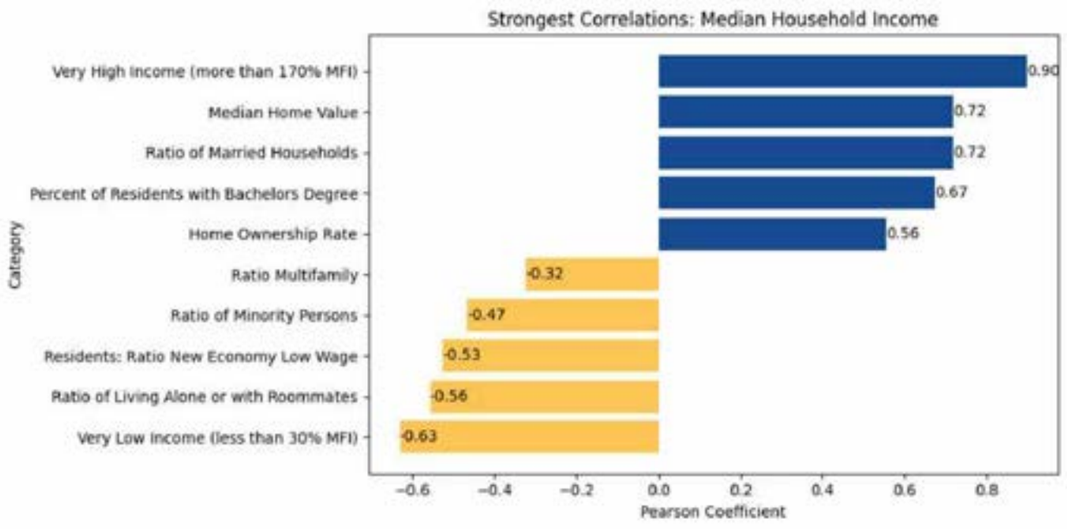
Variable: Median Household Income

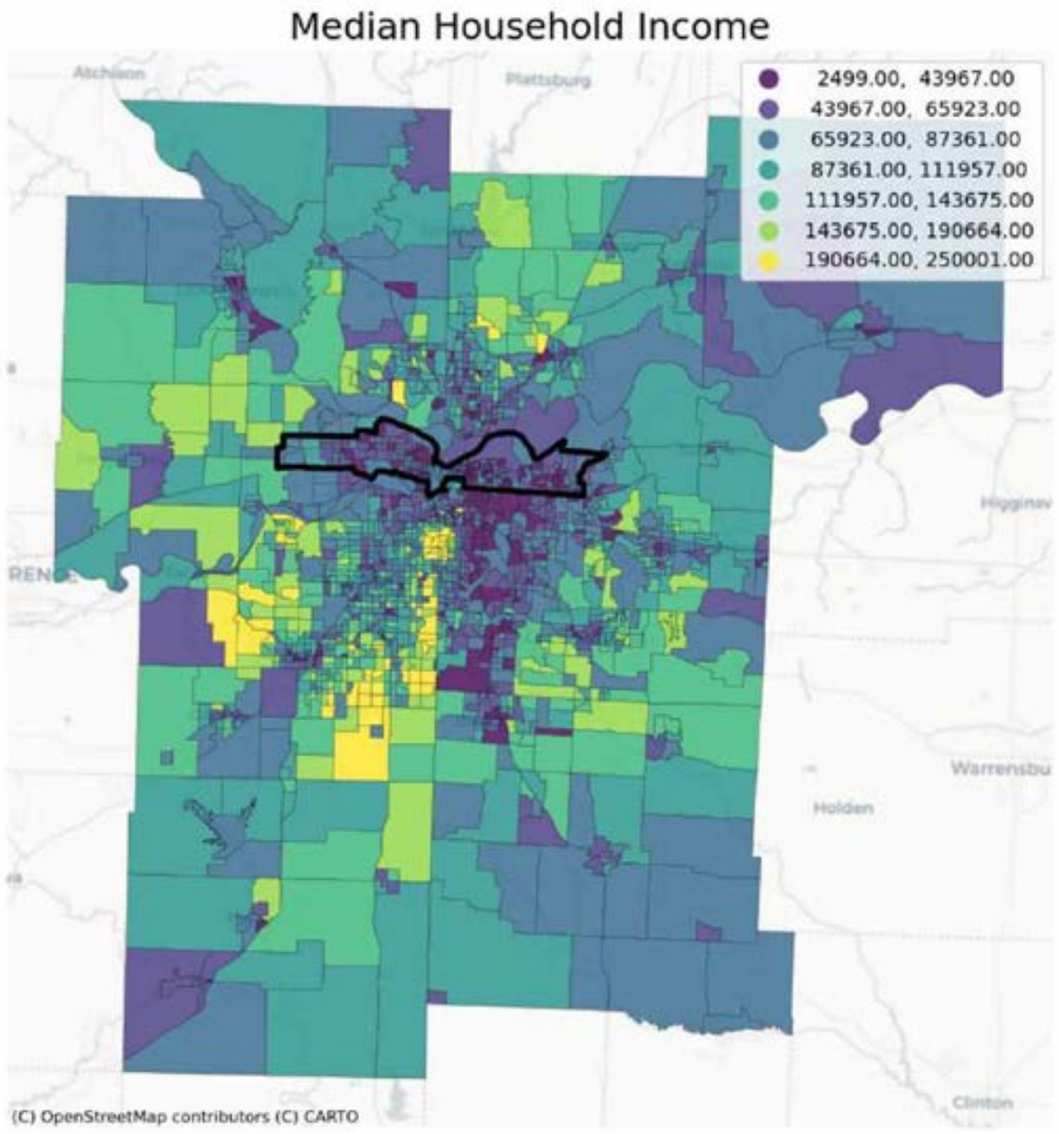
Comparison
Median Household Income

Metro: $78,827
Corridor: $53,571

Kansas City, MO: $65,256

Kansas City, KS: $56,120
Independence: $57,415
Sugar Creek: $55,201





Bi-State Sustainable Reinvestment Corridor

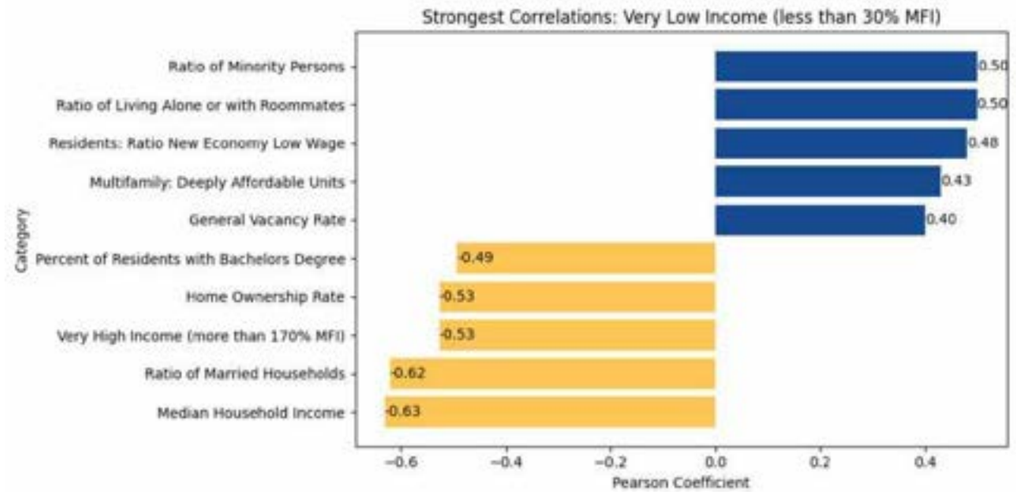
Variable: Proportion Very Low Income (Household Income below 30% of the metro's Median Family Income)

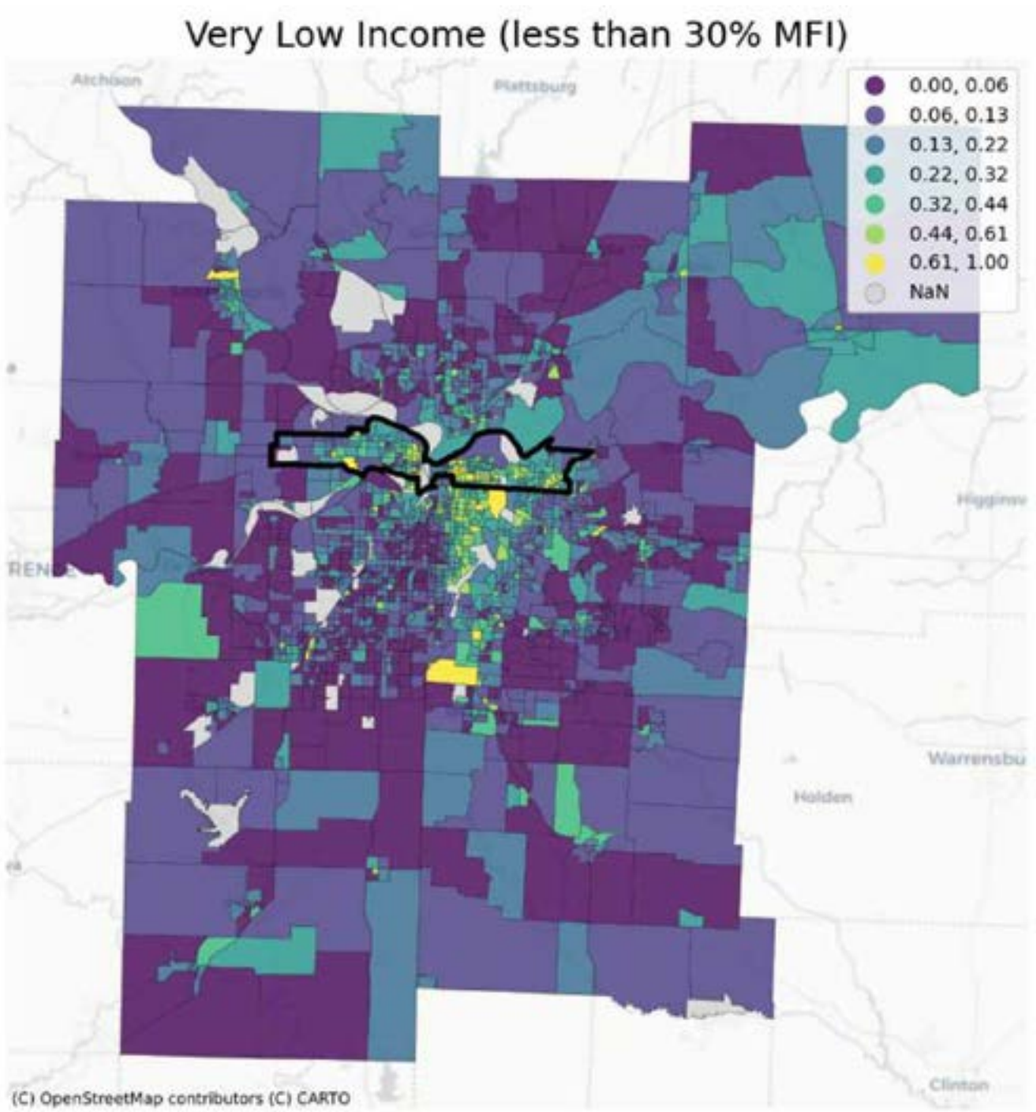
Comparison
Proportion Very Low Income

Metro: 16.3%
Corridor: 30.6%

Kansas City, MO: 22.0%

Kansas City, KS: 25.0%
Independence: 23.1%
Sugar Creek: 23.5%





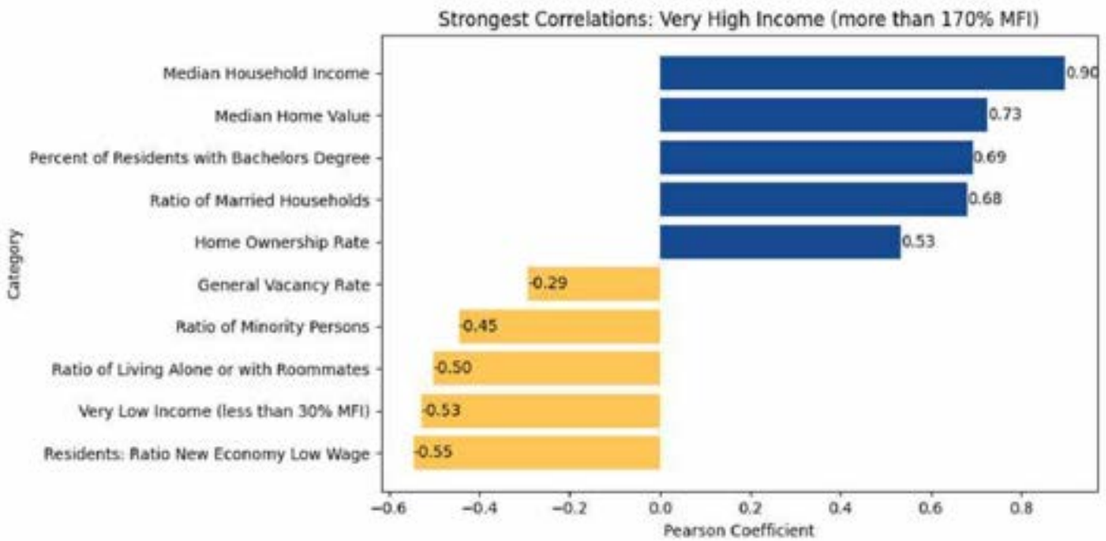
Variable: Proportion Very High Income (Household Income below 170% of the metro's Median Family Income)

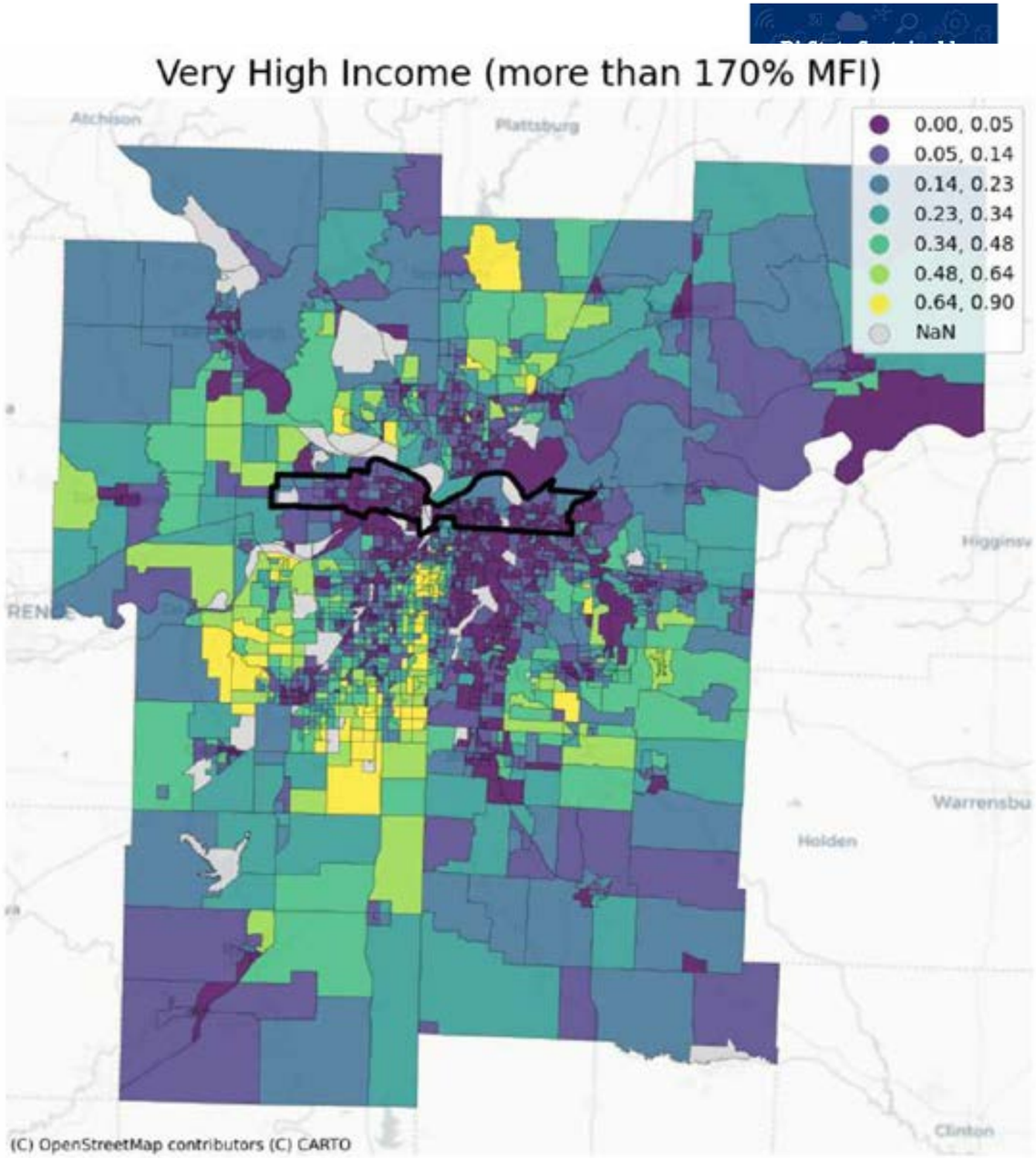
Comparison
Proportion Very High Income

Metro: 20%
Corridor: 6.6%

Kansas City, MO: 8.8%

Kansas City, KS: 8.6%
Independence: 8.8%
Sugar Creek: 9.2%





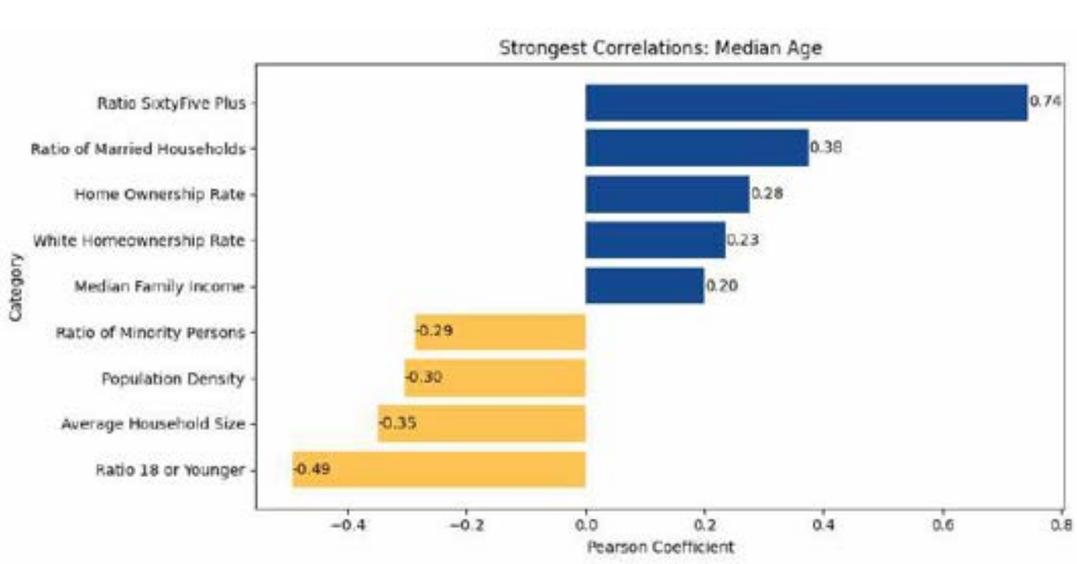
Variable: Ratio with a Long Commute (> 45 minutes)

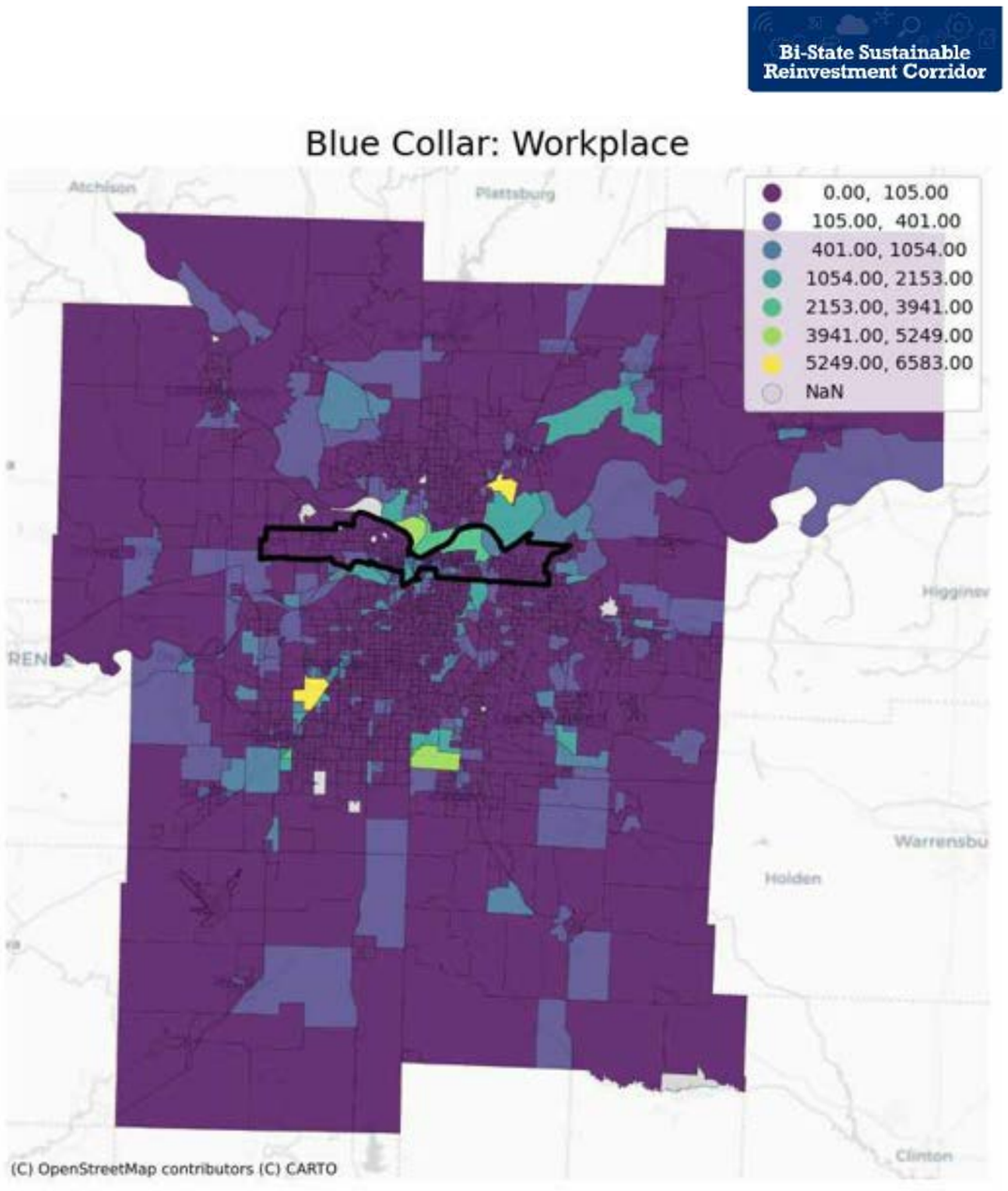
Comparison
Proportion Very High Income

Metro: 3.3%
Corridor: 3.4%

Kansas City, MO: 2.7%

Kansas City, KS: 2.8%
Independence: 2.5%
Sugar Creek: 2.4%





Bi-State Sustainable Reinvestment Corridor

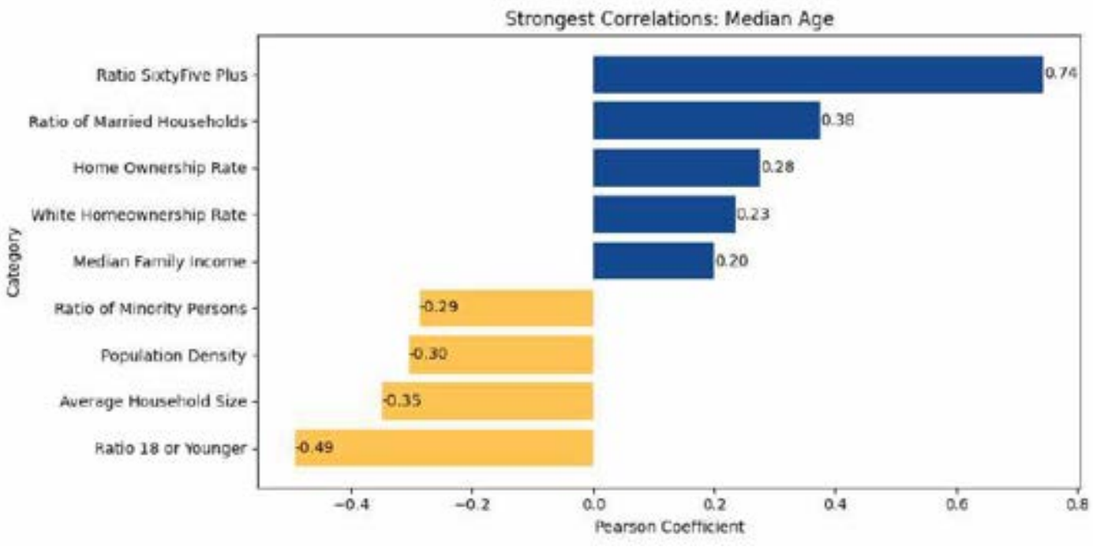
Variable: Ratio with a Short Commute (Less than 30 Minutes)

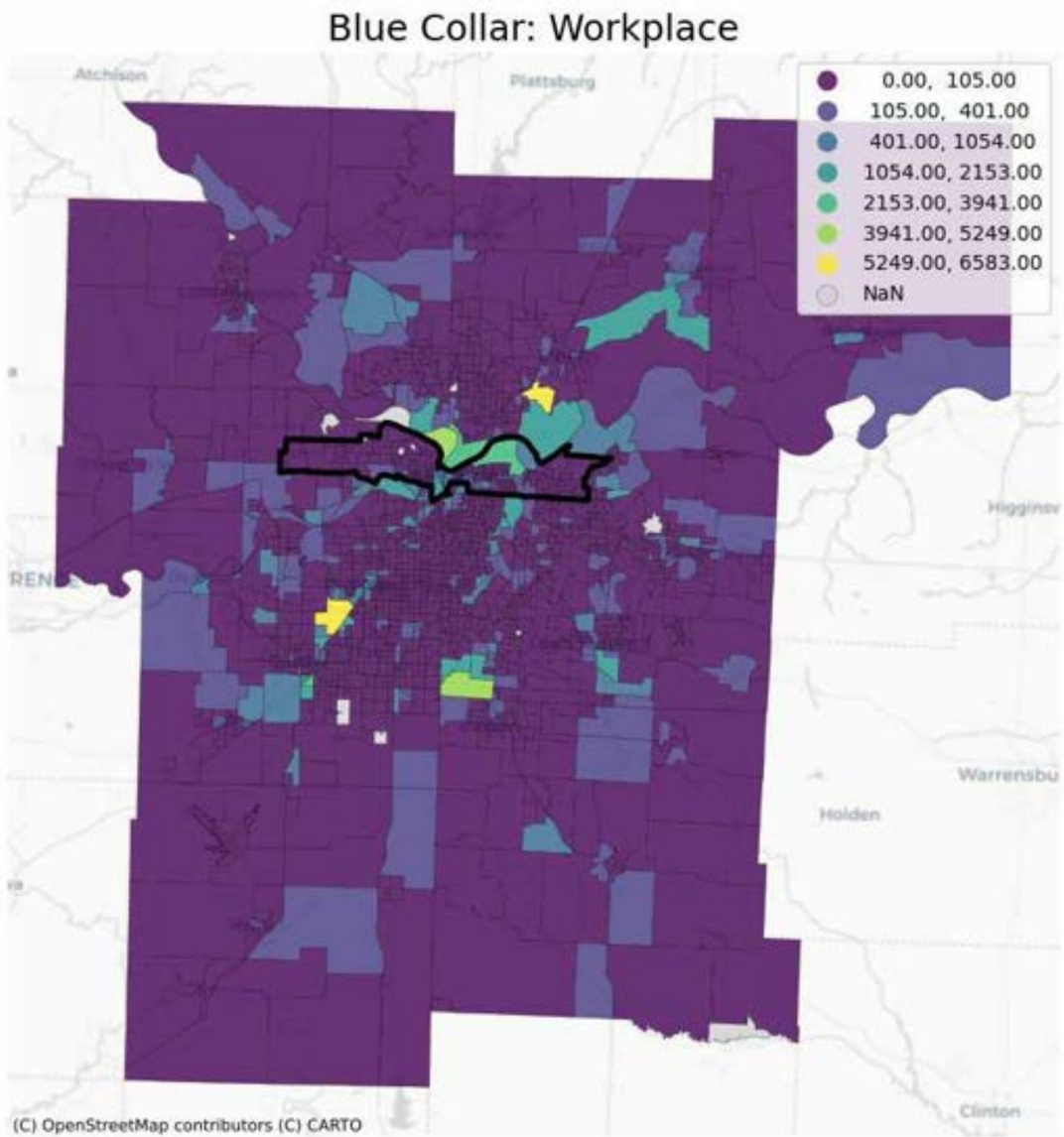
Comparison
Ratio with a Short Commute

Metro: 60%
Corridor: 67%

Kansas City, MO: 64.9%

Kansas City, KS: 69.6%
Independence: 60.1%
Sugar Creek: 53.6%





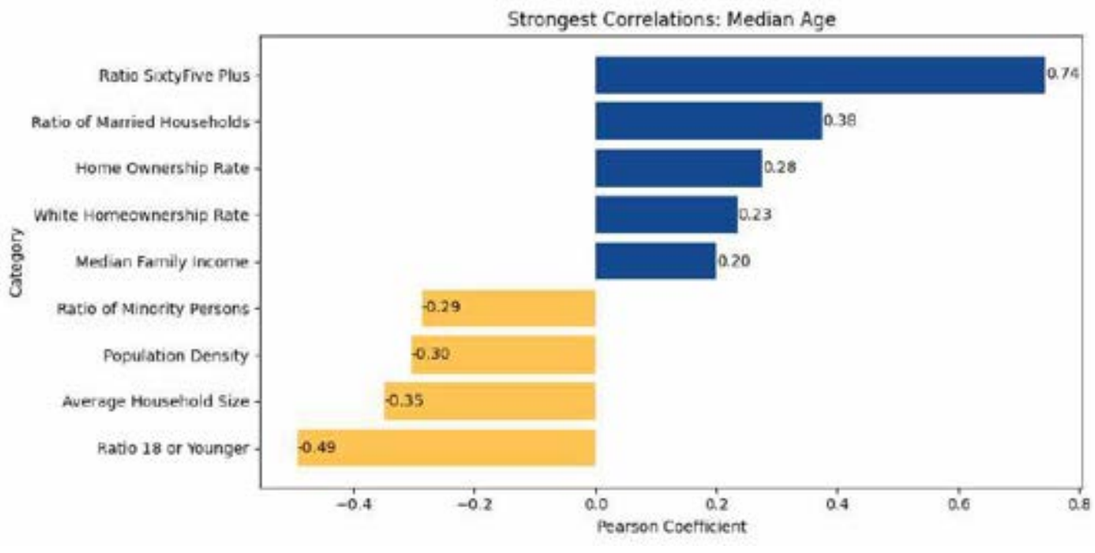
Variable: Ratio Public Transit Commuters

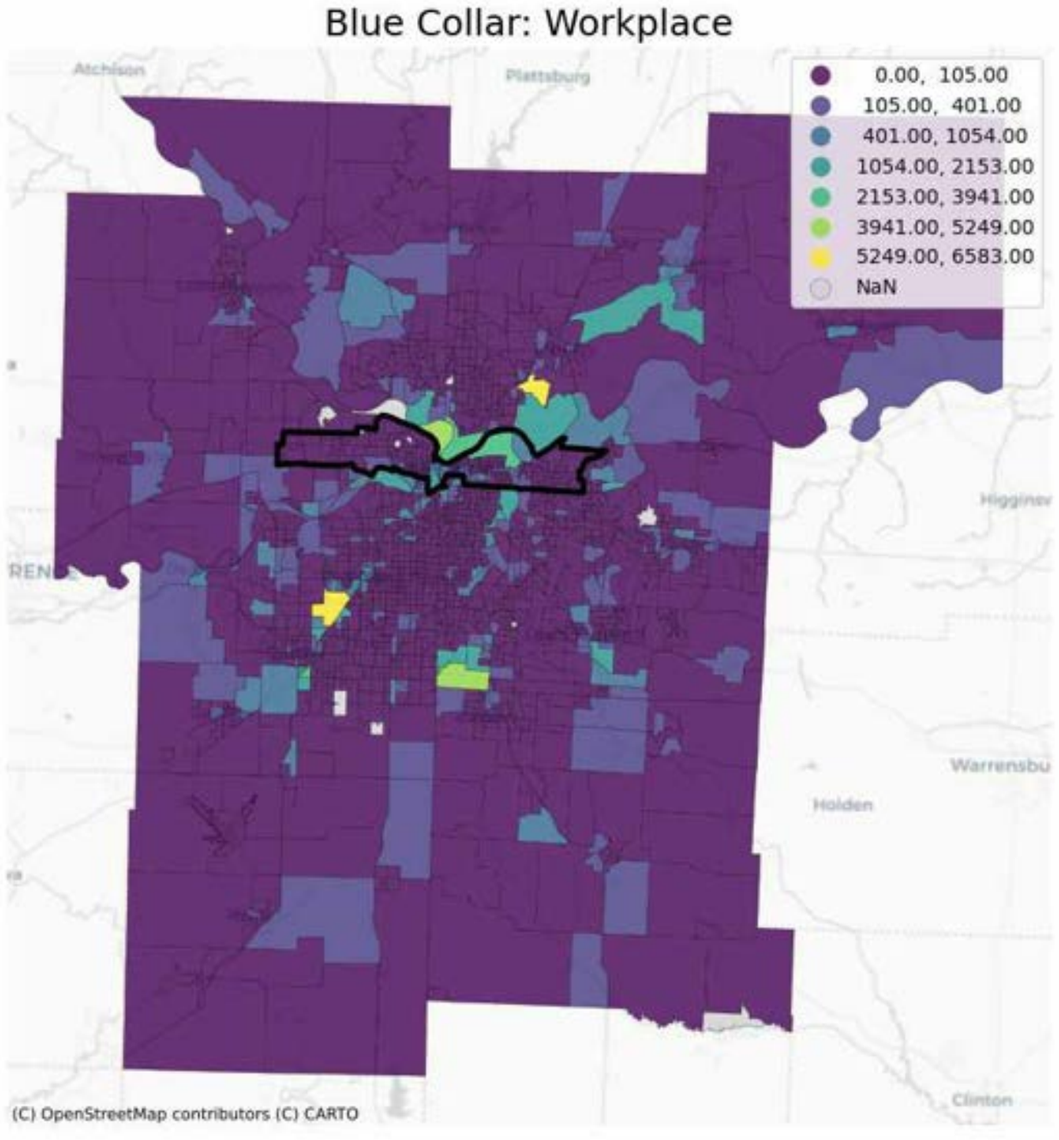
Comparison
Ratio Public Transit Commuters

Metro: 0.7%
Corridor: 2.3%

Kansas City, MO: 0.3%

Kansas City, KS: 0.9%
Independence: 0.3%
Sugar Creek: 0%





Bi-State Sustainable Reinvestment Corridor

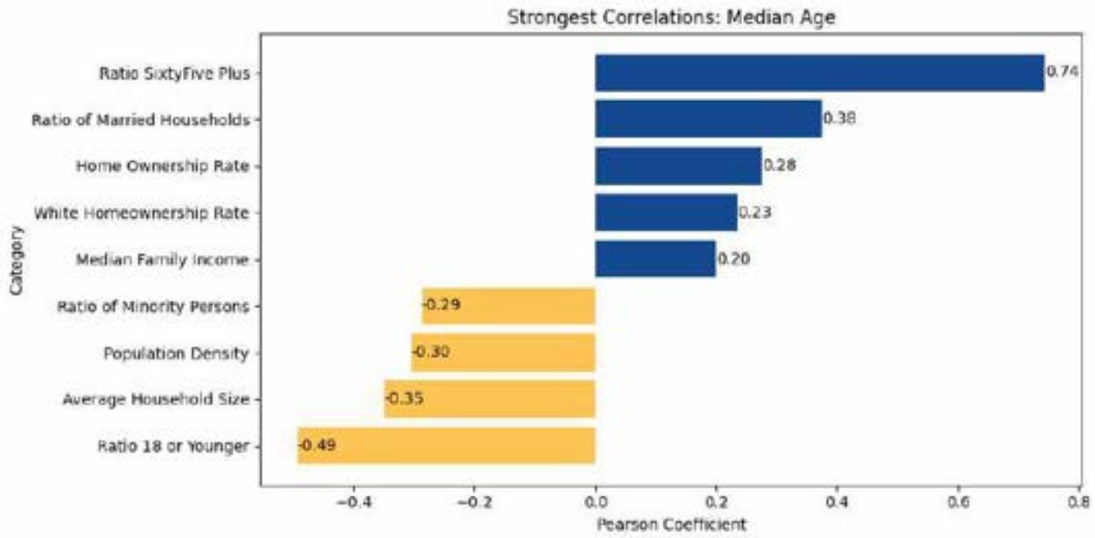
Variable: Ratio who walk or bike commute

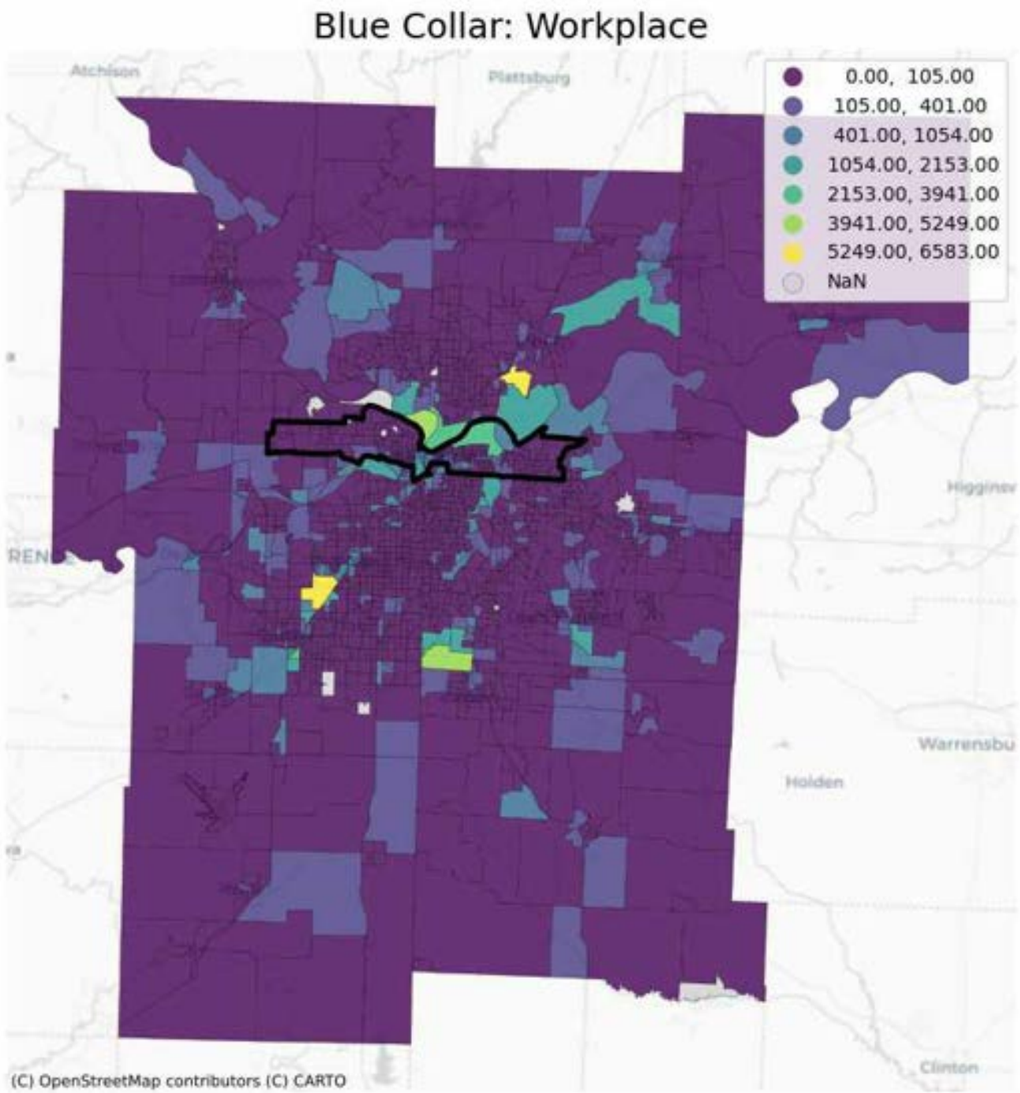
Comparison
Ratio who walk or bike

Metro: 1.2%
Corridor: 1.9%

Kansas City, MO: 1.7%

Kansas City, KS: 1.3%
Independence: 0.6%
Sugar Creek: 3.5%





Bi-State Sustainable Reinvestment Corridor

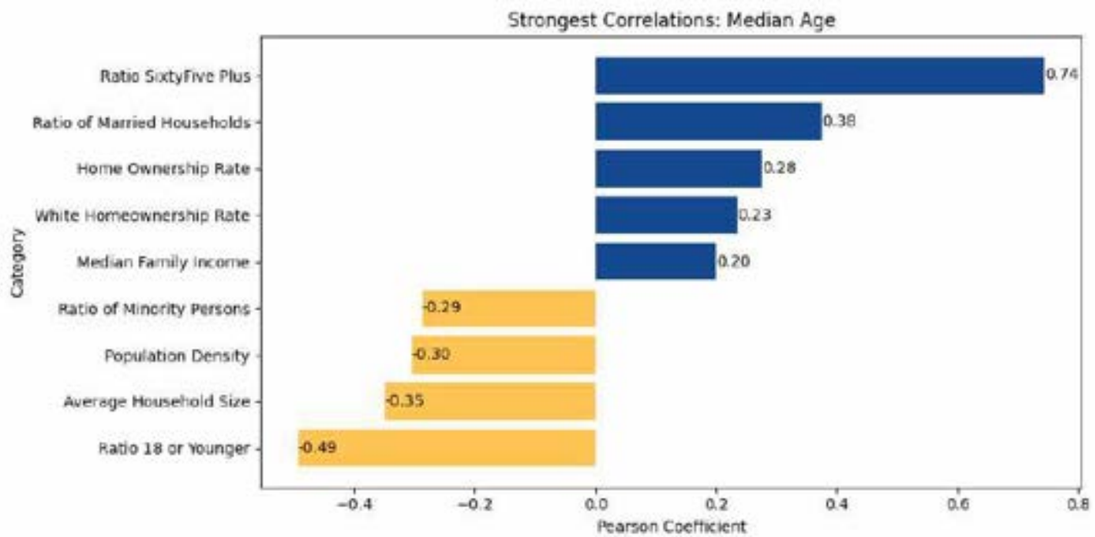
Variable: Works in Kansas City, MO

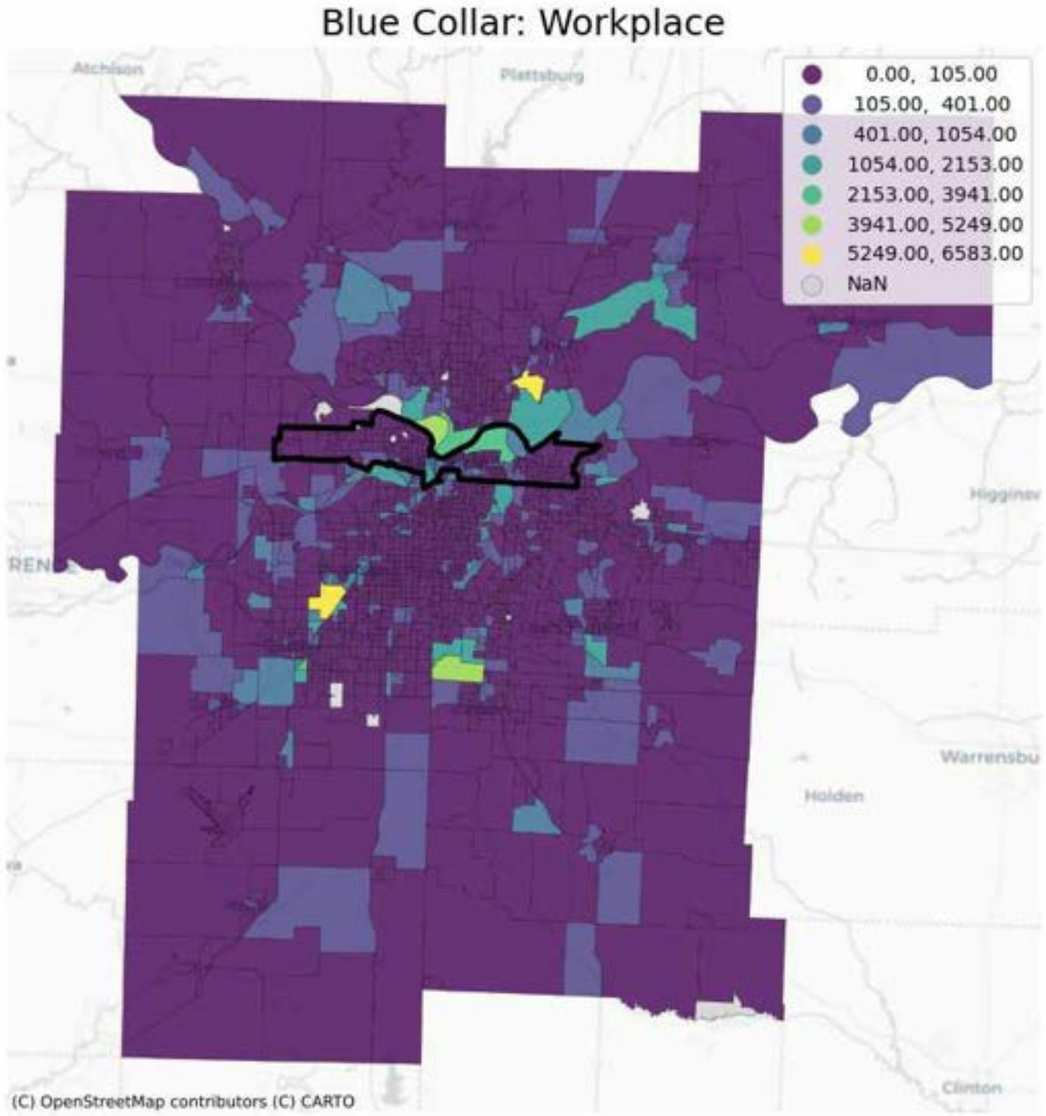
Comparison
Work in the 'Primary City'

Metro: 52.5%
Corridor: 69.8%

Kansas City, MO: 74.5%

Kansas City, KS: 75%
Independence: 40.3%
Sugar Creek: 60.2%





Bi-State Sustainable Reinvestment Corridor

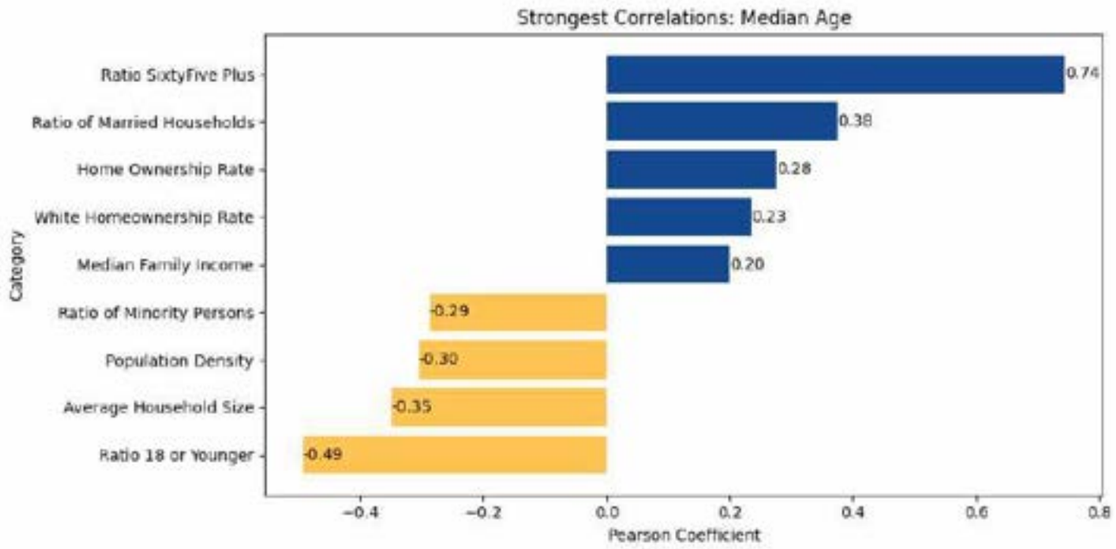
Variable: Live and Work in Kansas City KS/MO

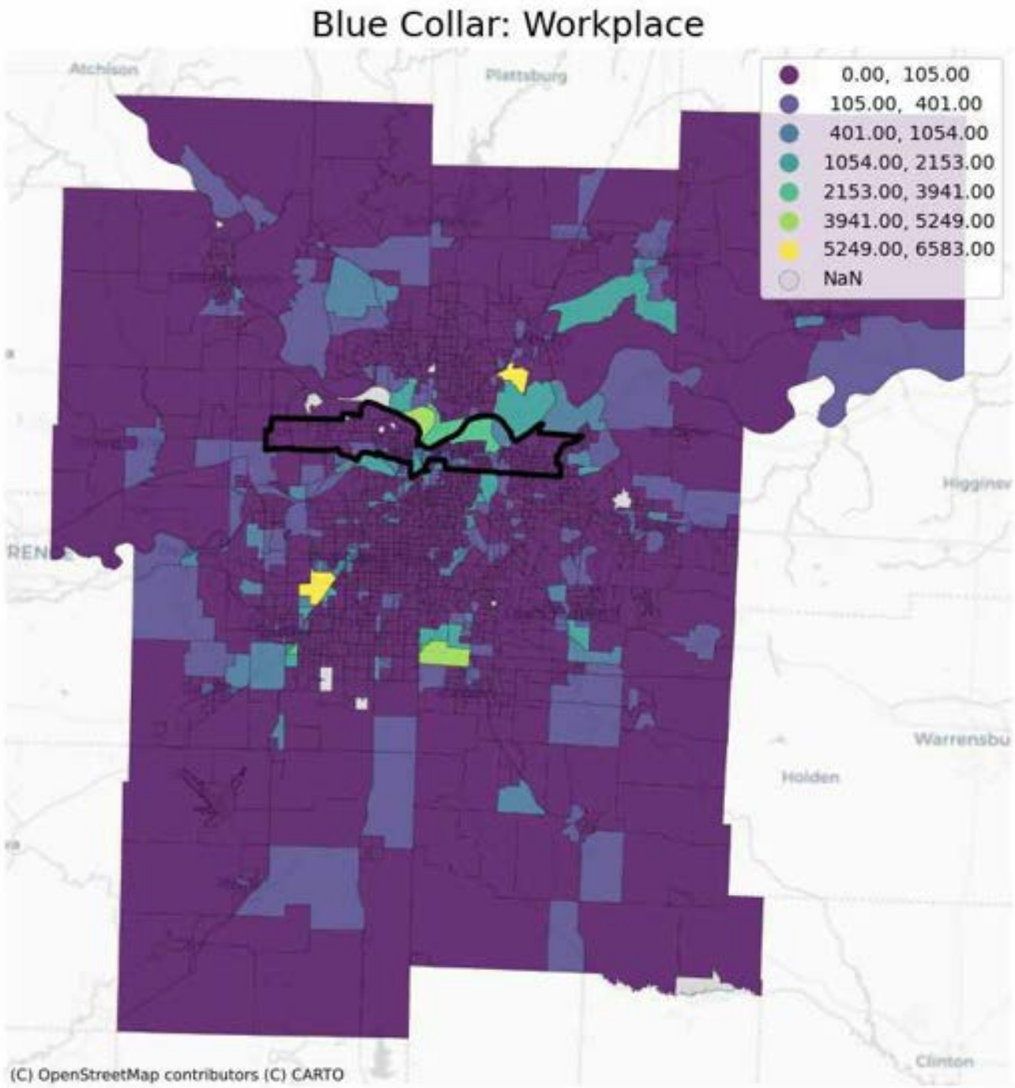
Comparison
Ratio who walk or bike

Metro: 52.5%
Corridor: 64.2%

Kansas City, MO: 74.5%

Kansas City, KS: 75%
Independence: 40.3%
Sugar Creek: 60.2%





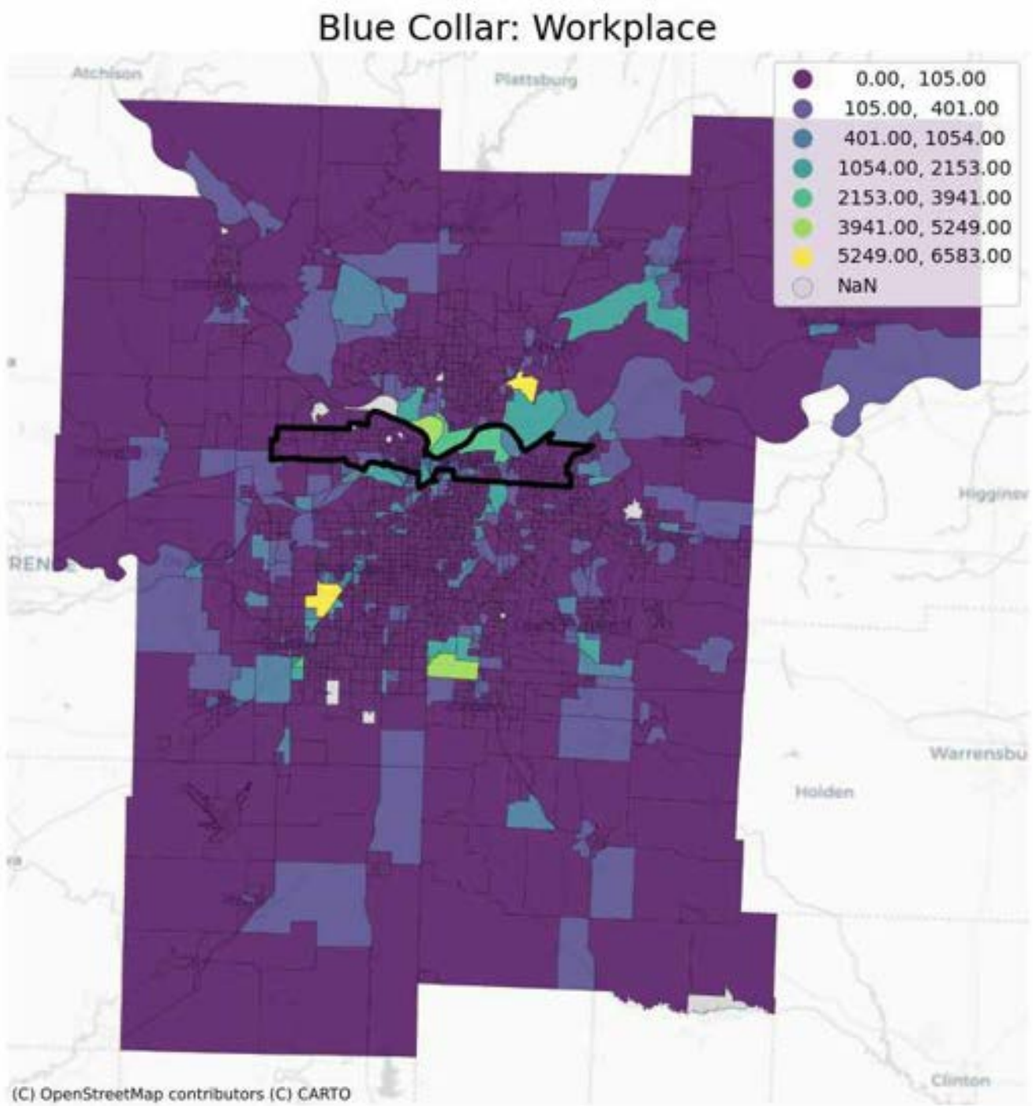
Bi-State Sustainable Reinvestment Corridor

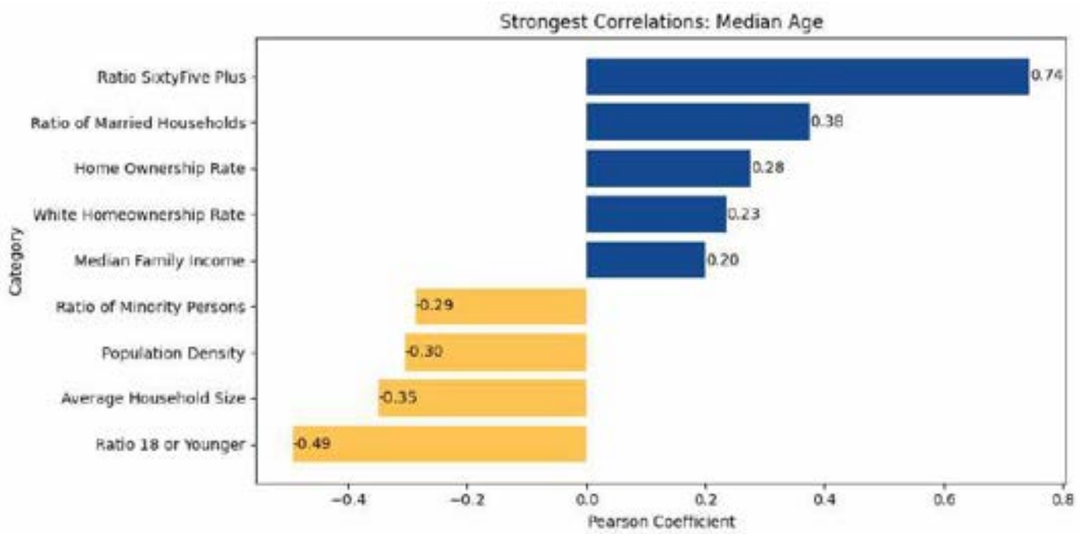
Variable: Live in Kansas City MO/KS, but Work Outside

Comparison
Live In, Work Out

Metro: 10.2%
Corridor: 17.3%

Kansas City, MO: 24.0%
Kansas City, KS: 23.3%
Independence: --
Sugar Creek: --



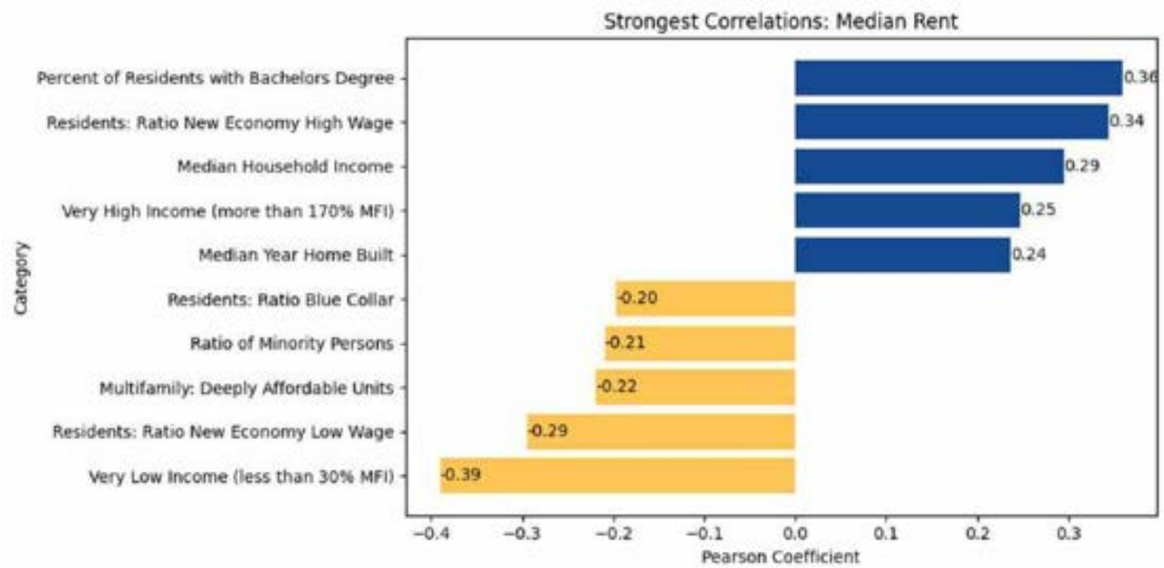


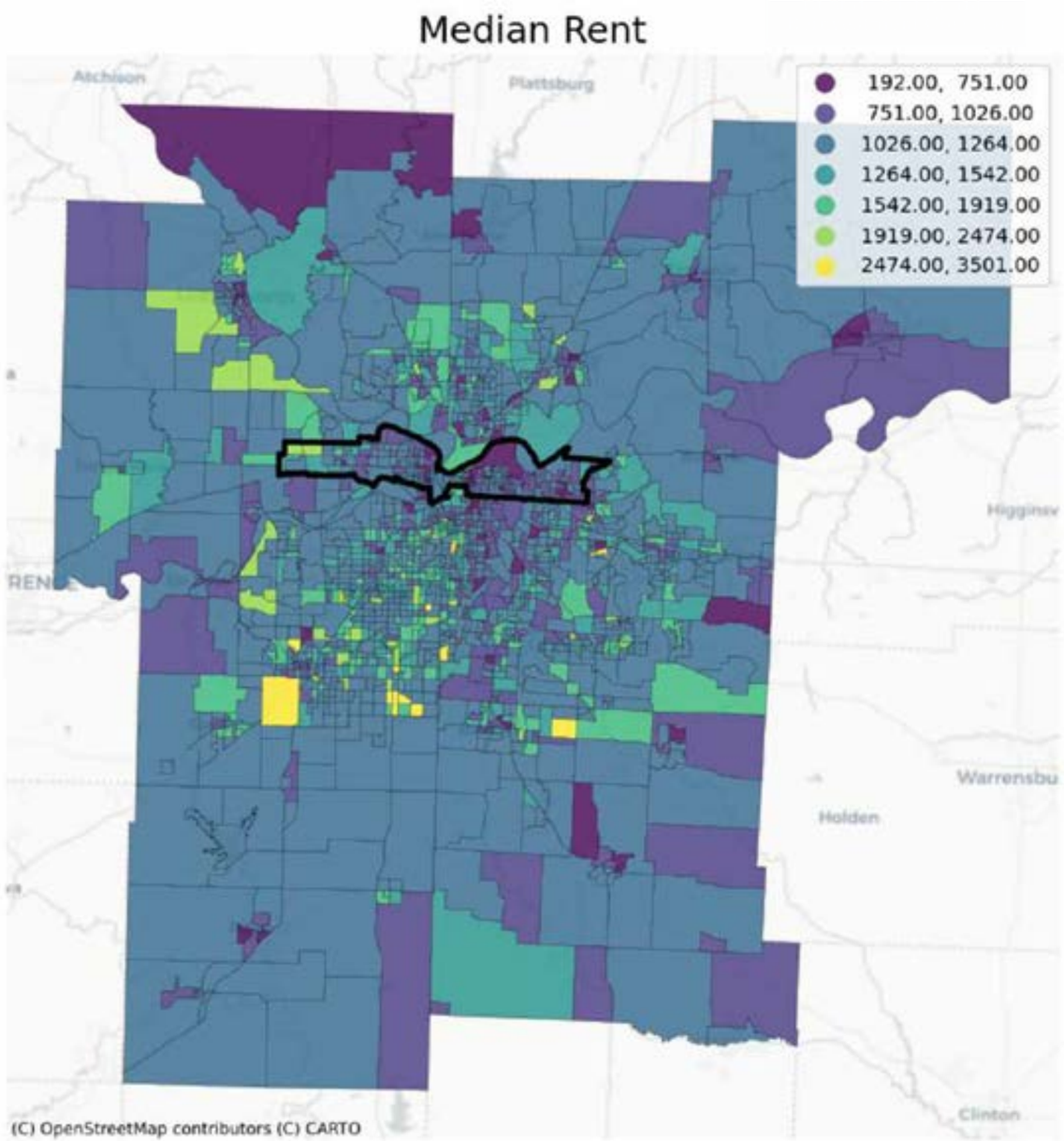
Variable: Median Rent

Comparison
Median Rent

Metro: $1,148
Corridor: $1,090

Kansas City, MO: $1,131
Kansas City, KS: $1,044
Independence: $1,020
Sugar Creek: $922





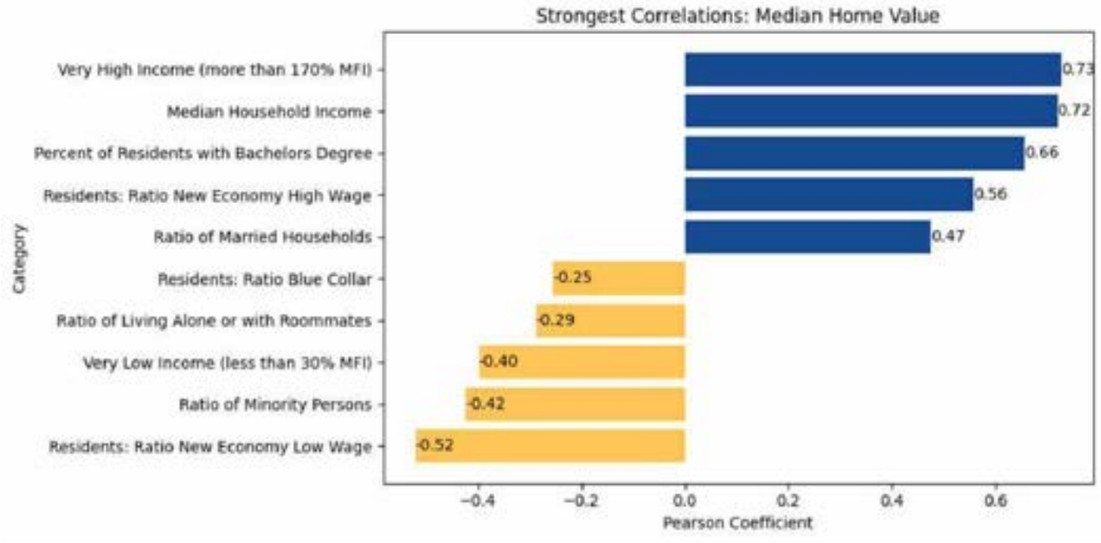
Variable: Median Home Value

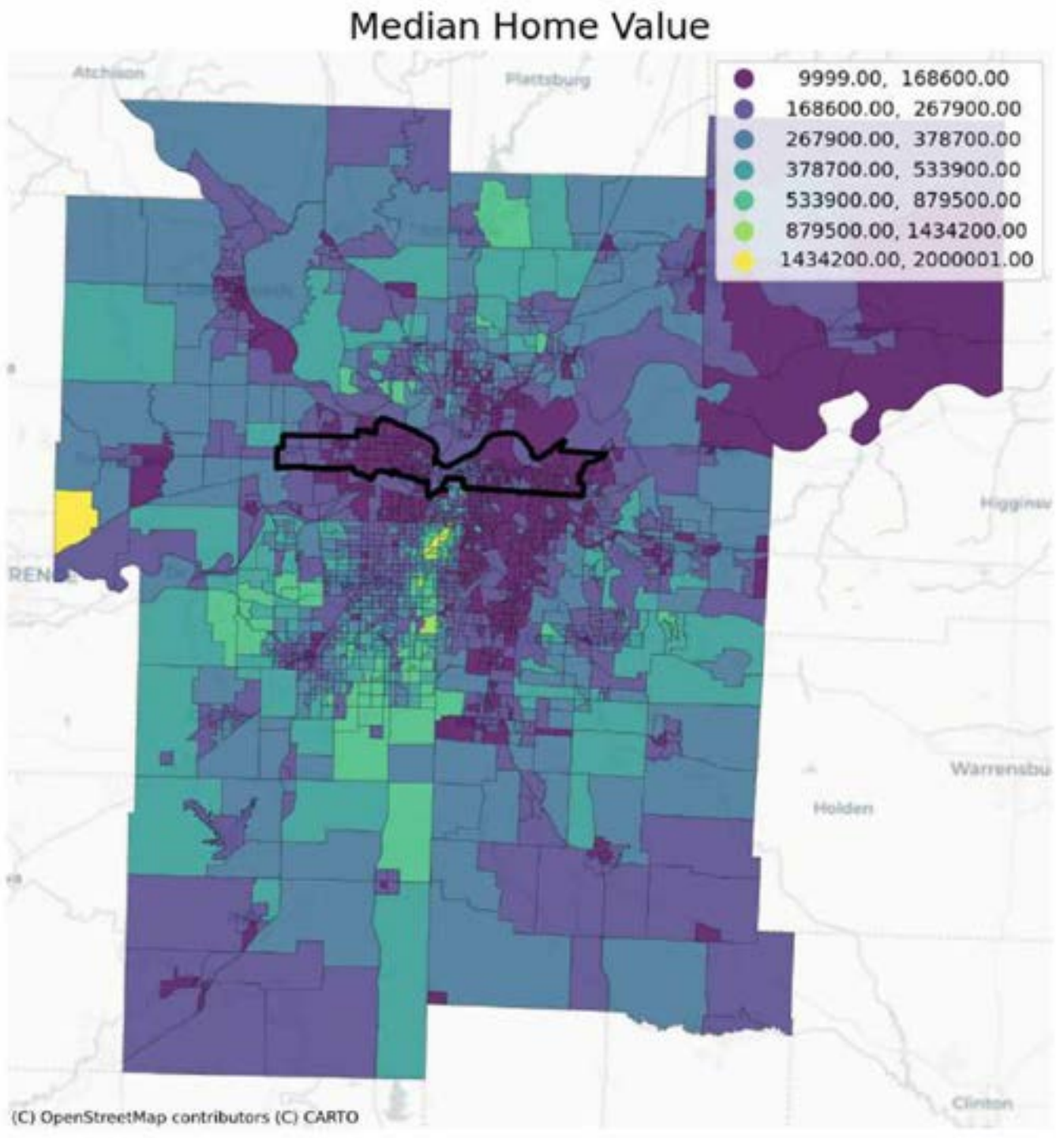
Comparison
Median Home Value

Metro: $246,000
Corridor: $144,355

Kansas City, MO: $208,900

Kansas City, KS: $133,800
Independence: $150,800
Sugar Creek: $87,600





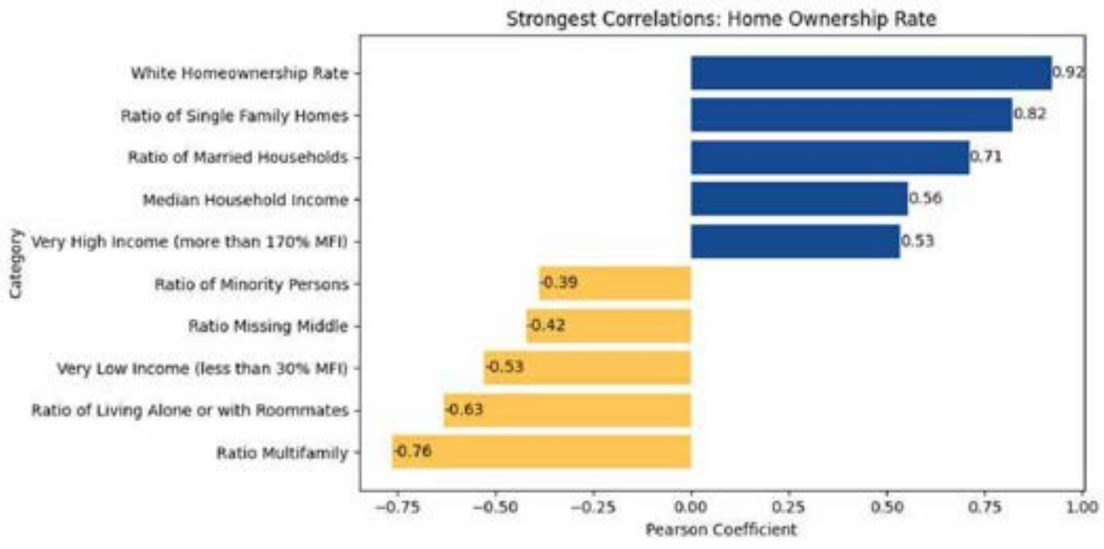
Variable: Home Ownership Rate

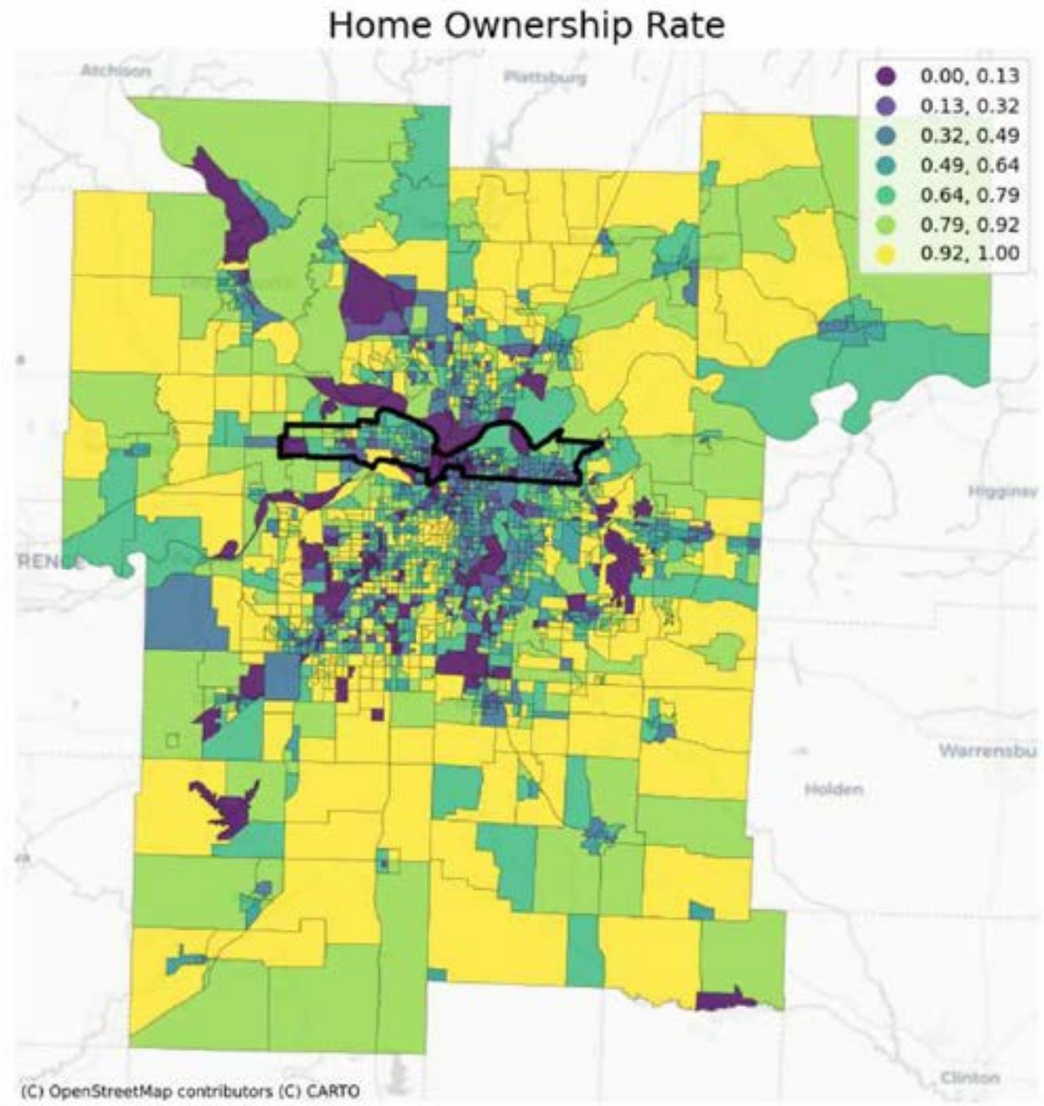
Comparison
Home Ownership Rate

Metro: 65.4%
Corridor: 48%

Kansas City, MO: 54.4%

Kansas City, KS: 59.5%
Independence: 60.5%
Sugar Creek: 66%





Bi-State Sustainable Reinvestment Corridor

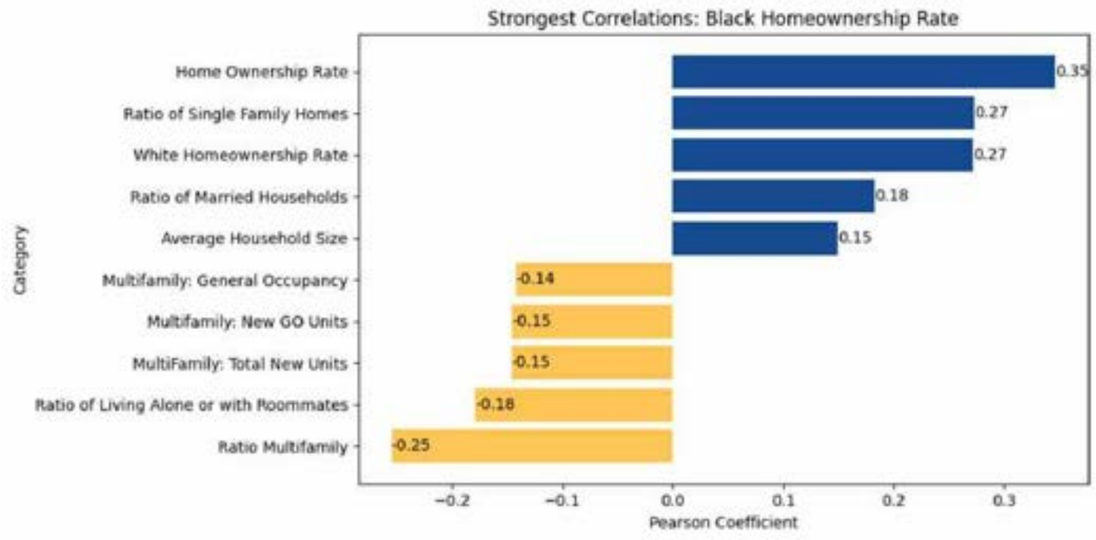
Variable: Black Home Ownership Rate

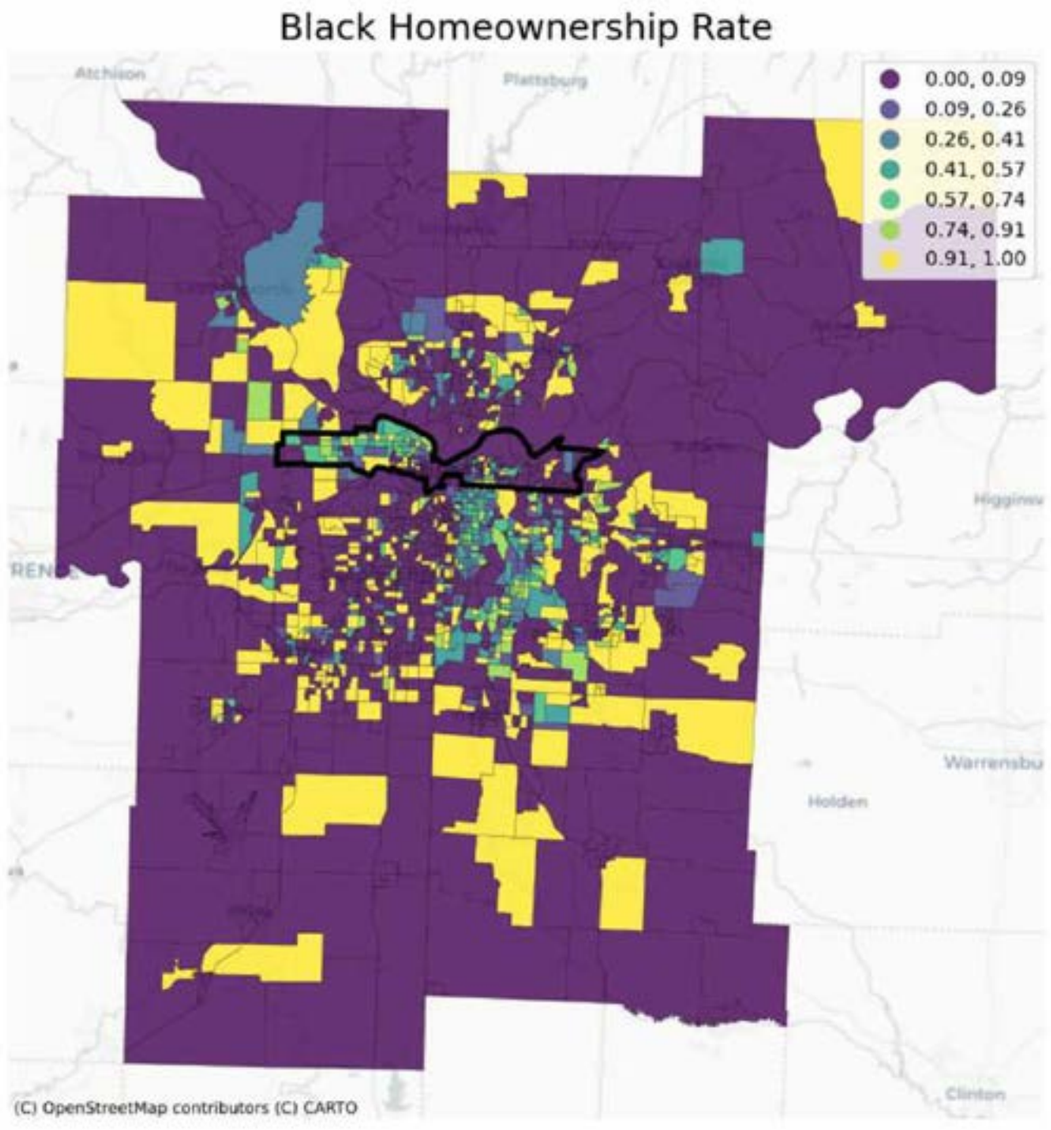
Comparison
Black Person Home Ownership Rate

Metro: 37.9%
Corridor: 34.7%

Kansas City, MO: 37.9%

Kansas City, KS: 44.3%
Independence: 27.3%
Sugar Creek: 42.9%





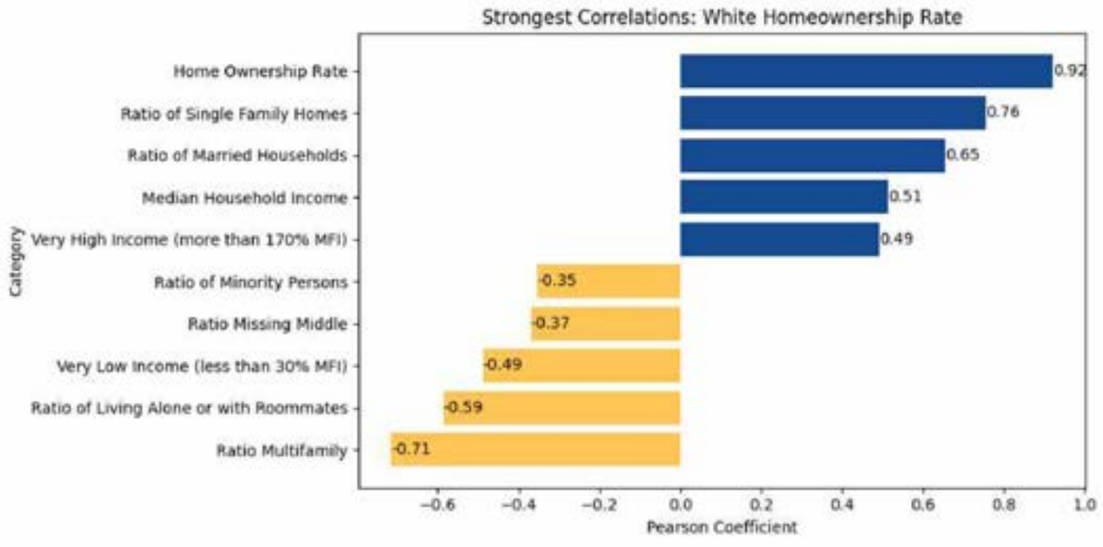
Variable: White Home Ownership Rate

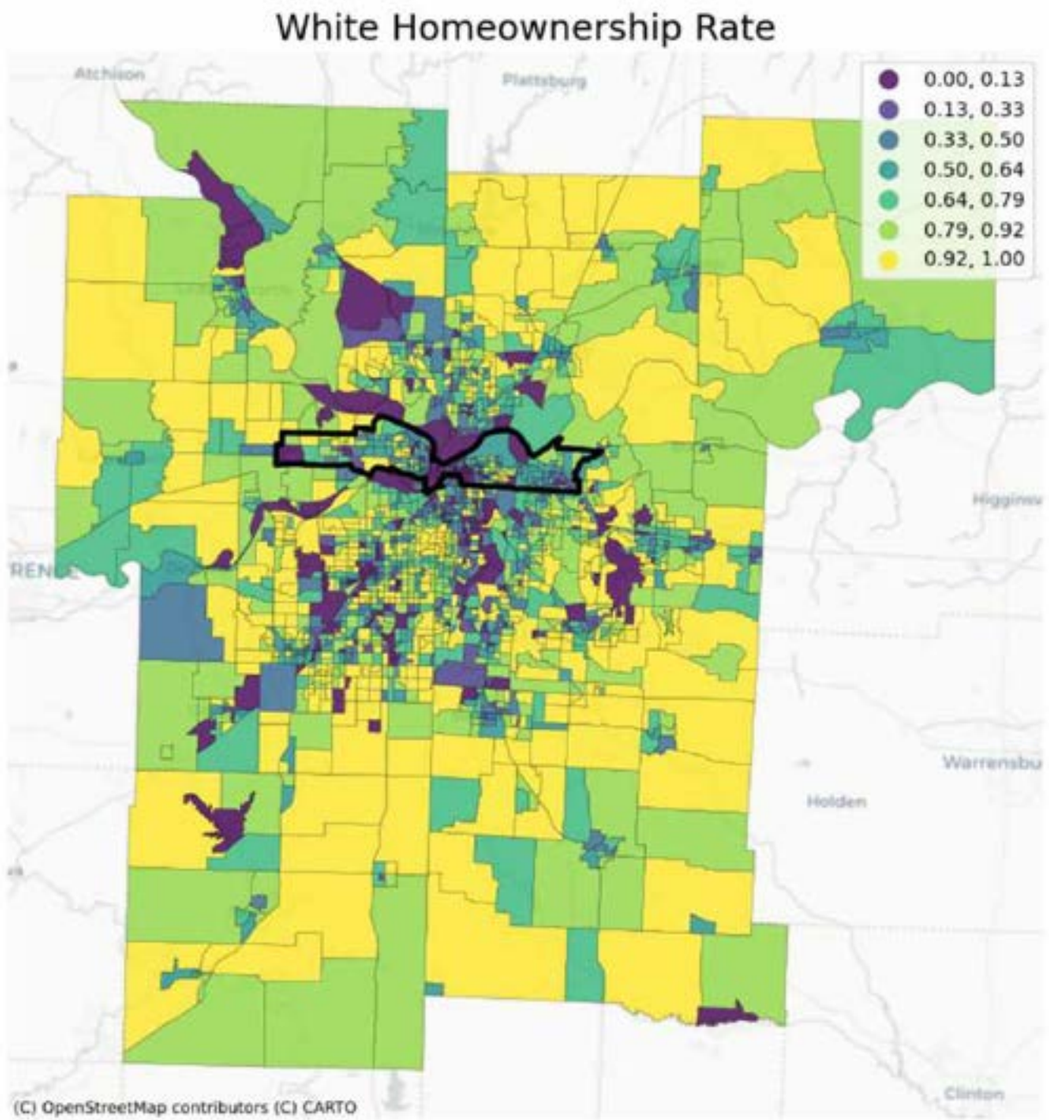
Comparison
Black Person Home Ownership Rate

Metro: 70.6%
Corridor: 51.6%

Kansas City, MO: 61.1%

Kansas City, KS: 67.6%
Independence: 64.5%
Sugar Creek: 67.4%





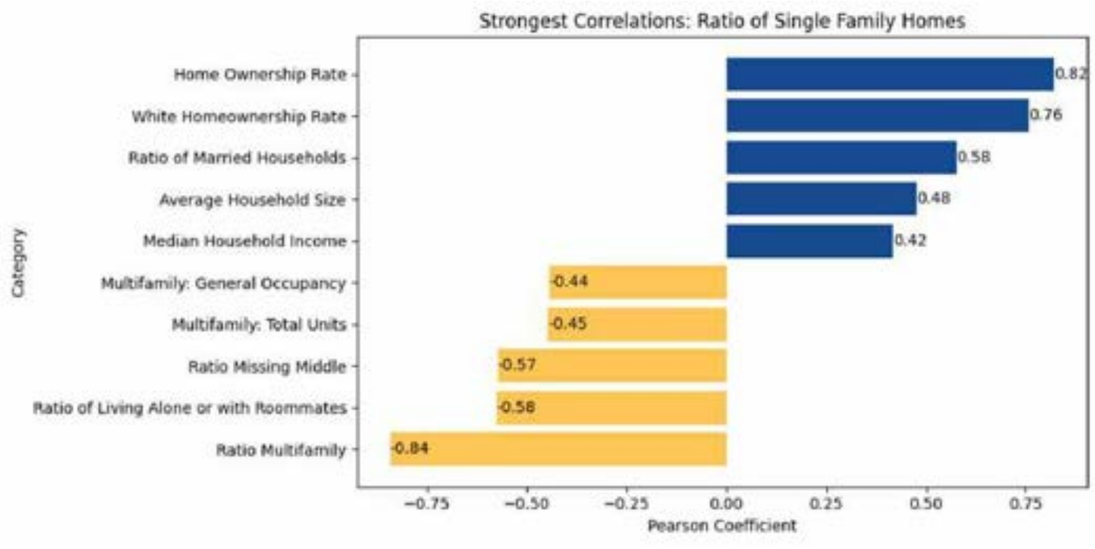
Variable: Ratio Single Family Homes

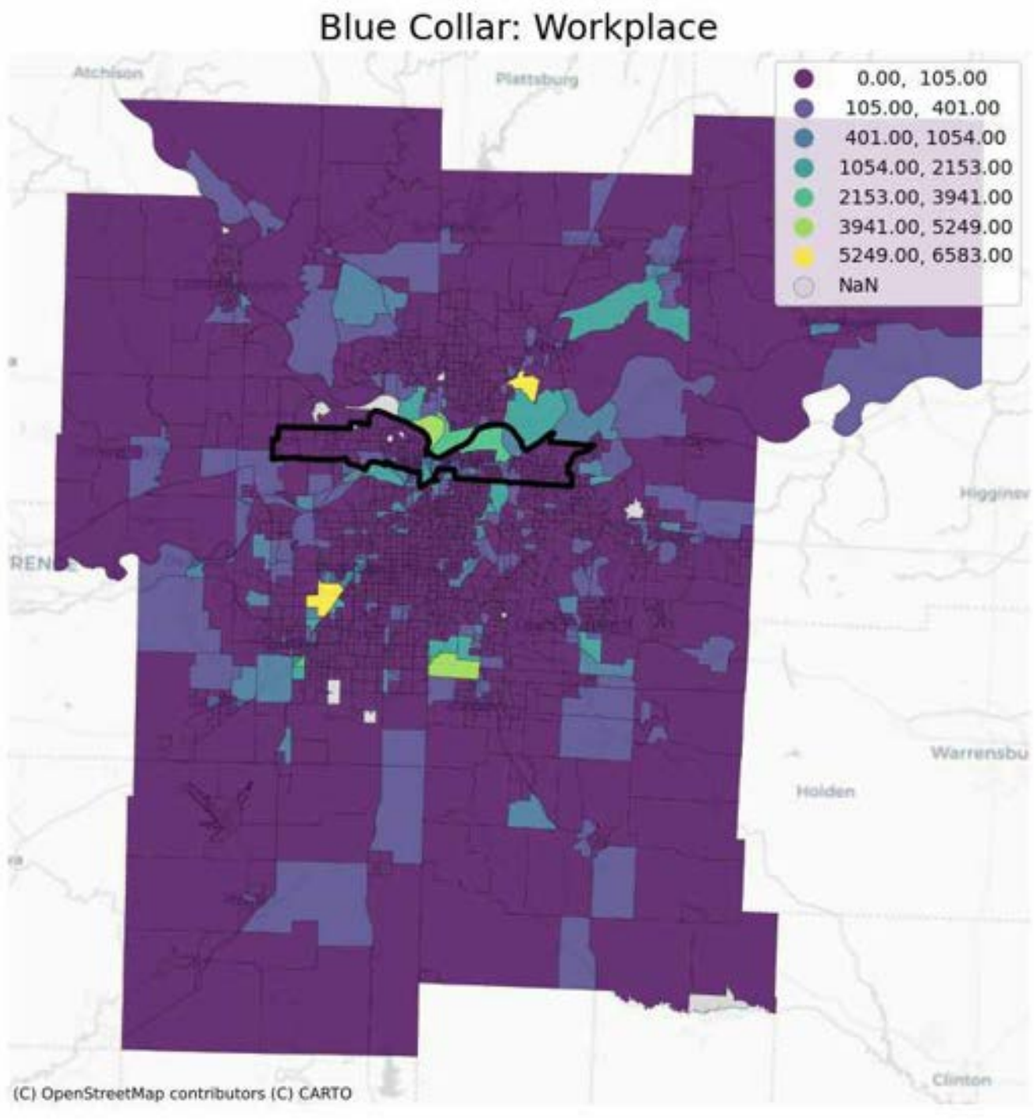
Comparison
Ratio Single Family Homes

Metro: 69.3%
Corridor: 60.3%

Kansas City, MO: 60.8%

Kansas City, KS: 69.1%
Independence: 71.9%
Sugar Creek: 84.4%





Bi-State Sustainable Reinvestment Corridor

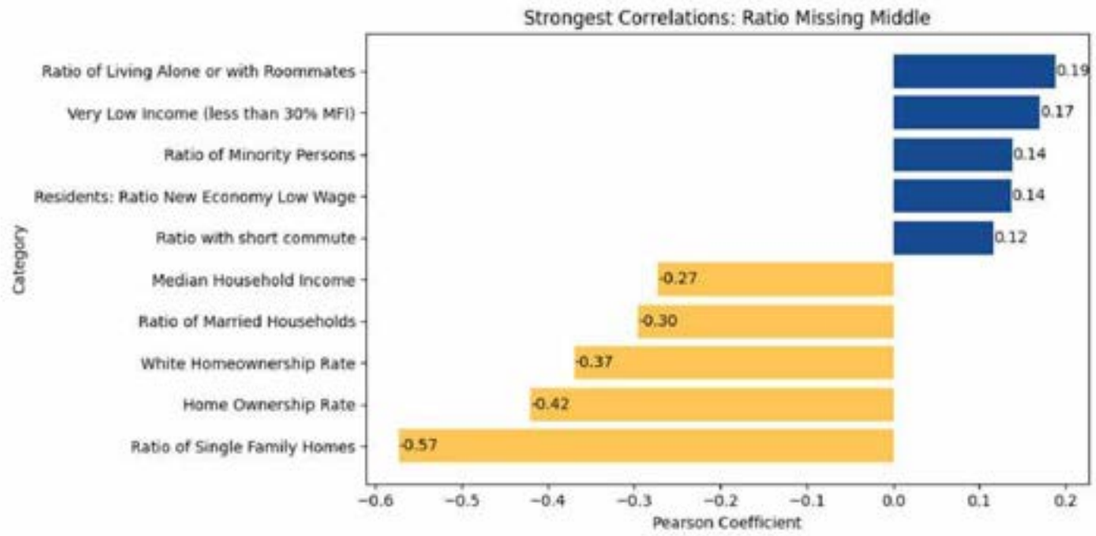
Variable: Ratio Missing Middle (Townhomes, Duplexes, Triplexes and Quadruplexes)

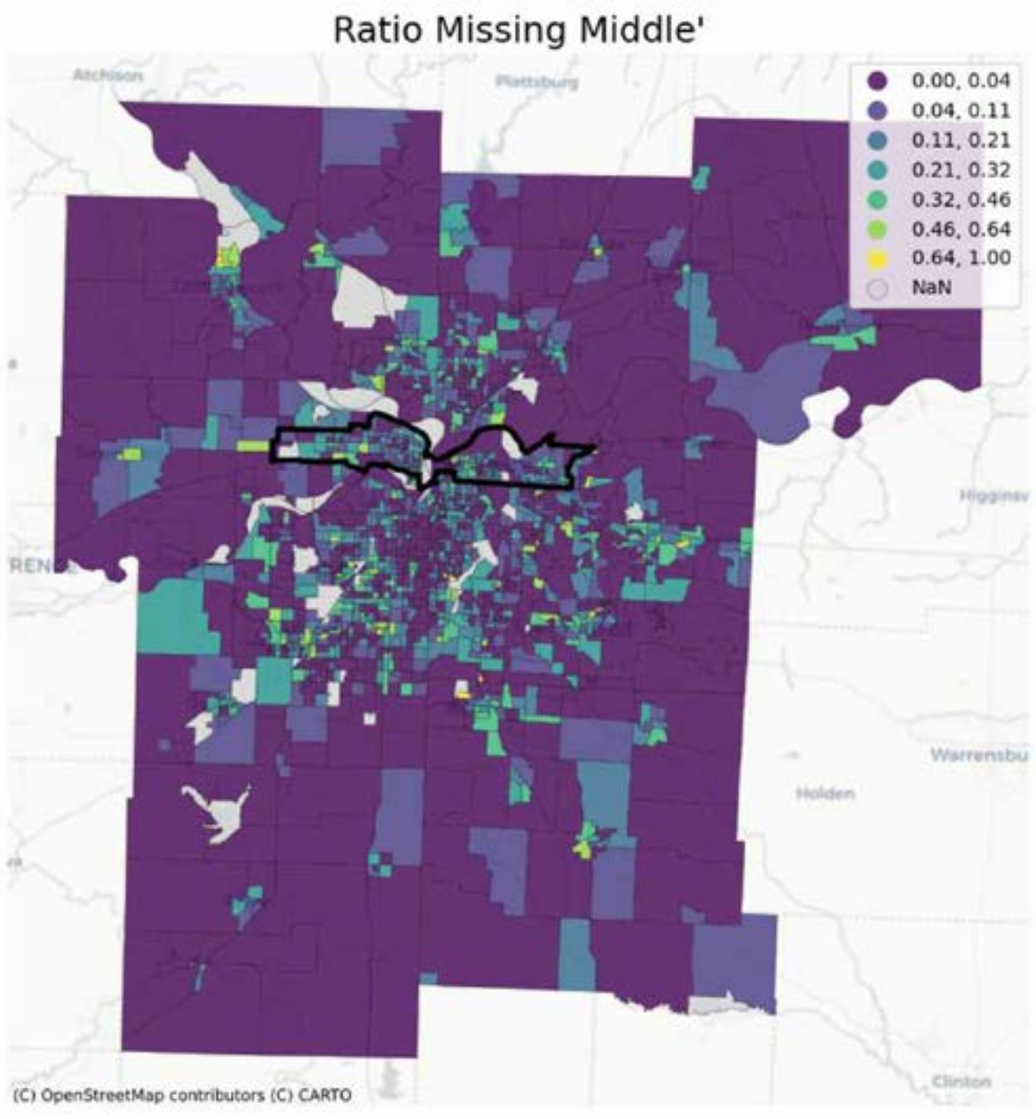
Comparison
Ratio Missing Middle

Metro: 12%
Corridor: 13.6%

Kansas City, MO: 11.7%

Kansas City, KS: 13.7%
Independence: 10.3%
Sugar Creek: 14.4%





Bi-State Sustainable Reinvestment Corridor

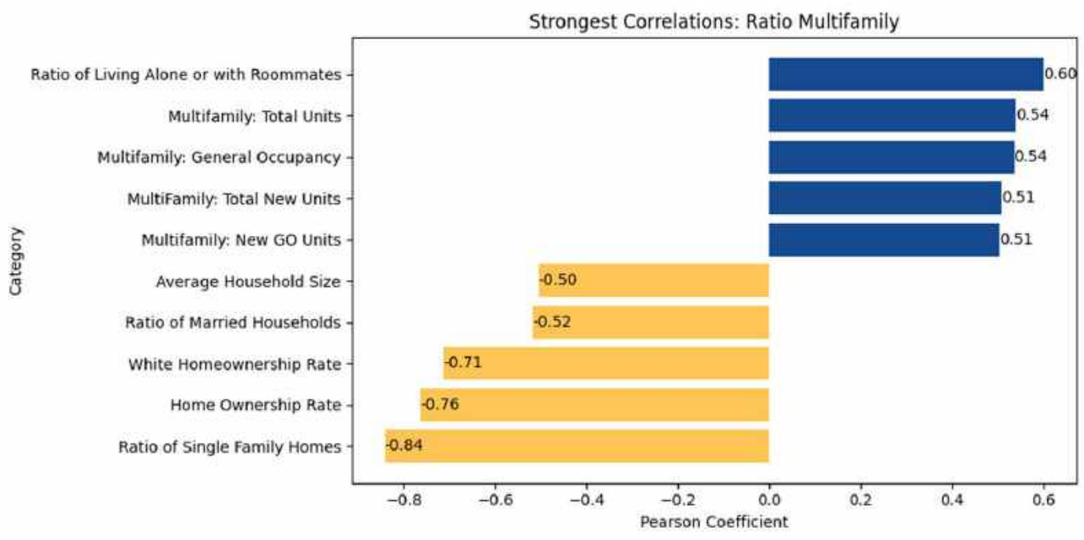
Variable: Ratio 5+ Units Multifamily

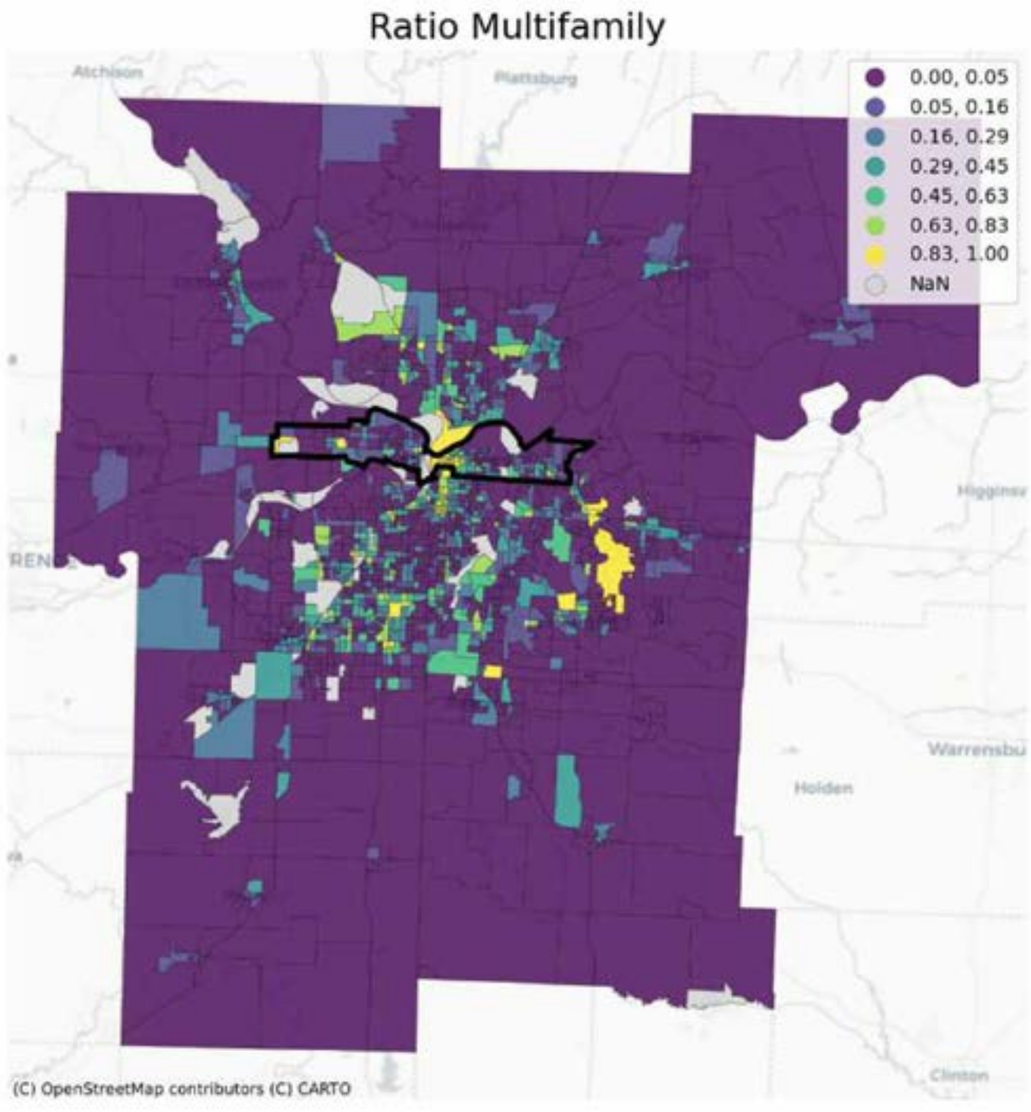
Comparison
Ratio 5+ Multifamily

Metro: 17.0%
Corridor: 25.1%

Kansas City, MO: 26.8%

Kansas City, KS: 15.1%
Independence: 14.9%
Sugar Creek: 0.4%





Bi-State Sustainable Reinvestment Corridor

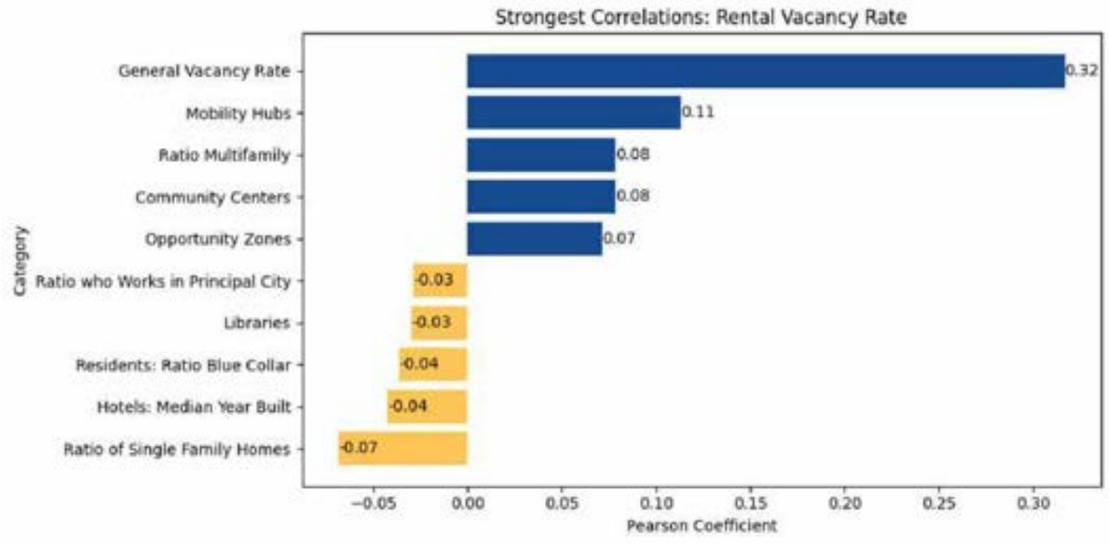
Variable: Rental Vacancy Rate

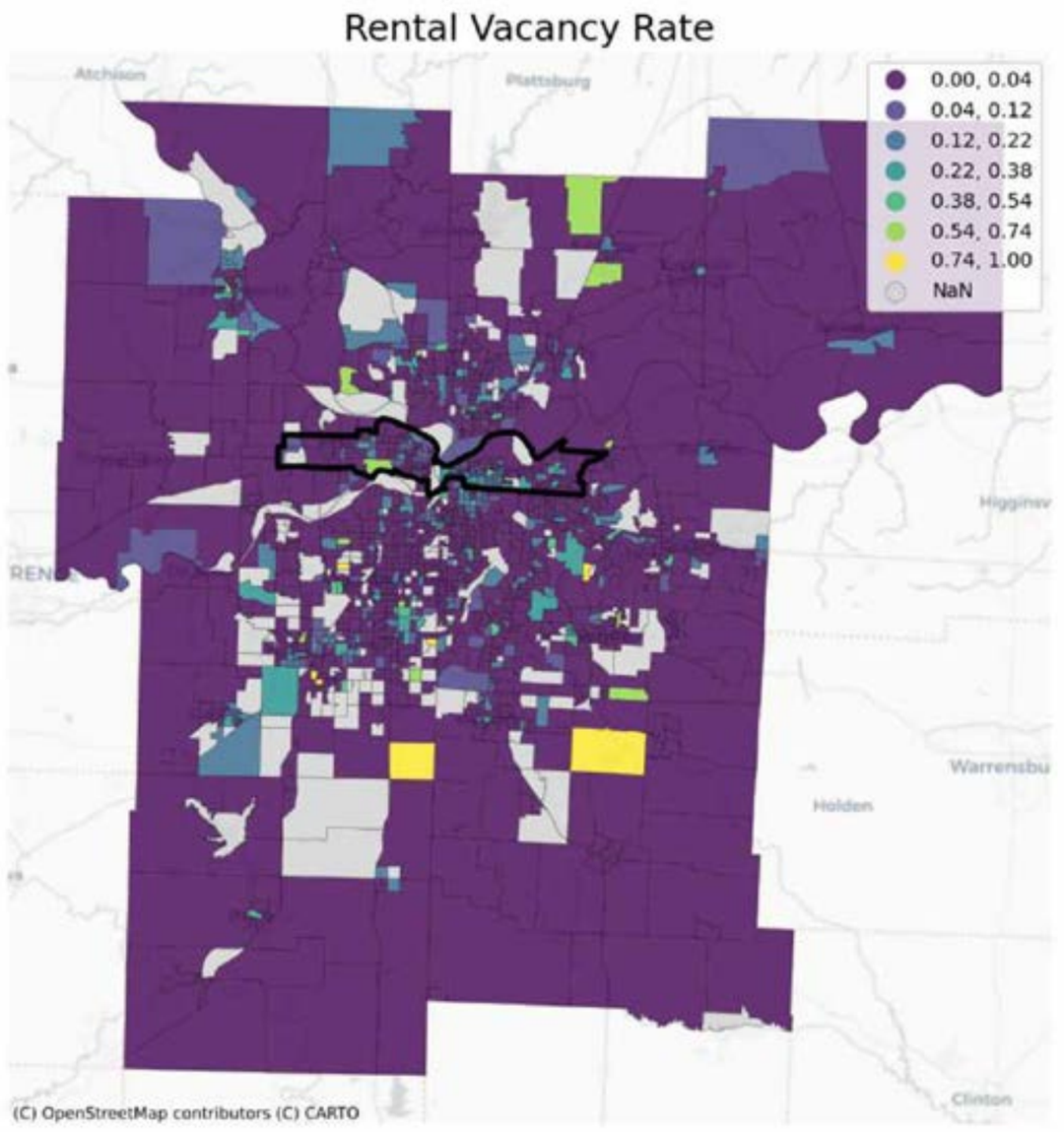
Comparison
Rental Vacancy Rate

Metro: 5%
Corridor: 6.1%

Kansas City, MO: 5.5%

Kansas City, KS: 5.2%
Independence: 4.0%
Sugar Creek: 11.1%





Bi-State Sustainable Reinvestment Corridor

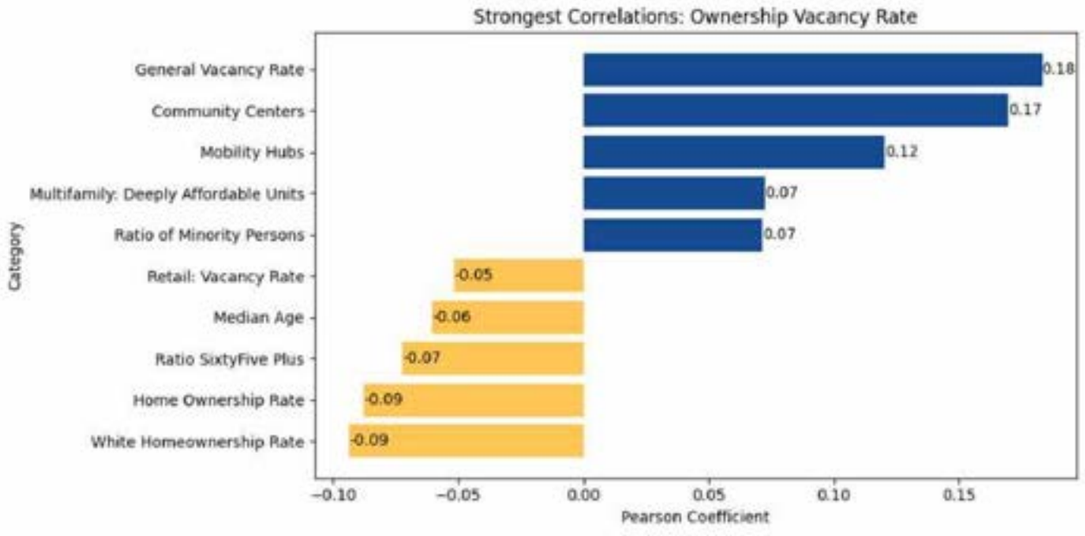
Variable: Ownership Inventory Rate (Owner-Occupied, Vacant for Sale divided by Total Owner-Occupied and Owned For Sale)

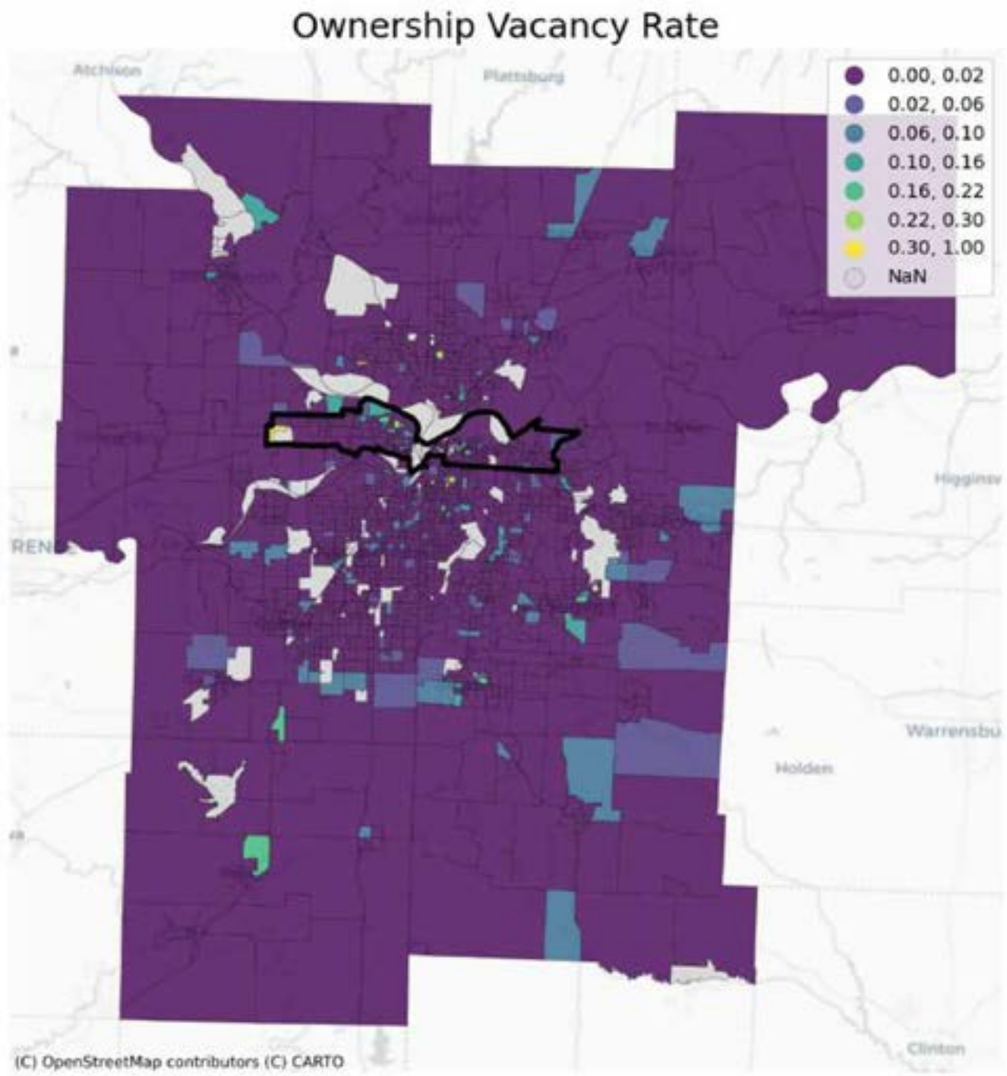
Comparison
Rental Vacancy Rate

Metro: .8%
Corridor: 1.7%

Kansas City, MO: 0.7%

Kansas City, KS: 1.5%
Independence: 0.4%
Sugar Creek: 0%





Bi-State Sustainable Reinvestment Corridor

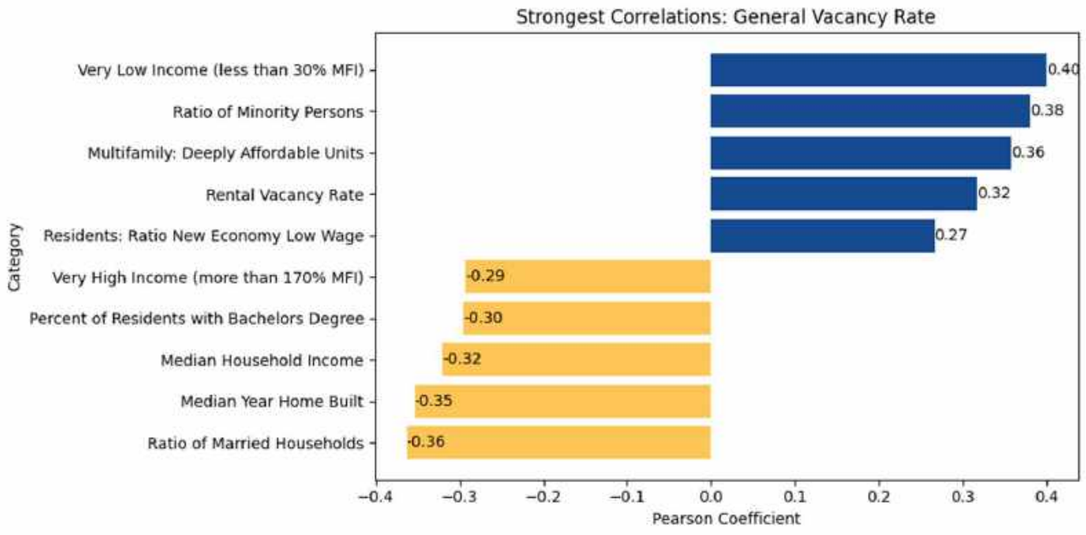
Variable: General Vacancy Rate

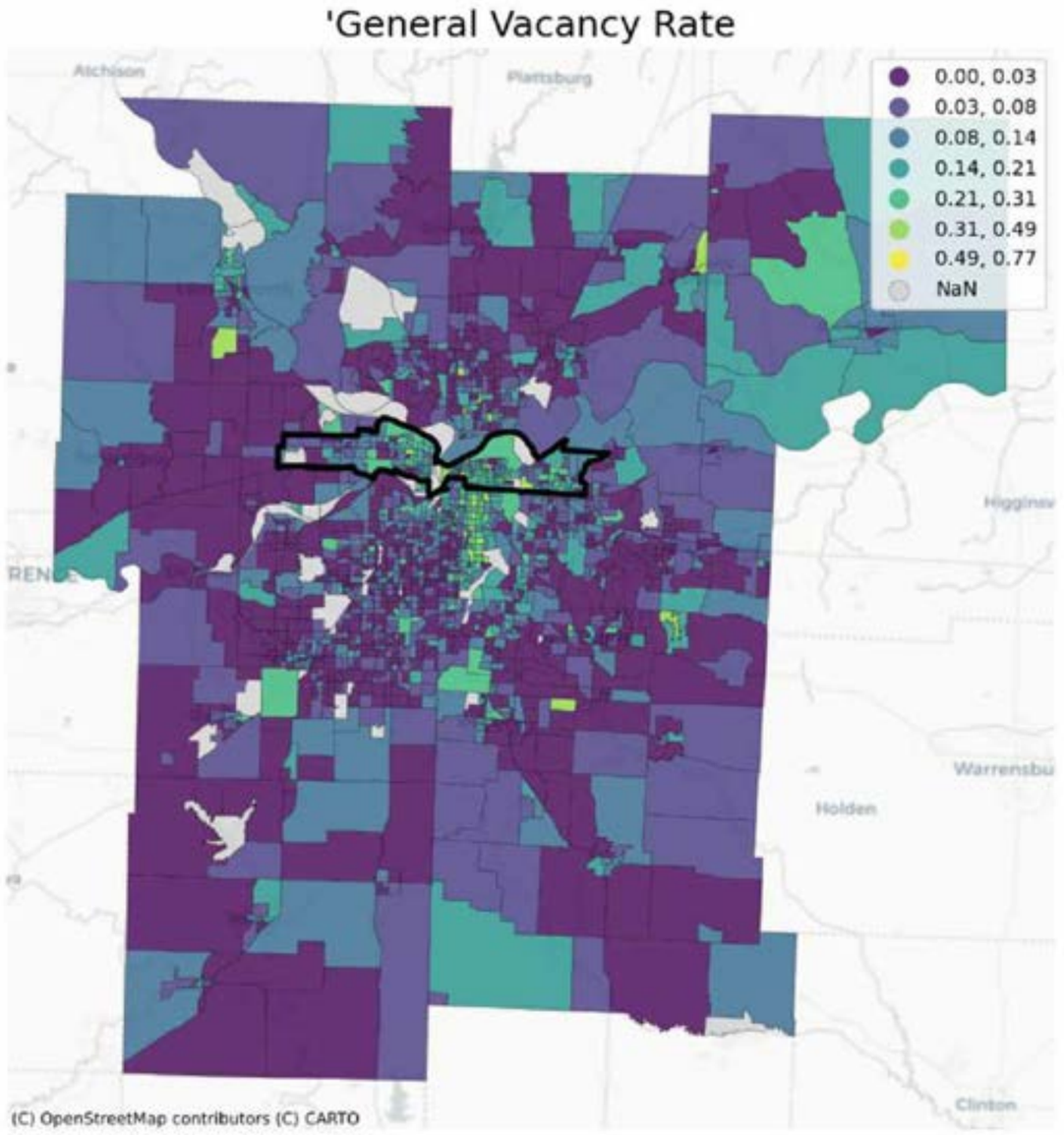
Comparison
General Vacancy Rate

Metro: 7.5%
Corridor: 13.4%

Kansas City, MO: 10.5%

Kansas City, KS: 10.9%
Independence: 8.3%
Sugar Creek: 16.7%





Bi-State Sustainable Reinvestment Corridor

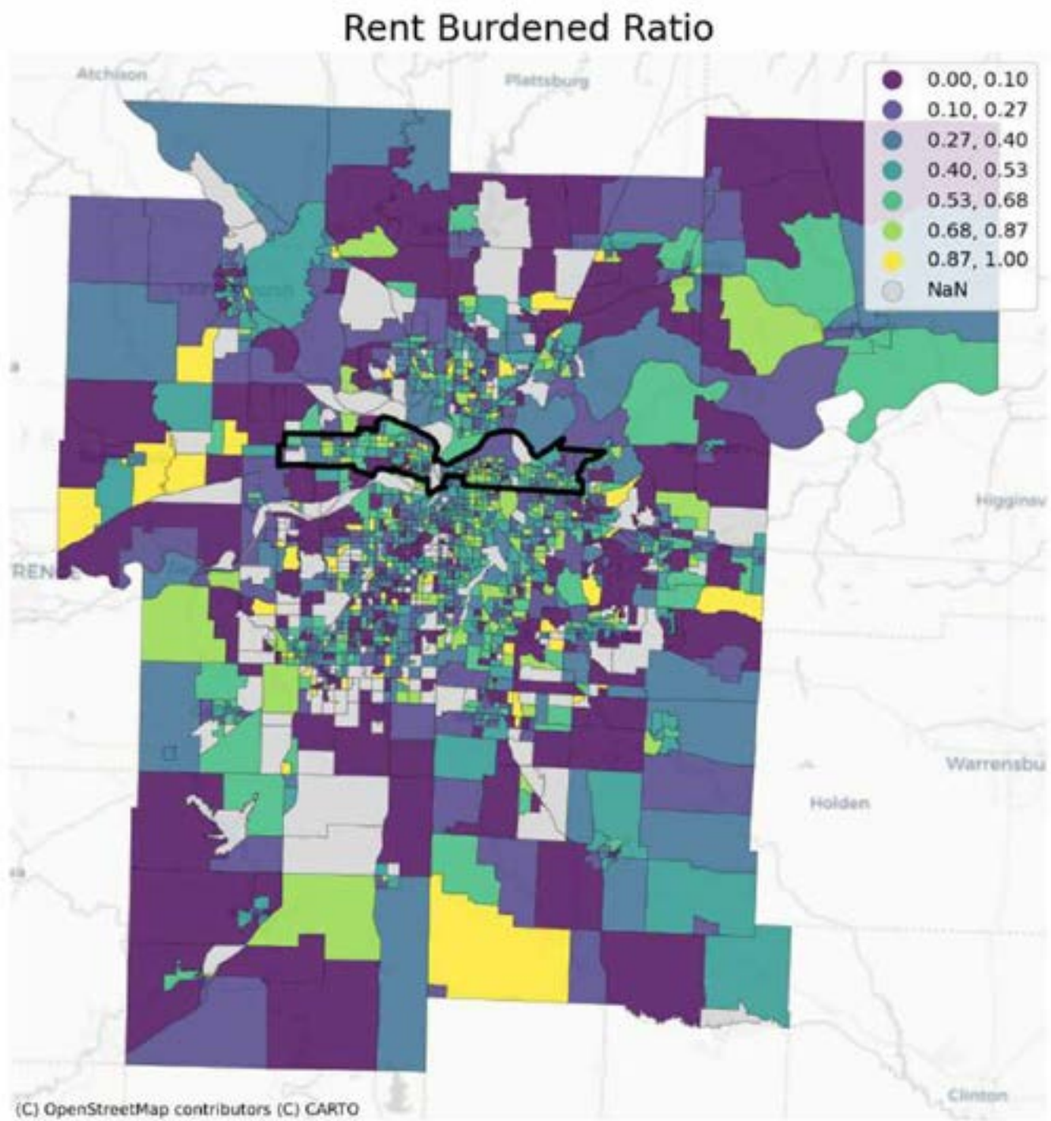
Variable: Ratio Rent Burdened

Comparison
General Vacancy Rate

Metro: 42.1%
Corridor: 47.2%

Kansas City, MO: 44.8%

Kansas City, KS: 45.9%
Independence: 46.7%
Sugar Creek: 27.1%



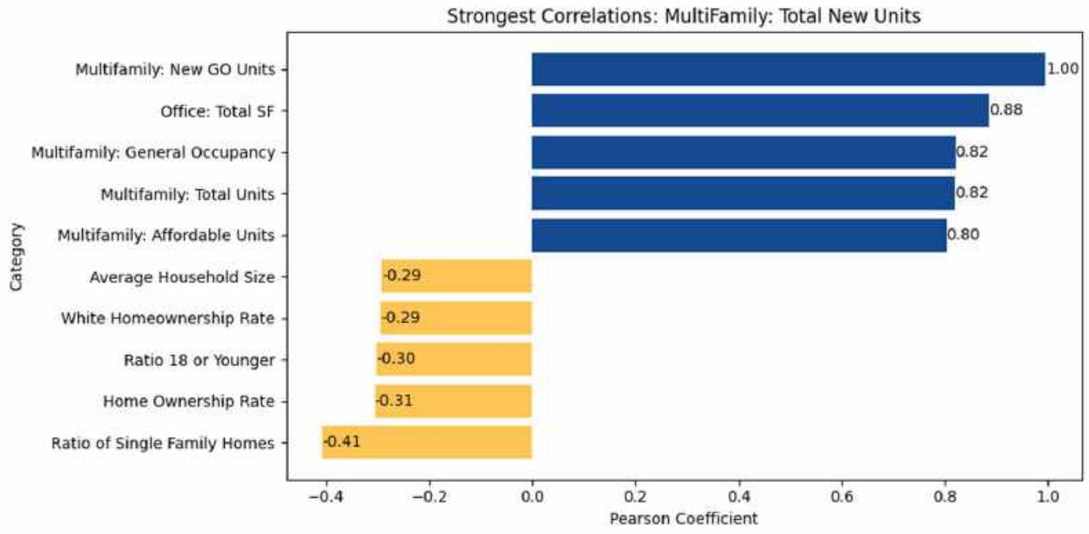
Bi-State Sustainable Reinvestment Corridor

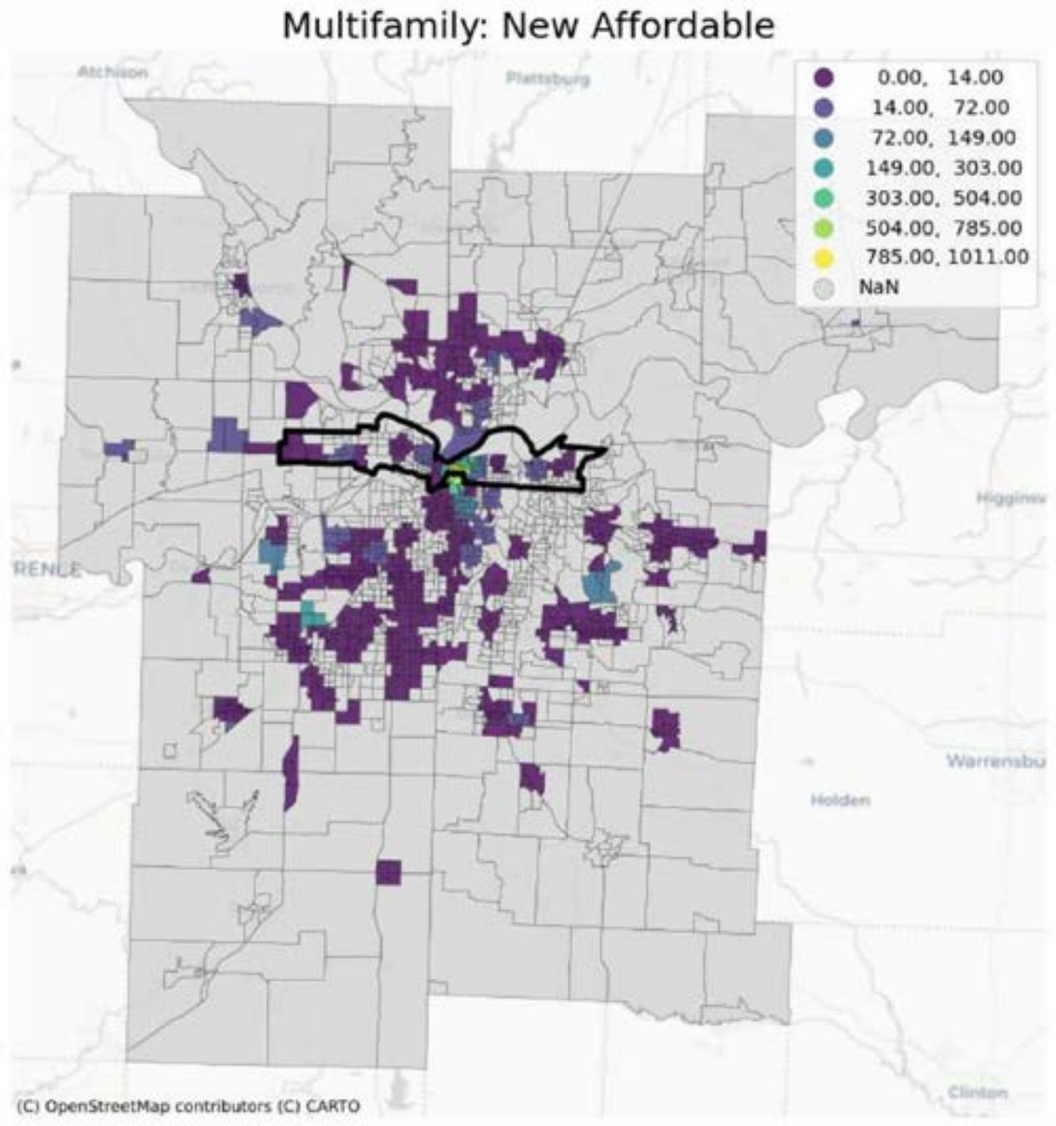
Variable: New Multifamily Units (Since 2013)

Comparison
New Multifamily Units (% of total)

Metro: 49,855
Corridor: 7,533 (15.1%)

Kansas City, MO: 17,990 (36.1%)
Kansas City, KS: 2,124 (4.3%)
Independence: 631 (1.3%)
Sugar Creek: 0 (0%)





Bi-State Sustainable Reinvestment Corridor

Variable: Total Multifamily Units

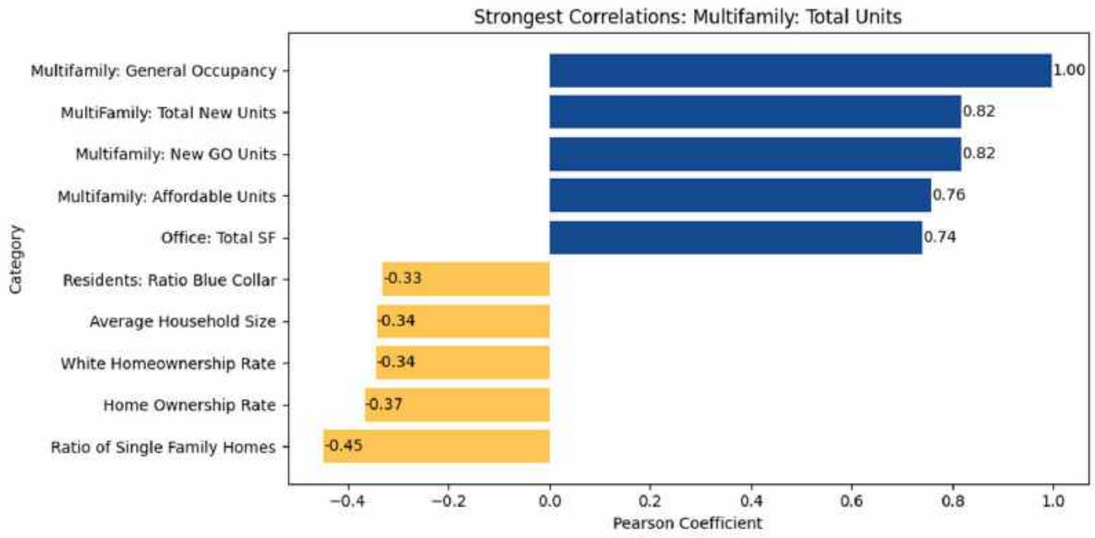
(*Costar includes most larger commercial multi-family buildings)

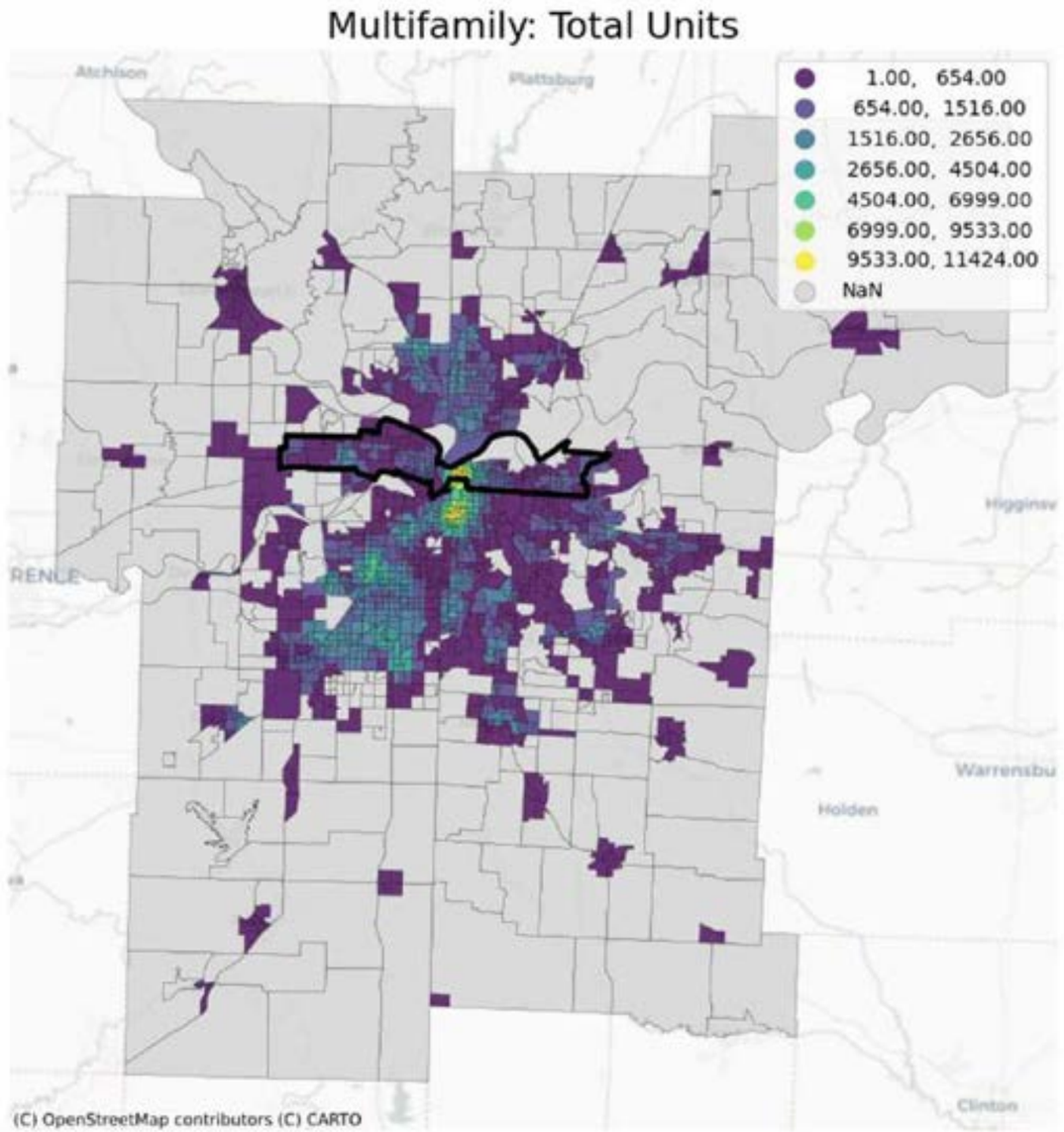
Comparison
Total Multifamily Units (% of total)

Metro: 210,729
Corridor: 26,513 (12.6%)

Kansas City, MO: 76,359 (36.2%)

Kansas City, KS: 110 (6.7%)
Independence: 8,132 (3.9%)
Sugar Creek: 0 (0%)





Bi-State Sustainable Reinvestment Corridor

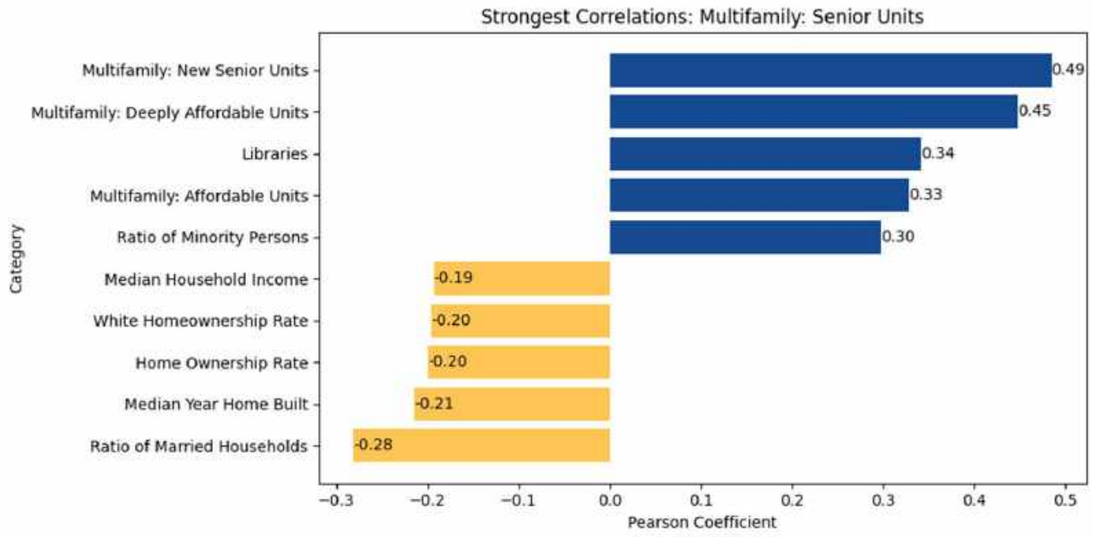
Variable: Total Senior Units

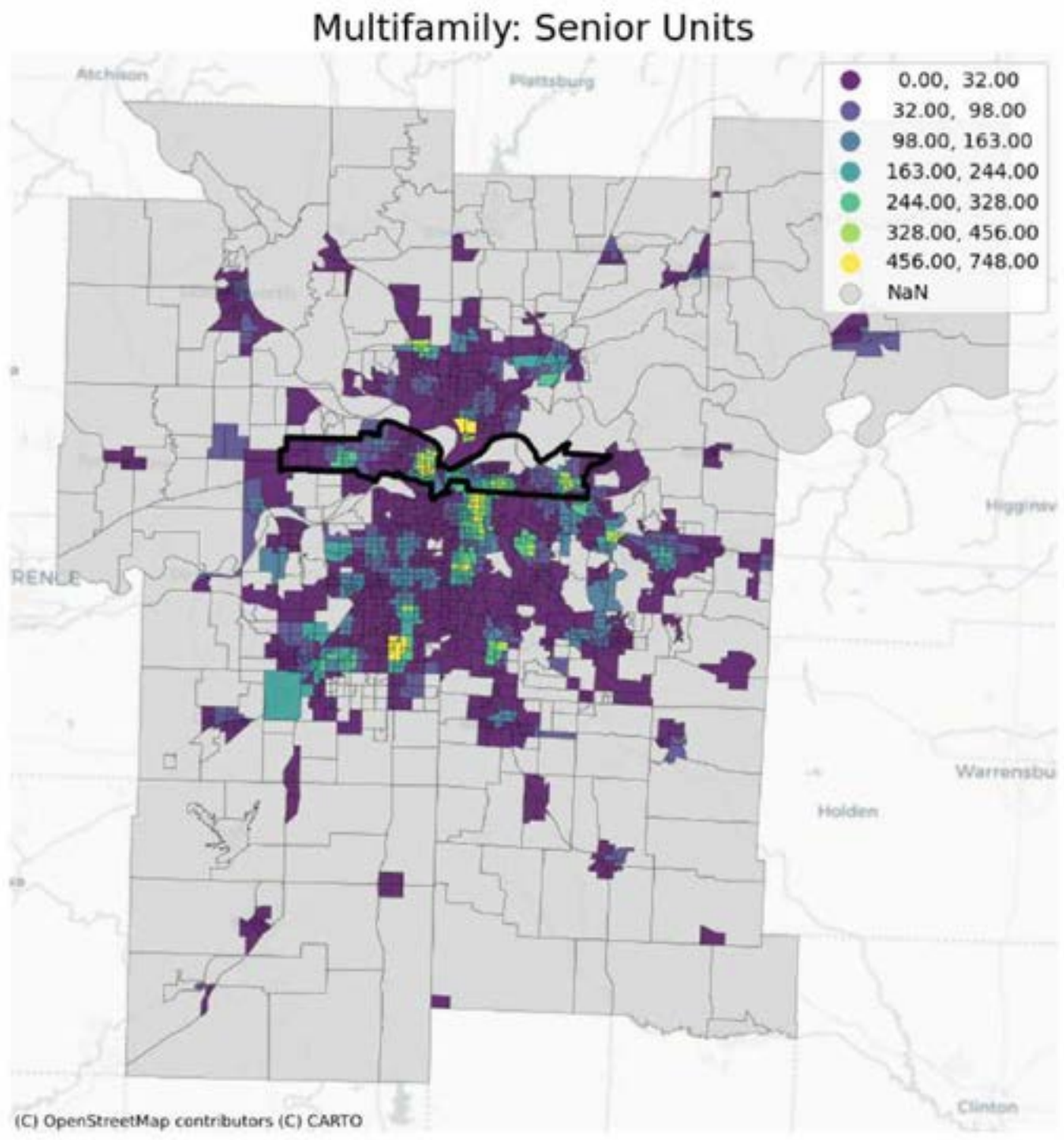
Comparison
New Senior Units (% of total)

Metro: 13,801
Corridor: 2,320 (16.8%)

Kansas City, MO: 3,755 (27.2%)

Kansas City, KS: 1,204 (8.7%)
Independence: 1,106 (8%)
Sugar Creek: 0 (0%)





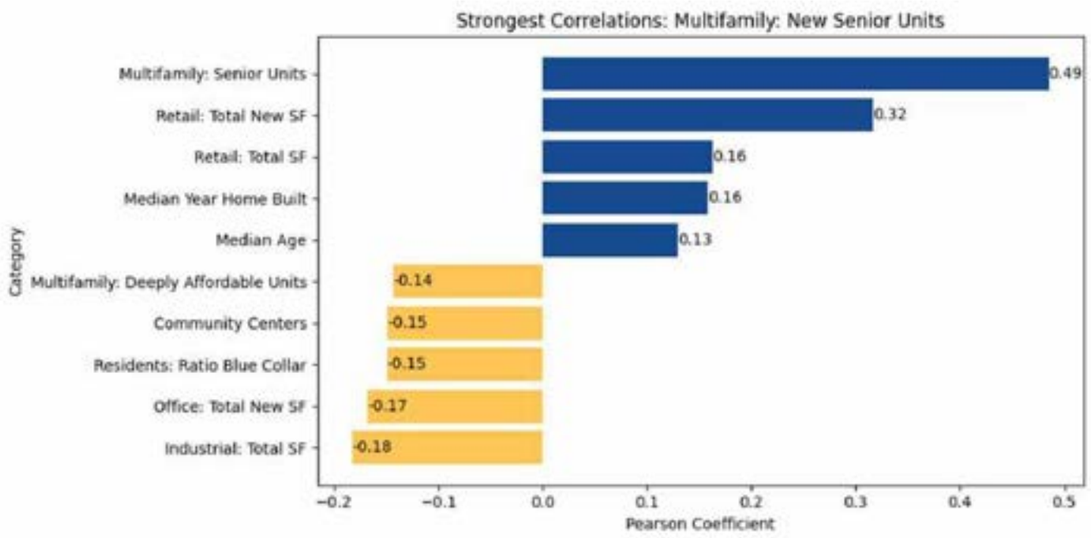
Bi-State Sustainable Reinvestment Corridor

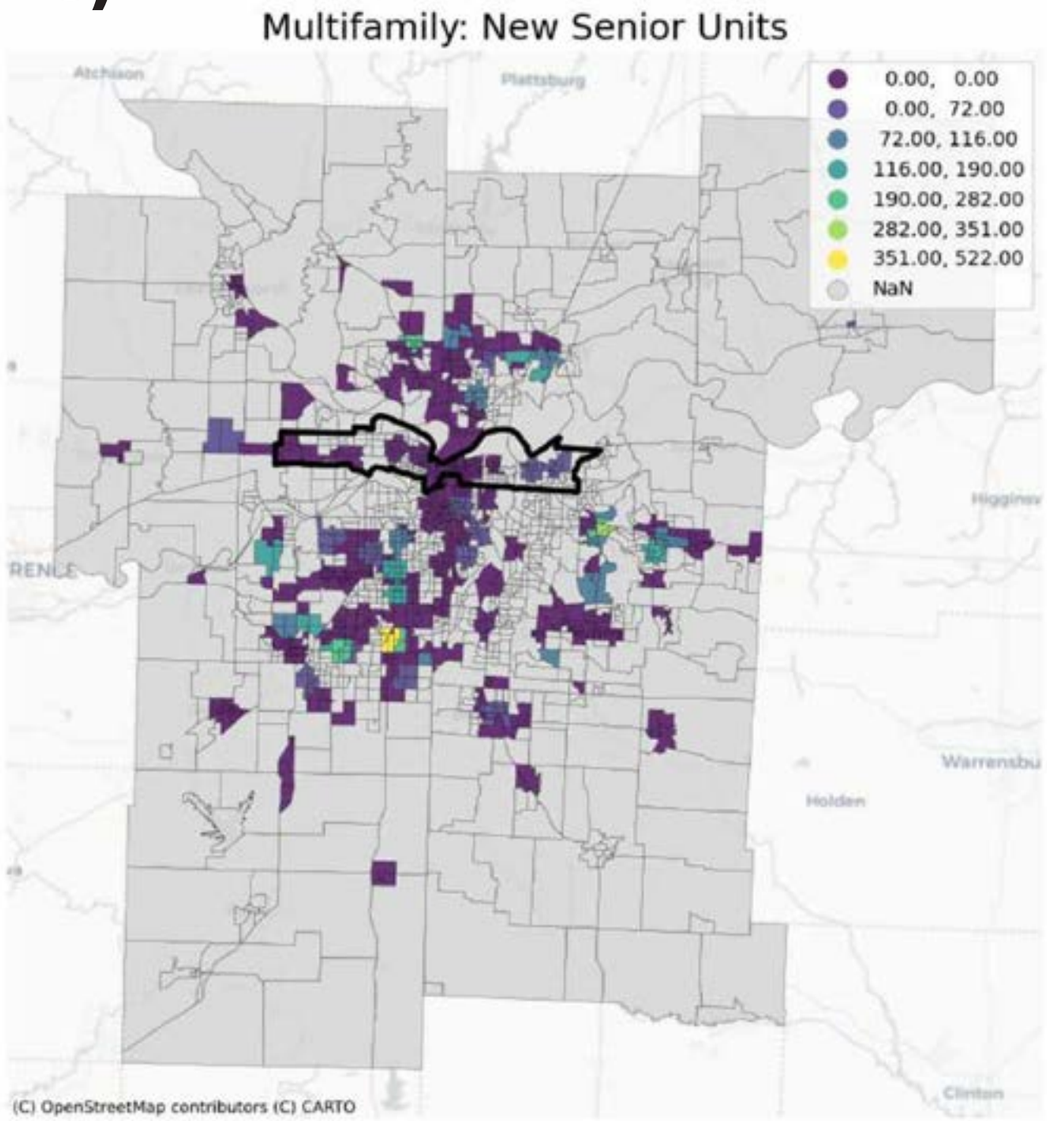
Variable: New Senior Units (Since 2013)

Comparison
New Senior Units (% of total)

Metro: 3,985
Corridor: 95 (2.4%)

Kansas City, MO: 950 (23.8%)
Kansas City, KS: 0 (0%)
Independence: 351 (8.8%)
Sugar Creek: 0 (0%)





Bi-State Sustainable Reinvestment Corridor

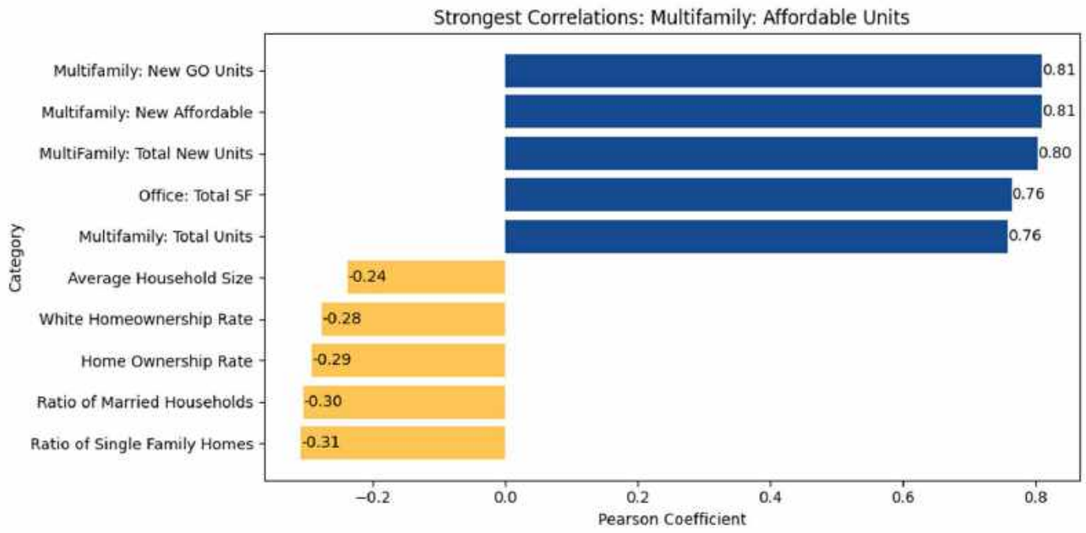
Variable: LIHTC/Light Subsidy Units

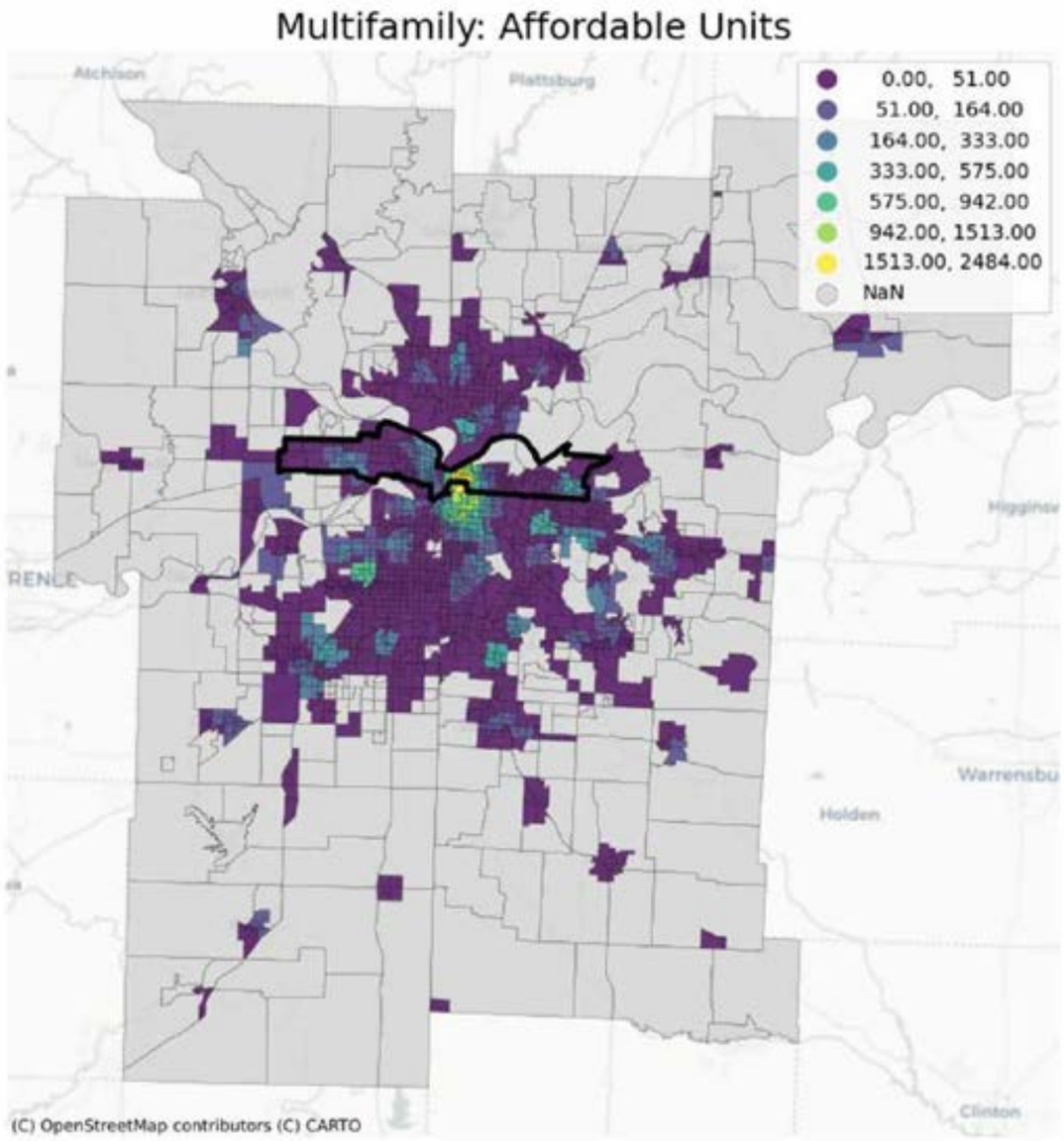
Comparison
LIHTC/Light Subsidy Units (% of total)

Metro: 16,743
Corridor: 3,981 (23.8%)

Kansas City, MO: 7,692 (45.9%)

Kansas City, KS: 1,428 (8.5%)
Independence: 581 (3.5%)
Sugar Creek: 0 (0%)





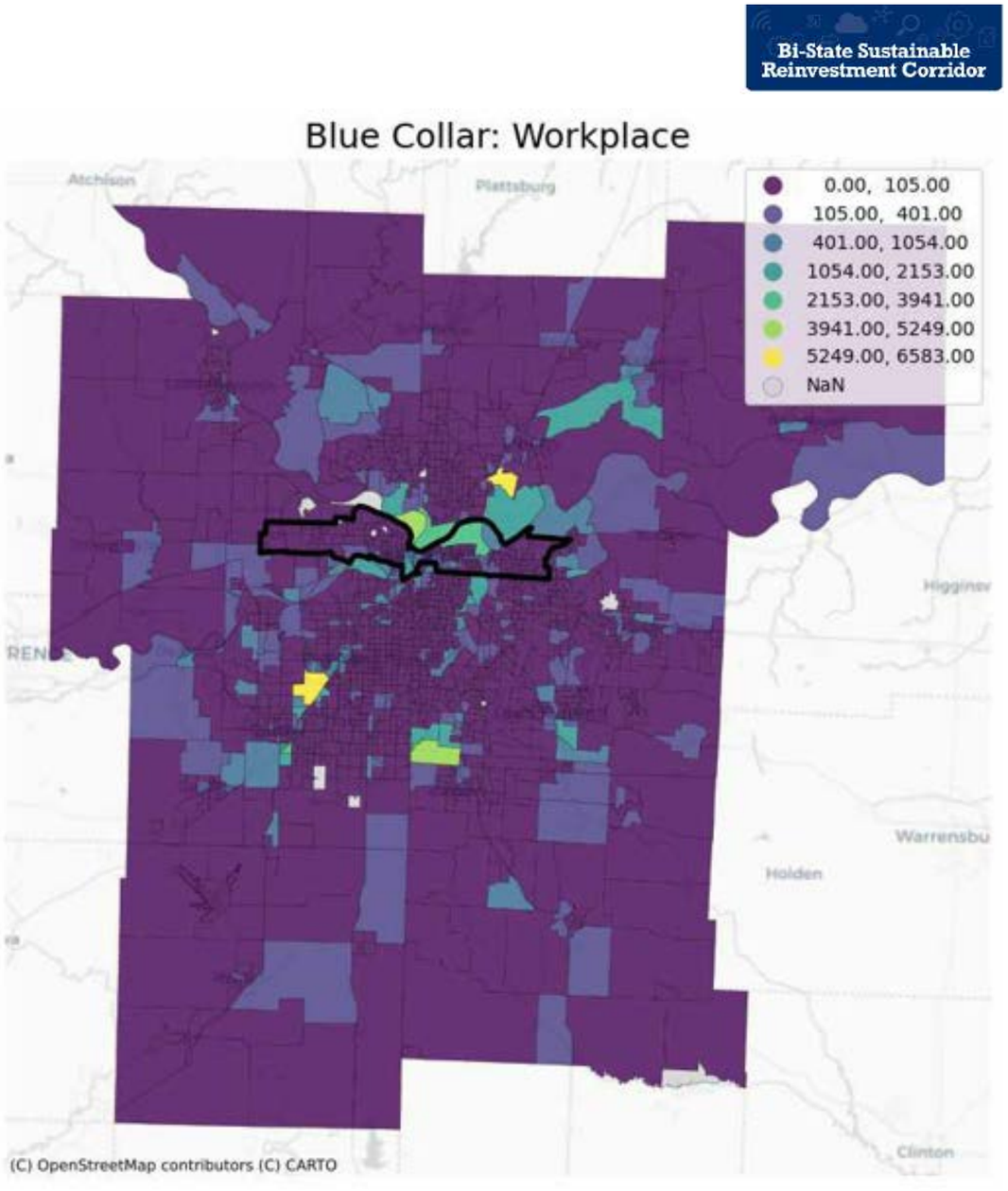
Variable: New LIHTC/Light Subsidy Units (Since 2013)

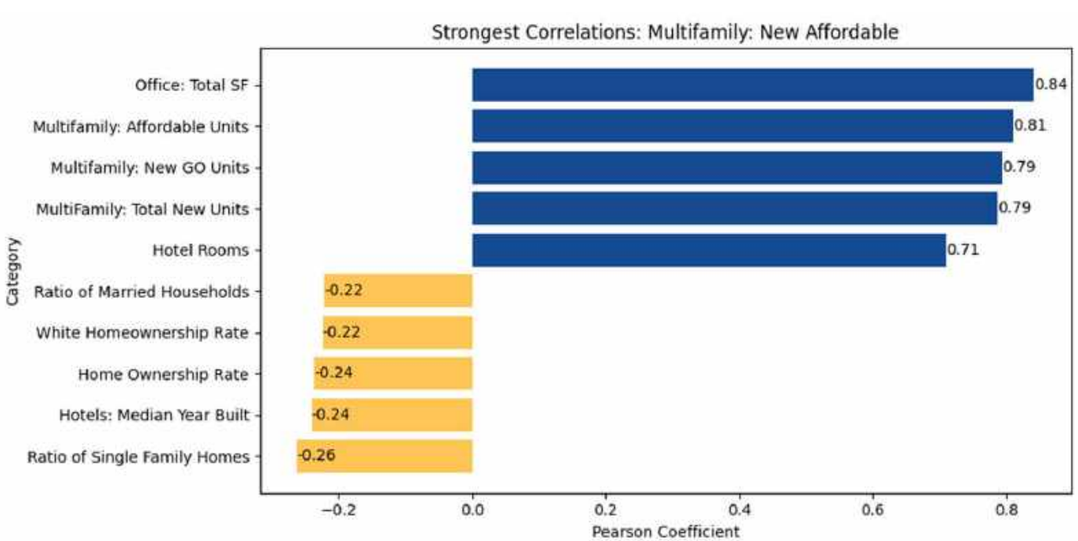
Comparison
LIHTC/Light Subsidy Units (% of total)

Metro: 2,733
Corridor: 808 (2.4%)

Kansas City, MO: 1,535 (23.8%)

Kansas City, KS: 110 (0%)
Independence: 0 (8.8%)
Sugar Creek: 0 (0%)





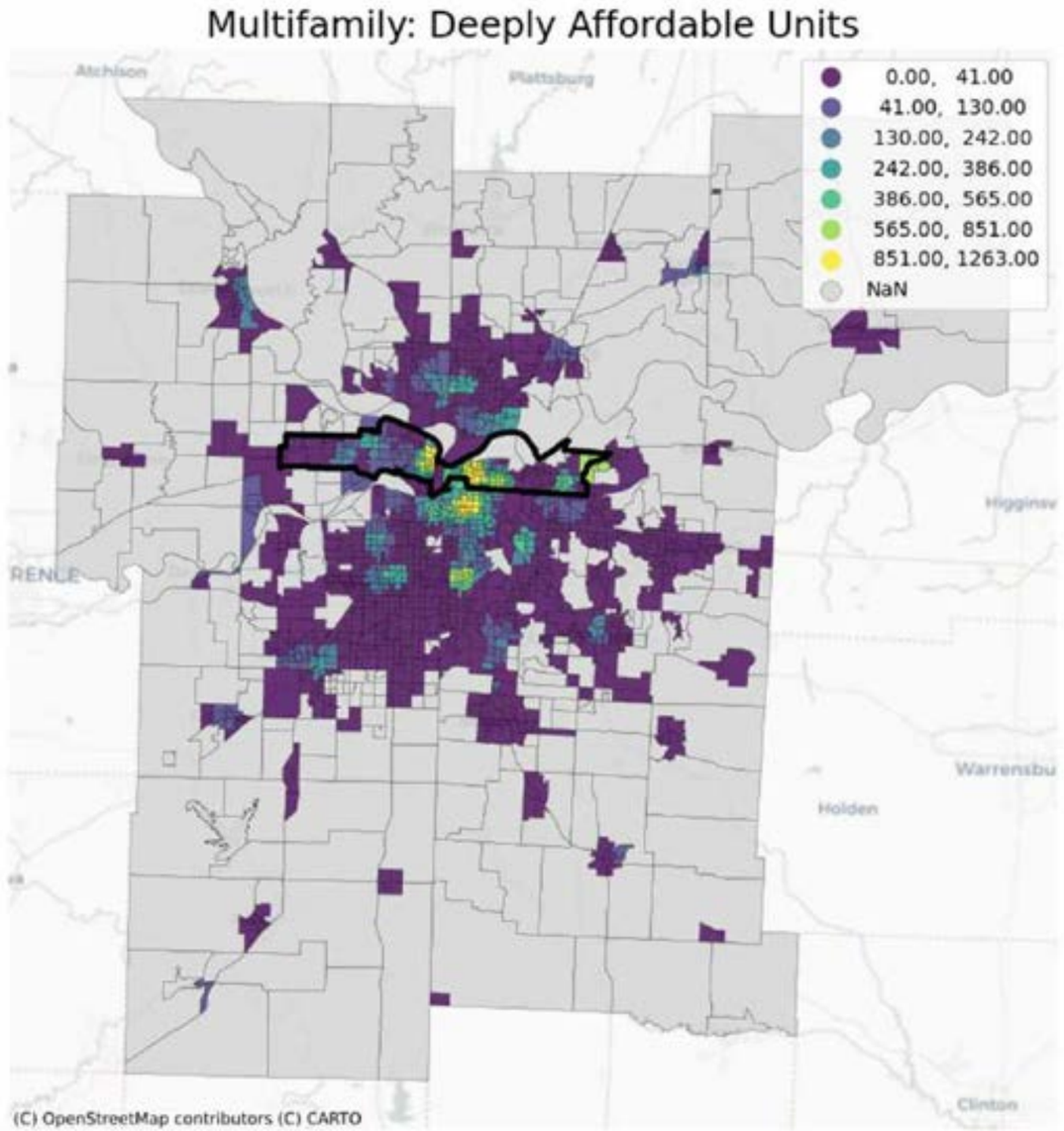
Bi-State Sustainable Reinvestment Corridor

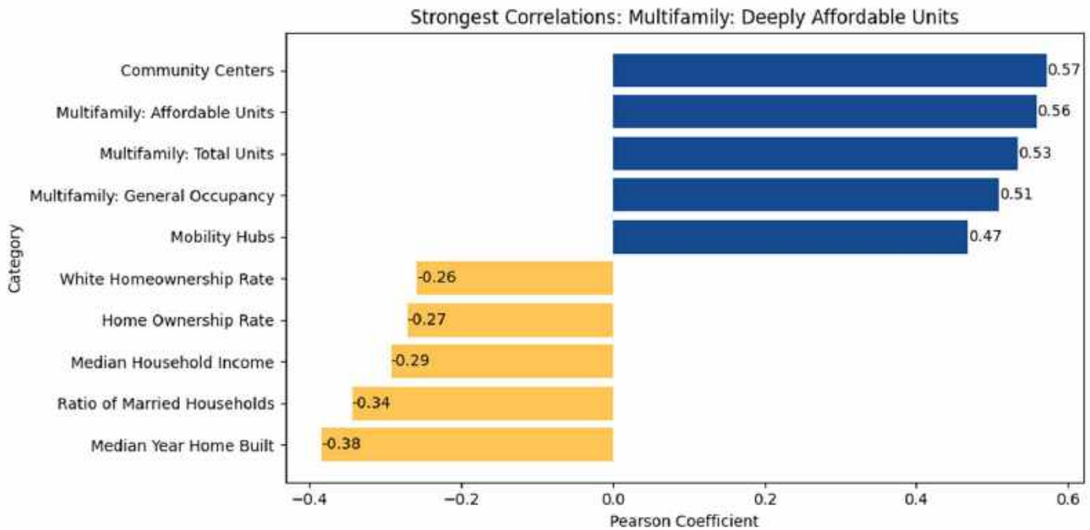
Variable: deep subsidy (section 8)

Comparison
Deep Subsidy Units (% of total)

Metro: 14,600
Corridor: 4,540 (31.1%)

Kansas City, MO: 6,876 (47.1%)
Kansas City, KS: 2,688 (18.4%)
Independence: 1,364 (9.3%)
Sugar Creek: 0 (0%)





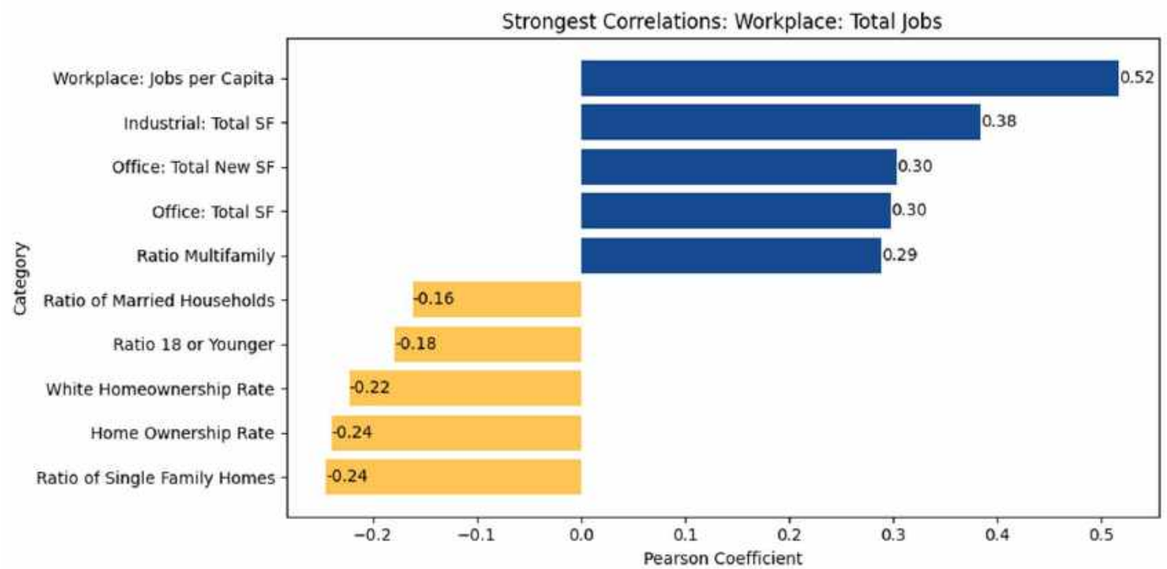
Bi-State Sustainable Reinvestment Corridor

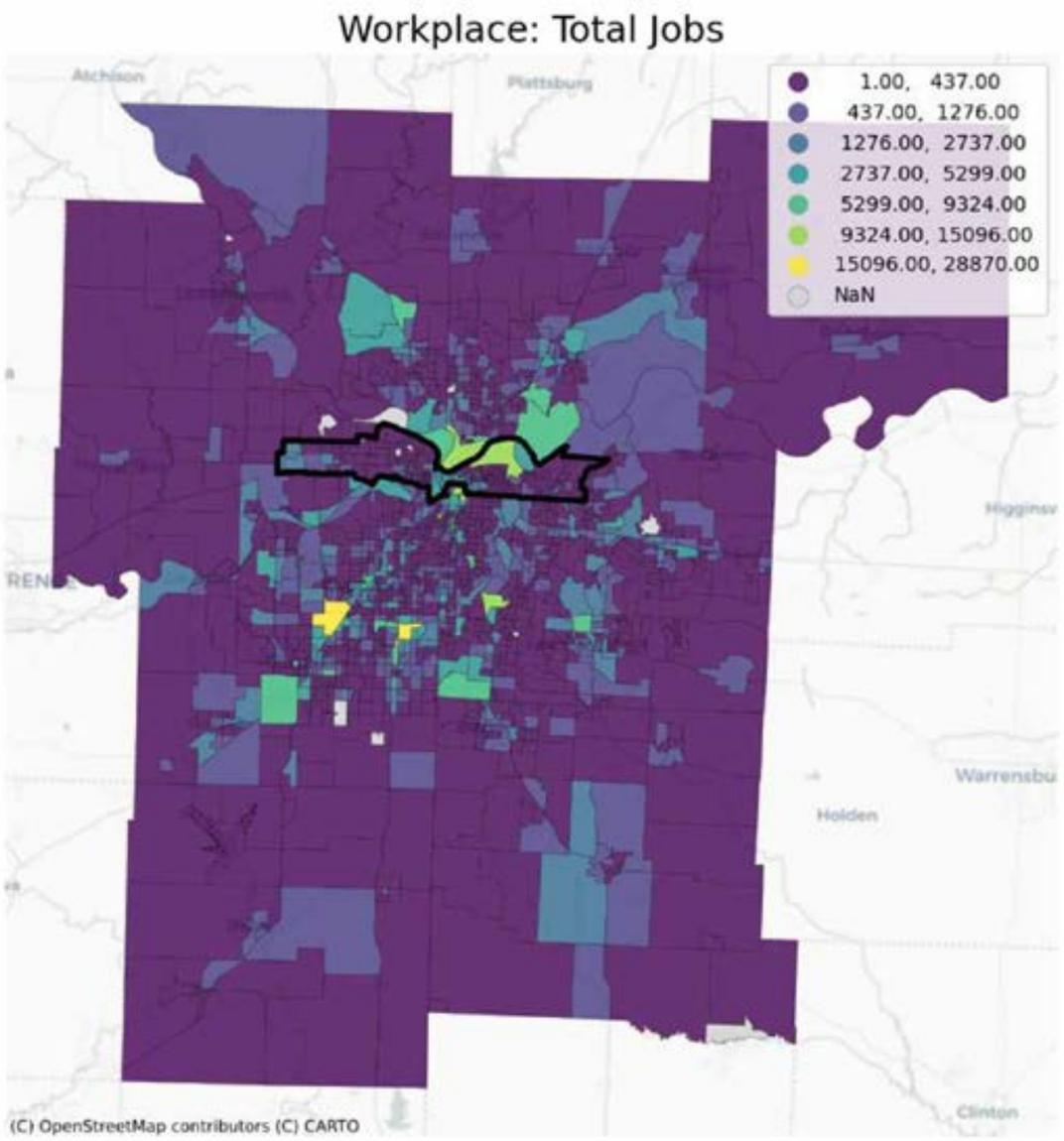
Variable: workplace area – total jobs

Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 1,054,415
Corridor: 108,821 (10.3%)

Kansas City, MO: 309,299 (29.3%)
Kansas City, KS: 80,158 (7.6%)
Independence: 38,393 (3.6%)
Sugar Creek: 1,126 (0.1%)





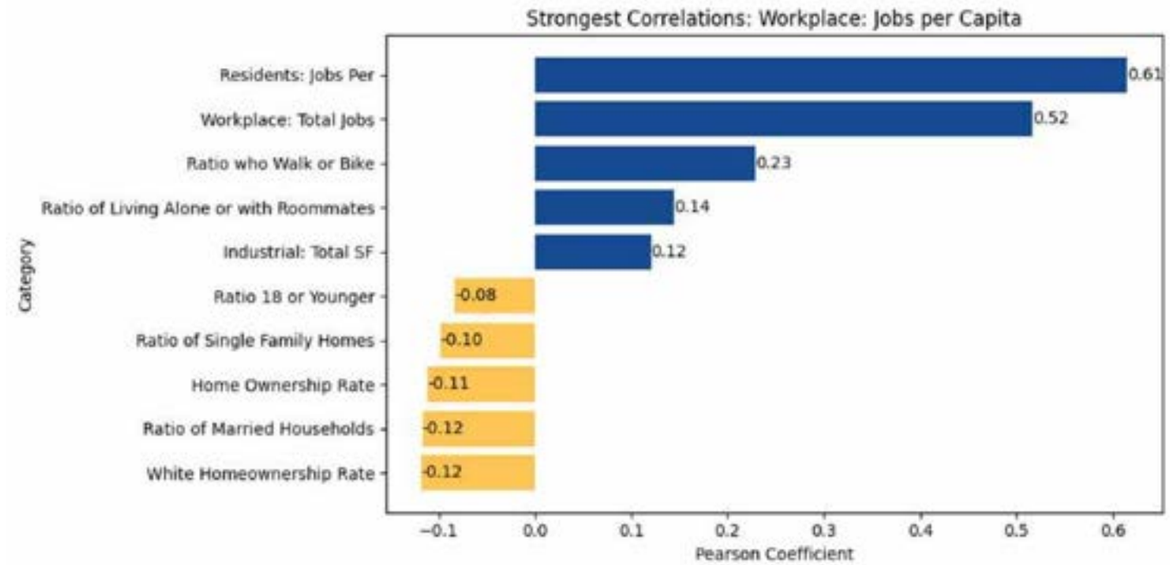
Bi-State Sustainable Reinvestment Corridor

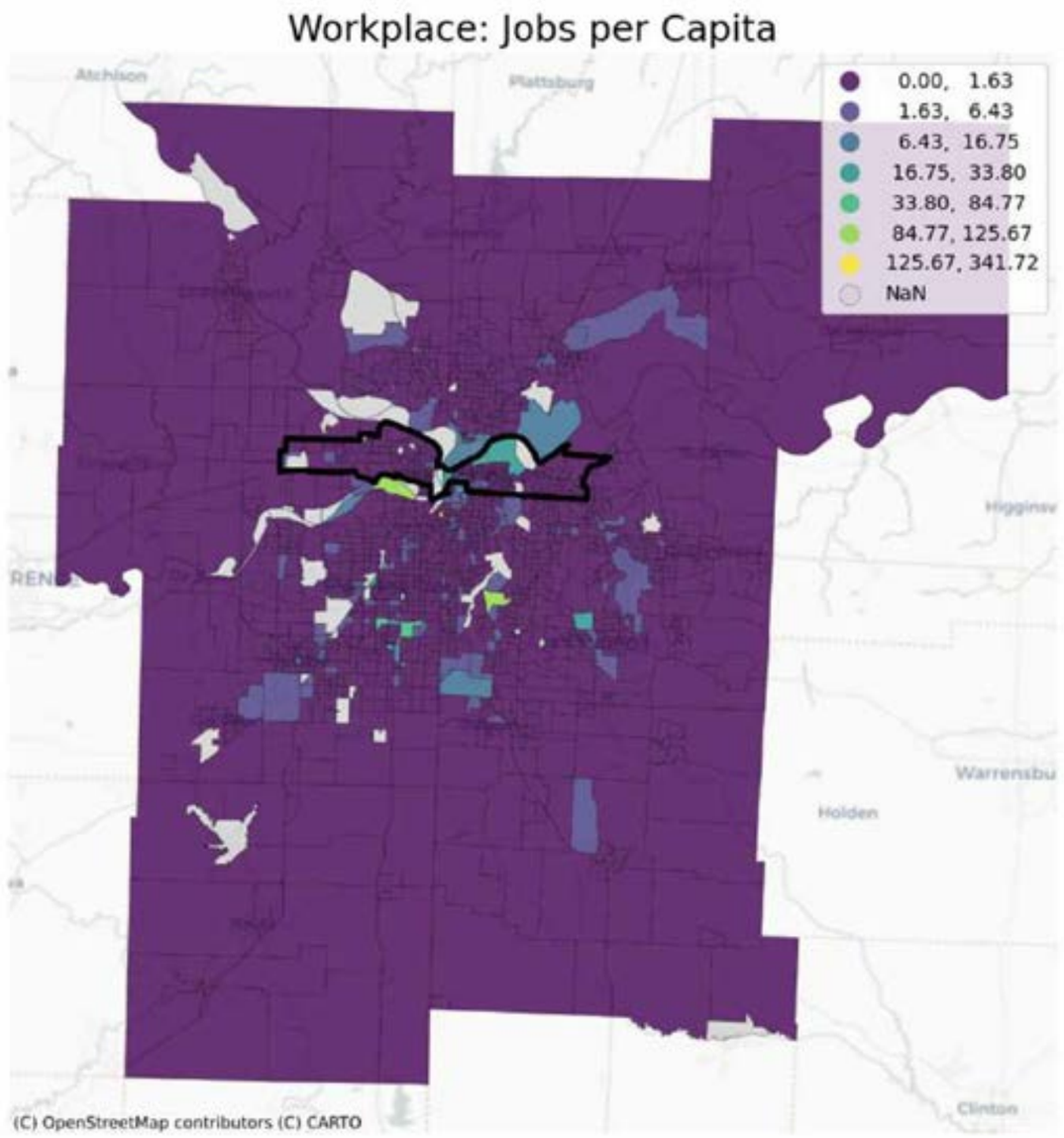
Variable: Workplace – Jobs per capita

Comparison
Workplace Jobs per Capita

Metro: .481
Corridor: .570

Kansas City, MO: .611
Kansas City, KS: .516
Independence: .314
Sugar Creek: .347





Bi-State Sustainable Reinvestment Corridor

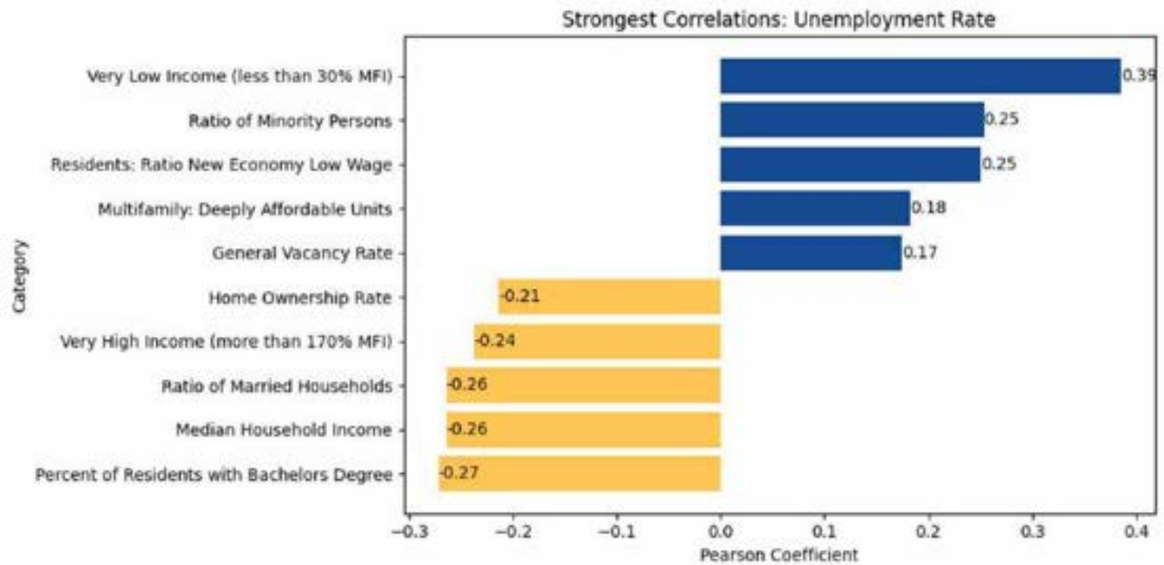
Variable: unemployment rate

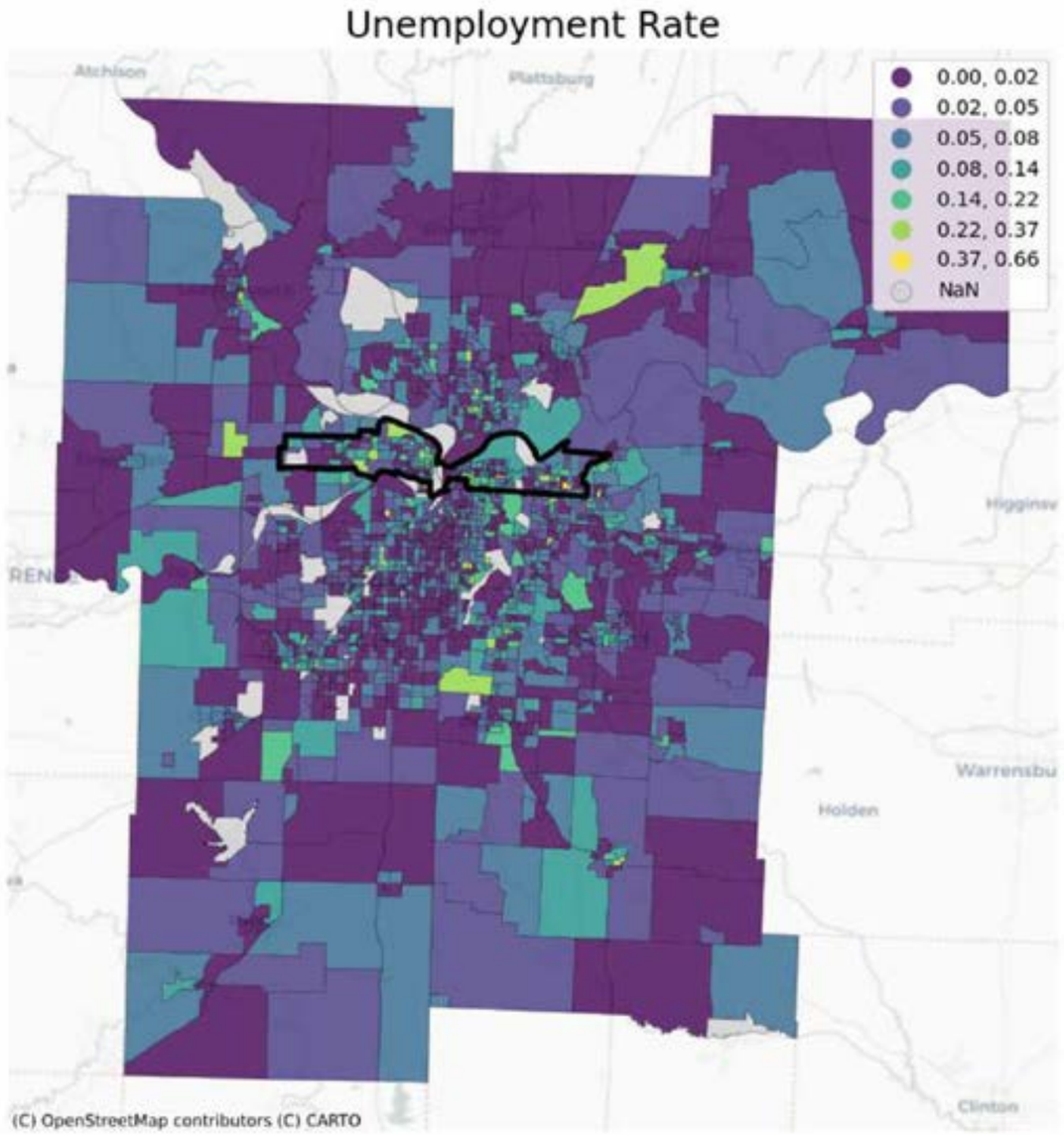
Comparison
Unemployment Rate

Metro: 4.2%
Corridor: 6.8%

Kansas City, MO: 4.8%

Kansas City, KS: 6.0%
Independence: 6.2%
Sugar Creek: 5.8%



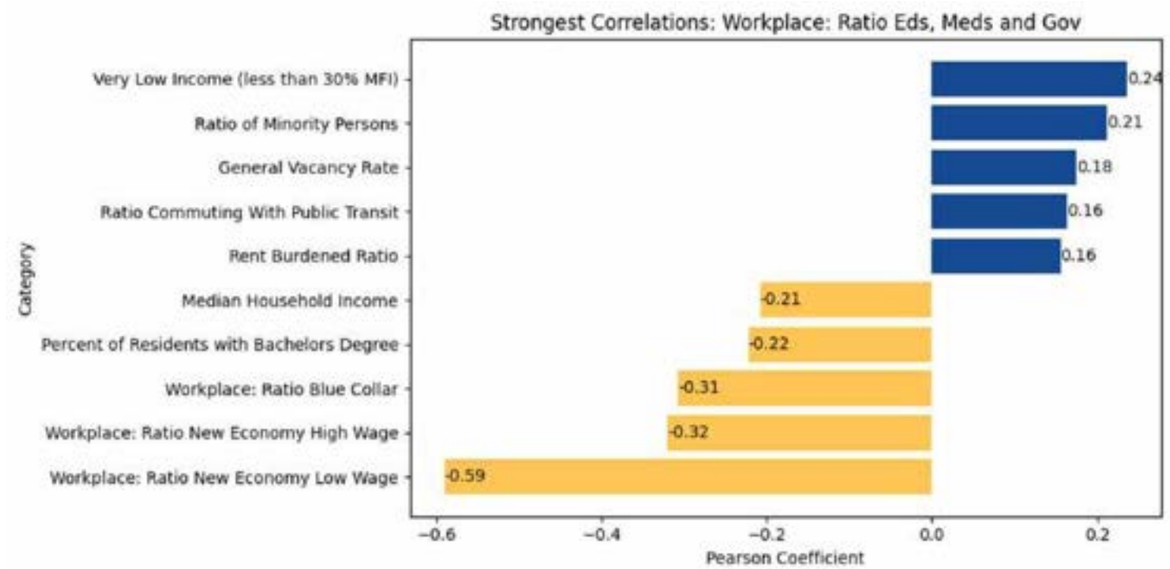


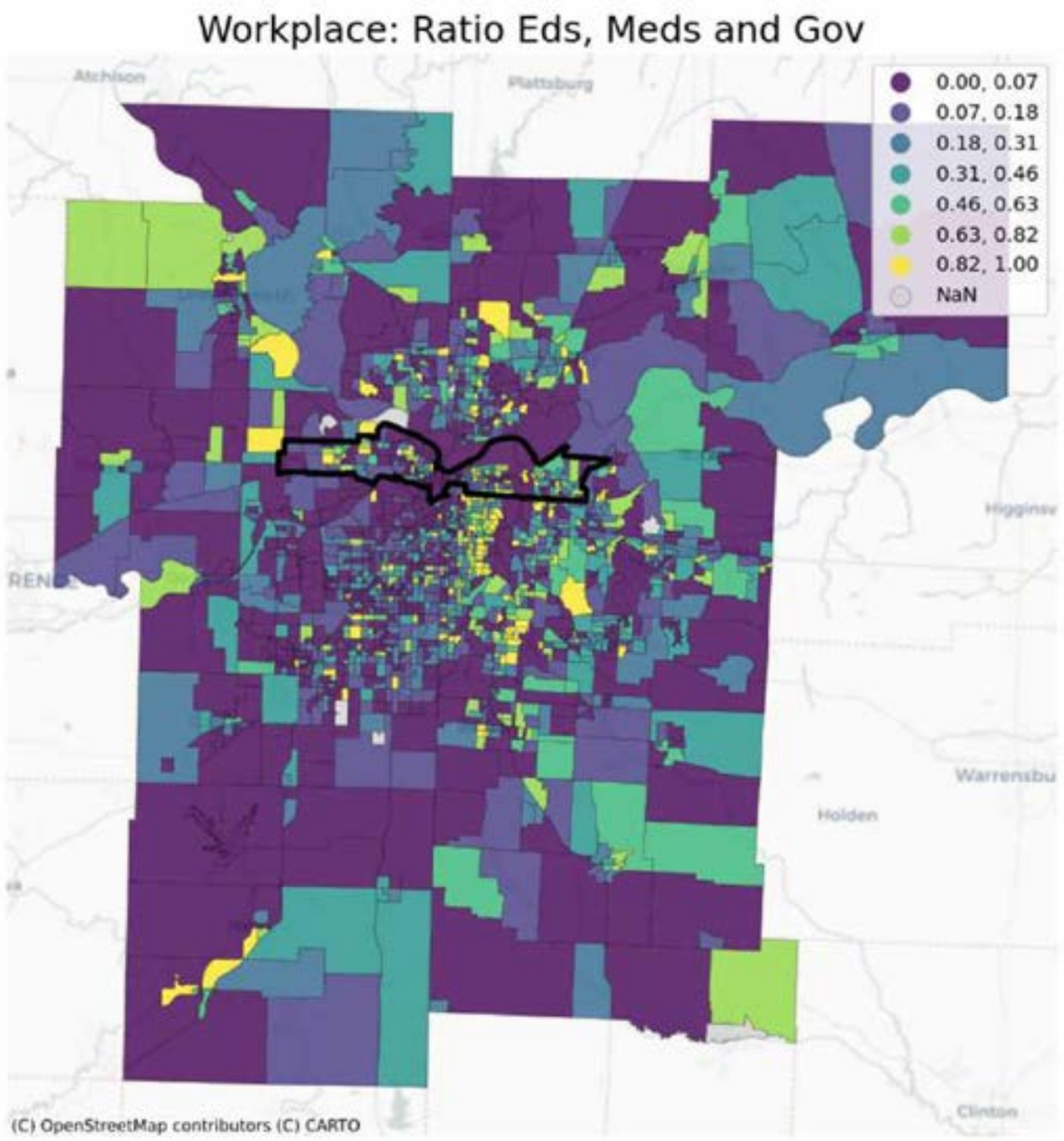
Bi-State Sustainable Reinvestment Corridor

Variable: workplace – ratio of eds, meds and gov

Comparison
Workplace: Eds, Meds and Gov

Metro: 26.5%
Corridor: 23%
Kansas City, MO: 27.7%
Kansas City, KS: 33.7%
Independence: 29.6%
Sugar Creek: 9.5%





Bi-State Sustainable Reinvestment Corridor

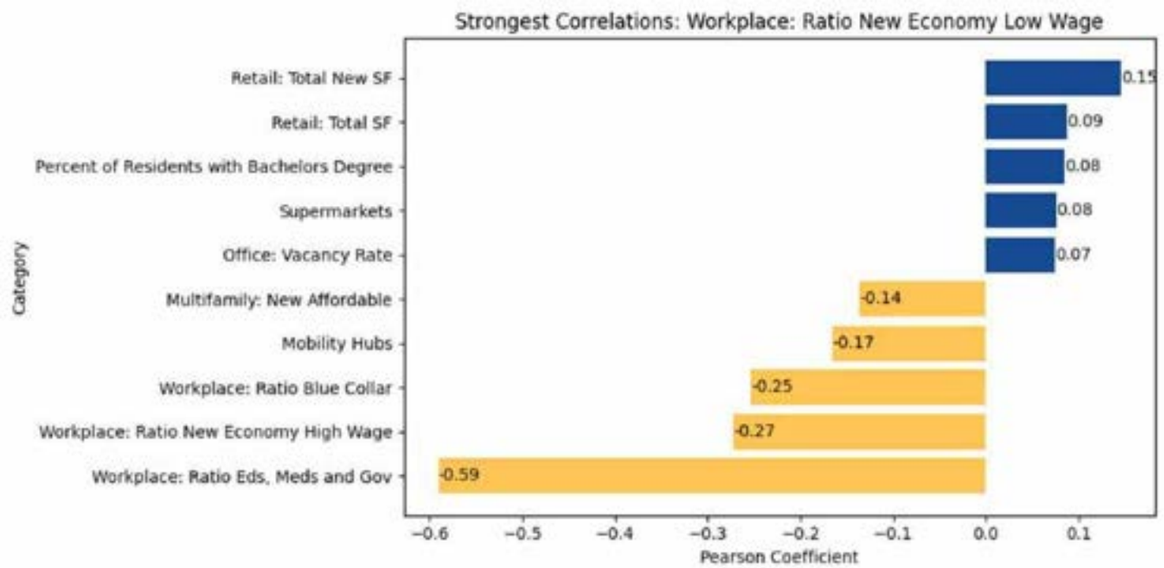
Variable: workplace – new economy low wage jobs

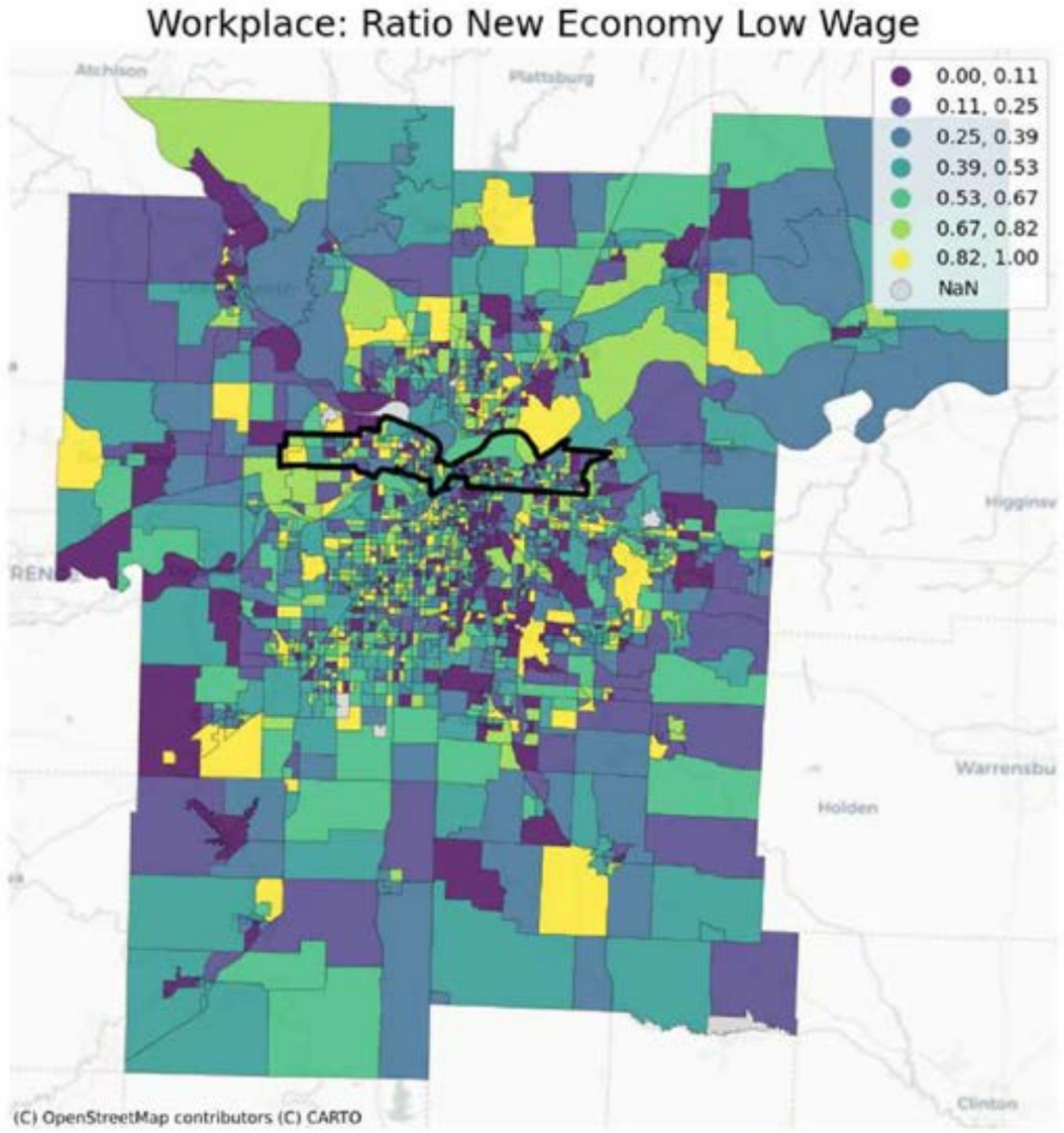
Comparison
Workplace Area: NELW

Metro: 20.2%
Corridor: 24.7%

Kansas City, MO: 27.3%

Kansas City, KS: 6.6%
Independence: 10.5%
Sugar Creek: 4.2%





Bi-State Sustainable Reinvestment Corridor

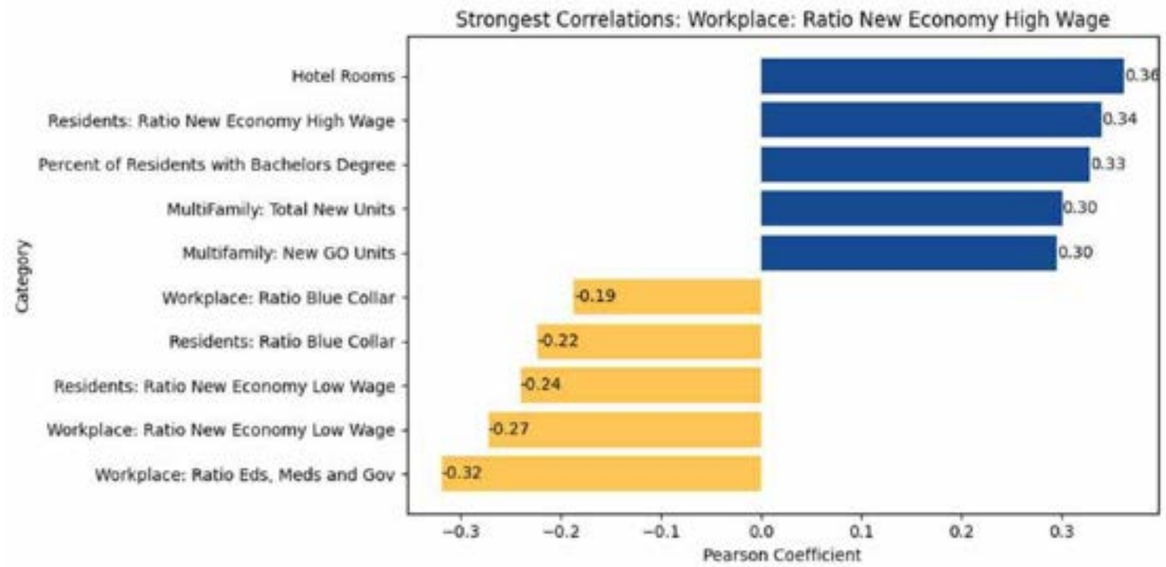
Variable: workplace area – new economy high wage jobs

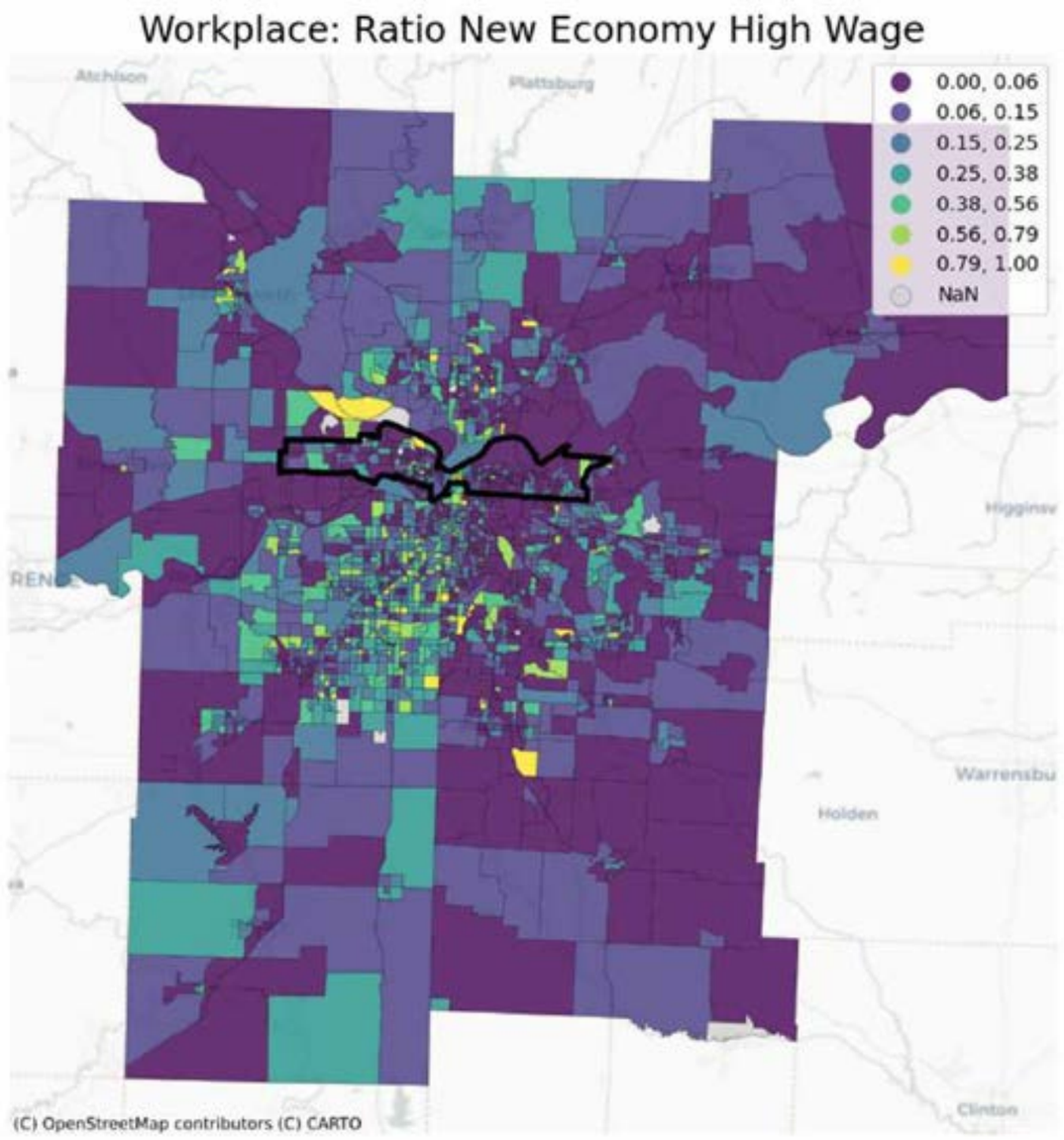
Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 13.6%
Corridor: 13.6%

Kansas City, MO: 10.6%

Kansas City, KS: 17.6%
Independence: 11.8%
Sugar Creek: 25%





Bi-State Sustainable Reinvestment Corridor

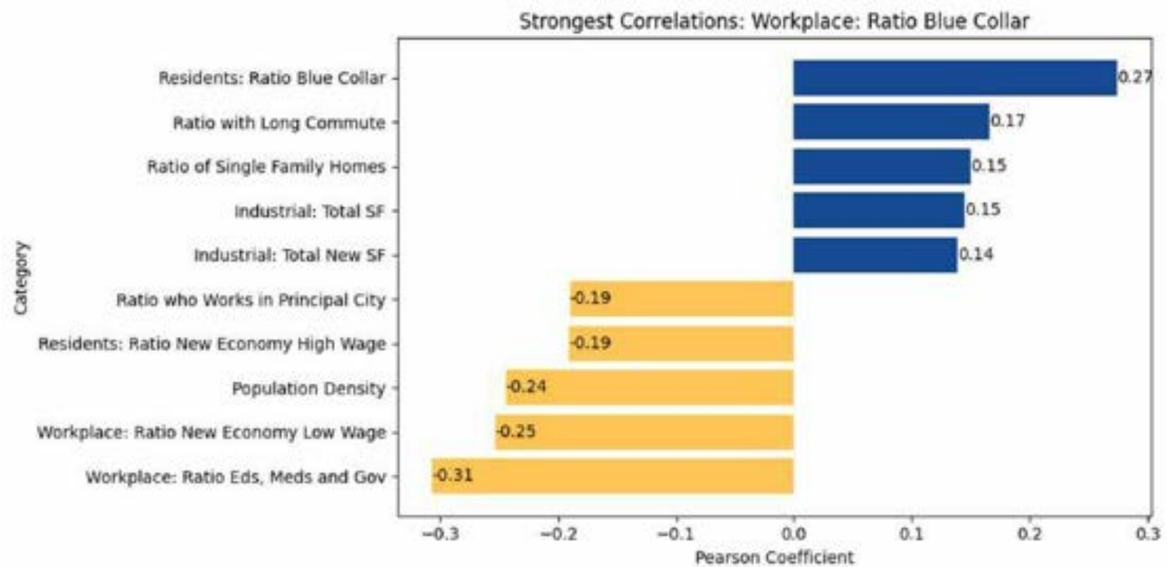
Variable: workplace area – ratio blue collar

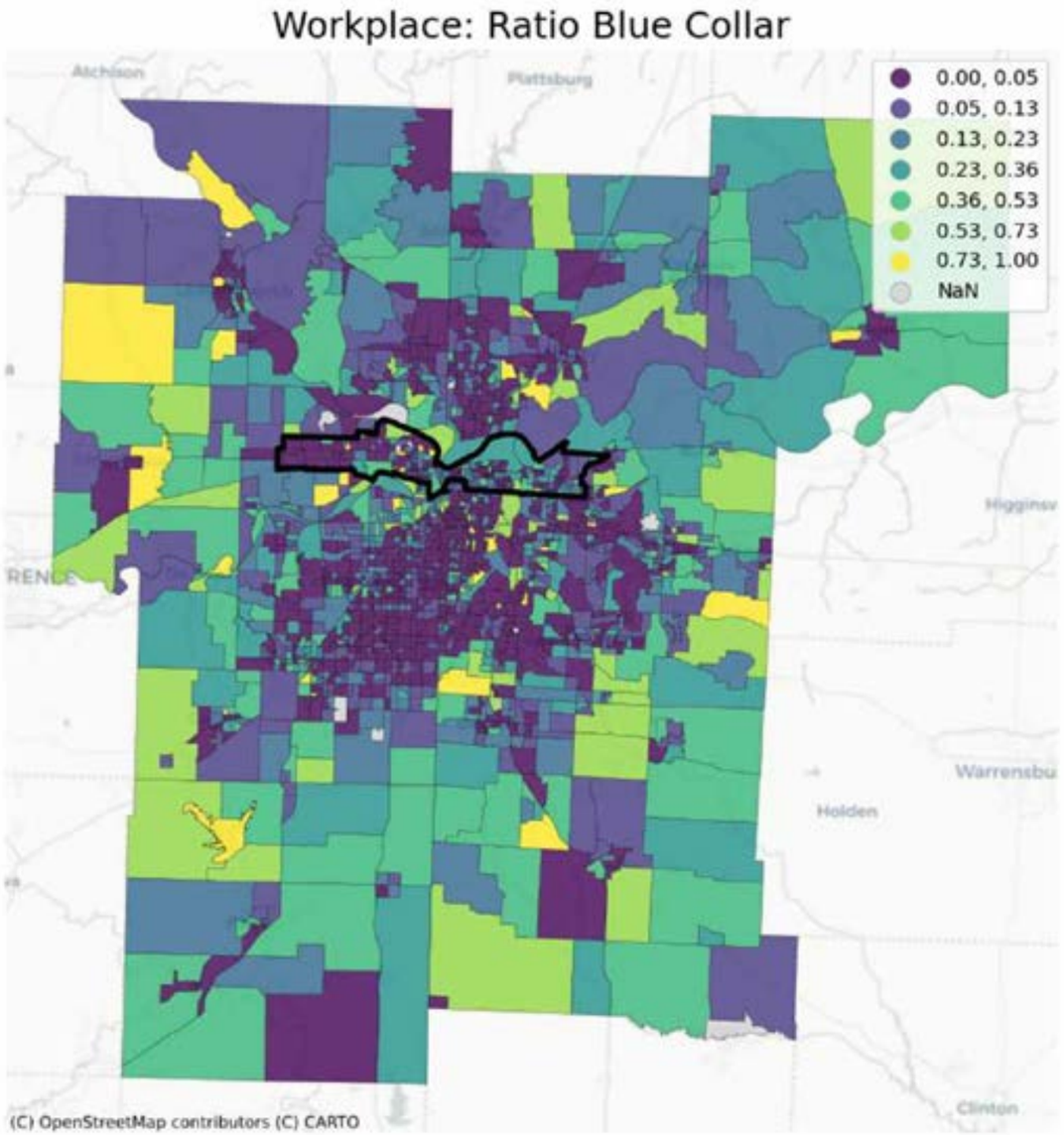
Comparison
Workplace Area: Blue Collar

Metro: 13.6%
Corridor: 13.6%

Kansas City, MO: 10.6%

Kansas City, KS: 17.8%
Independence: 11.8%
Sugar Creek: 25%





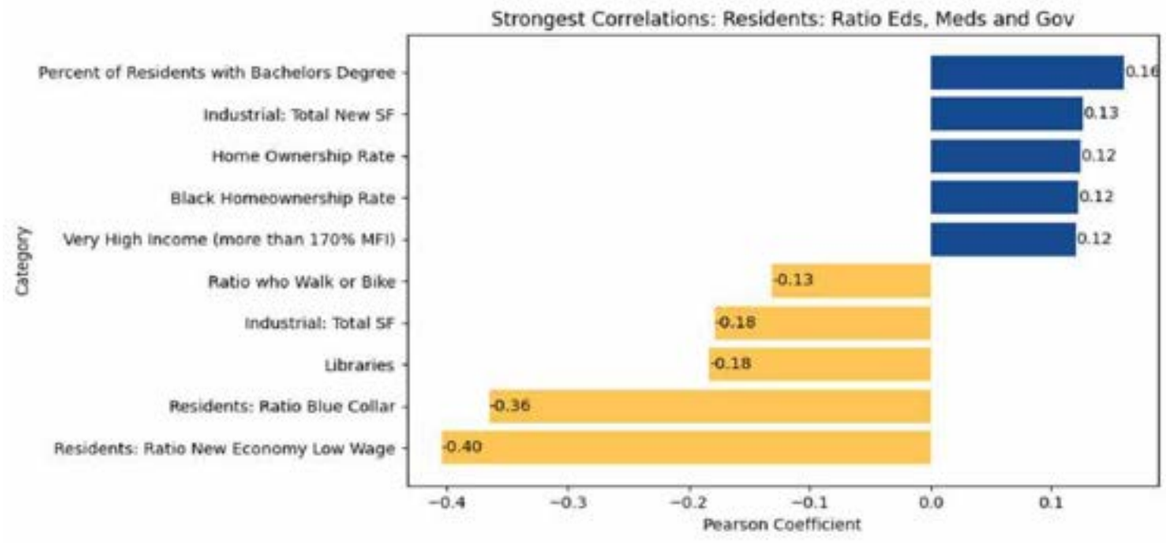
Variable: resident area – eds, meds and gov

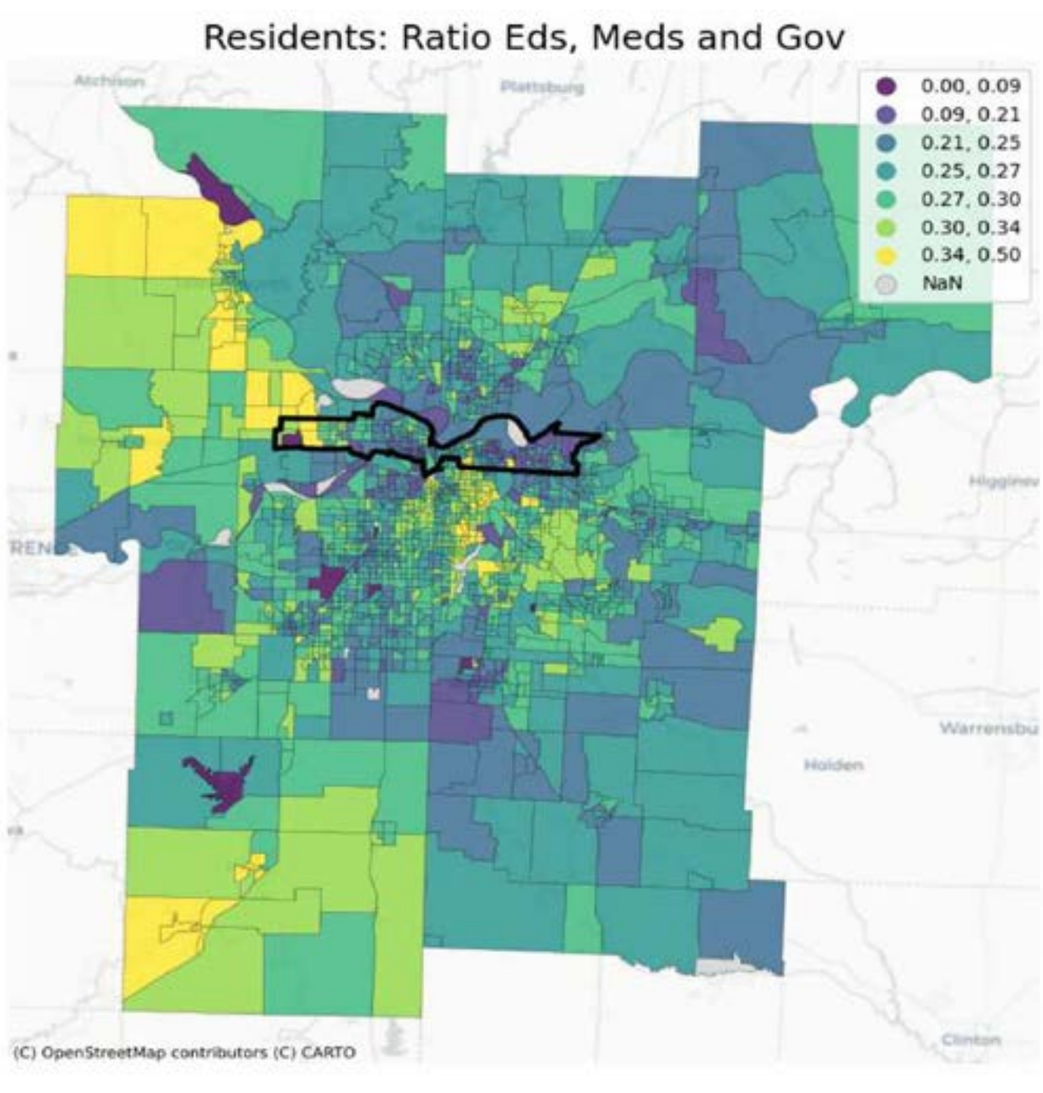
Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 27.3%
Corridor: 24.4%

Kansas City, MO: 28.2%

Kansas City, KS: 26%
Independence: 24.9%
Sugar Creek: 21.3%





Bi-State Sustainable Reinvestment Corridor

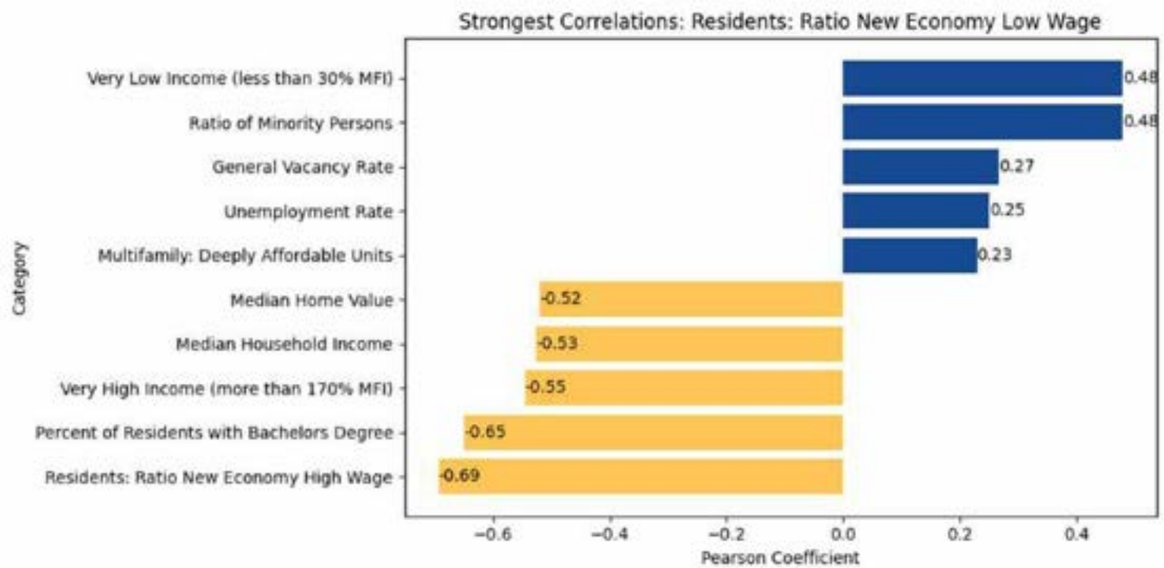
Variable: resident area – new economy low wage jobs

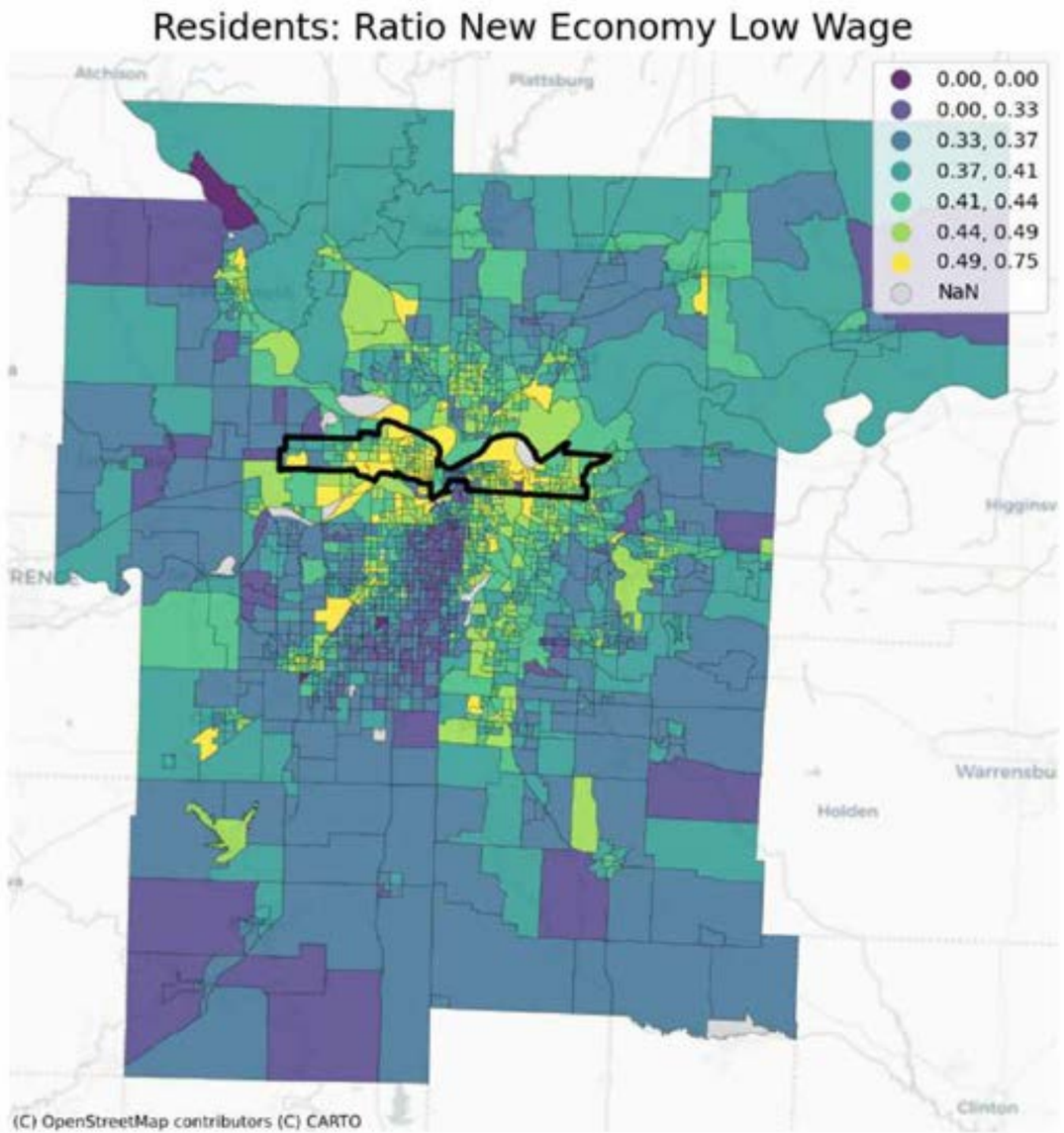
Comparison
Resident Area – Ratio
New Economy Low Wage Jobs

Metro: 38.9%
Corridor: 45.2%

Kansas City, MO: 43.8%

Kansas City, KS: 44.8%
Independence: 43.8%
Sugar Creek: 43.3%





Bi-State Sustainable Reinvestment Corridor

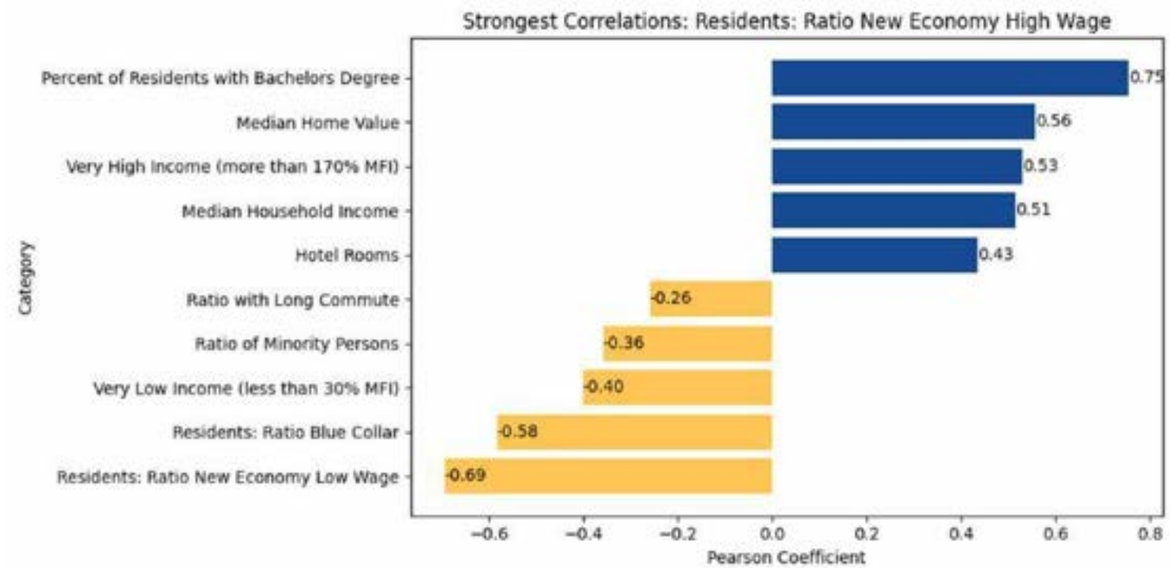
Variable: resident area – new economy high wage jobs

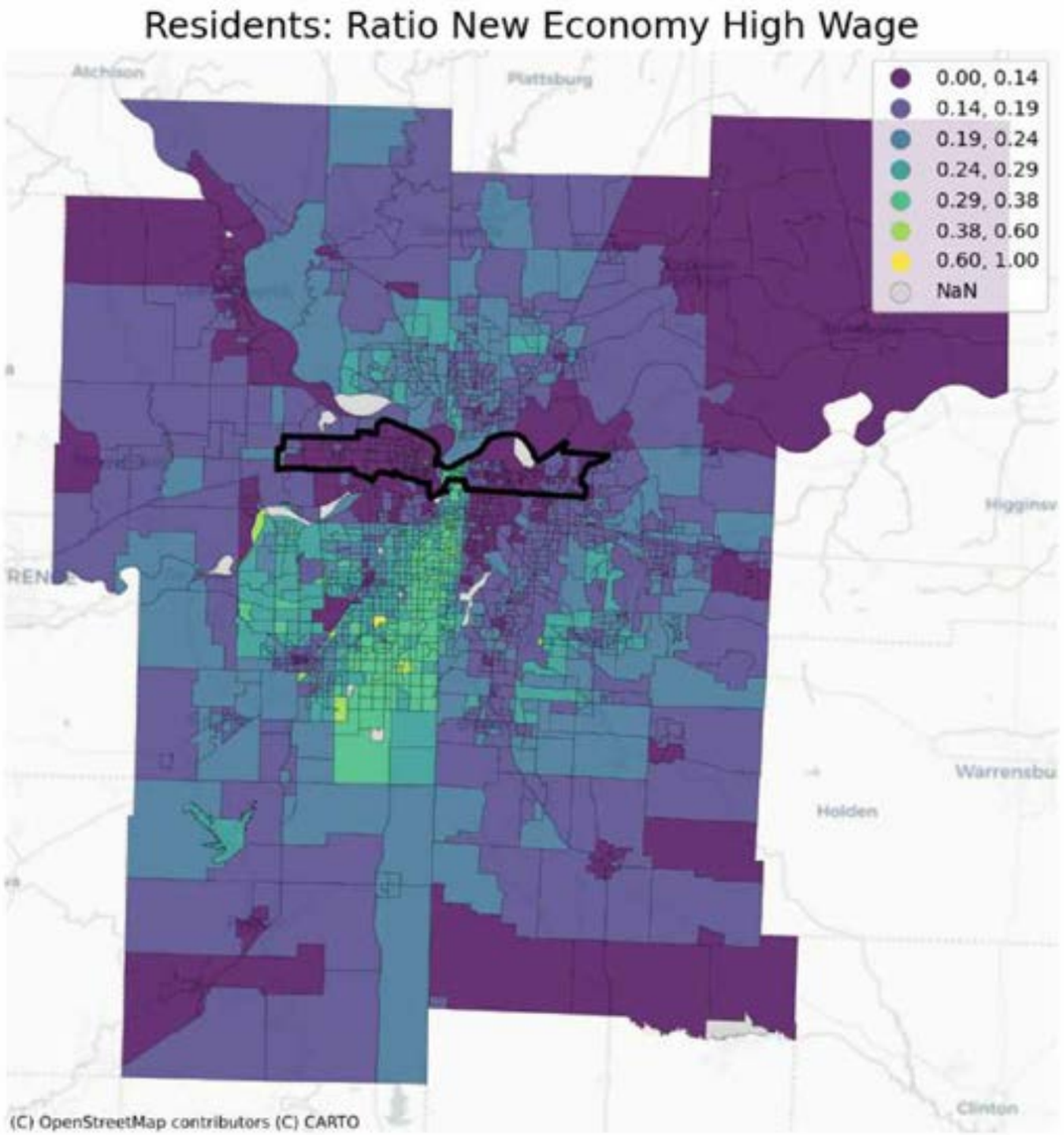
Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 20.1%
Corridor: 14.4%

Kansas City, MO: 20.4%

Kansas City, KS: 13.3%
Independence: 15.7%
Sugar Creek: 15.3%





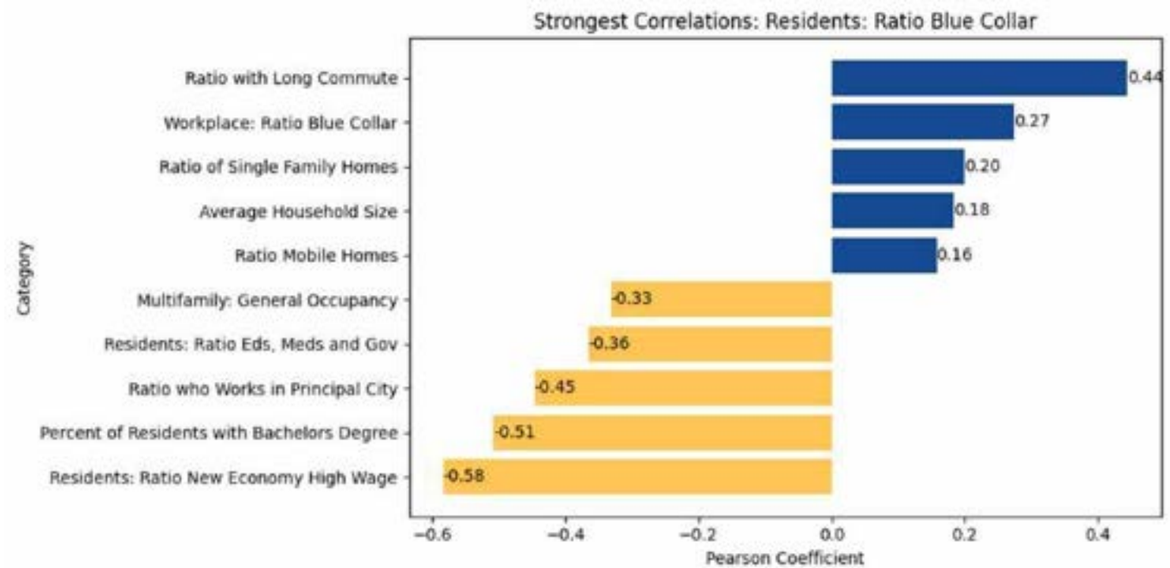
Variable: resident area – blue collar jobs

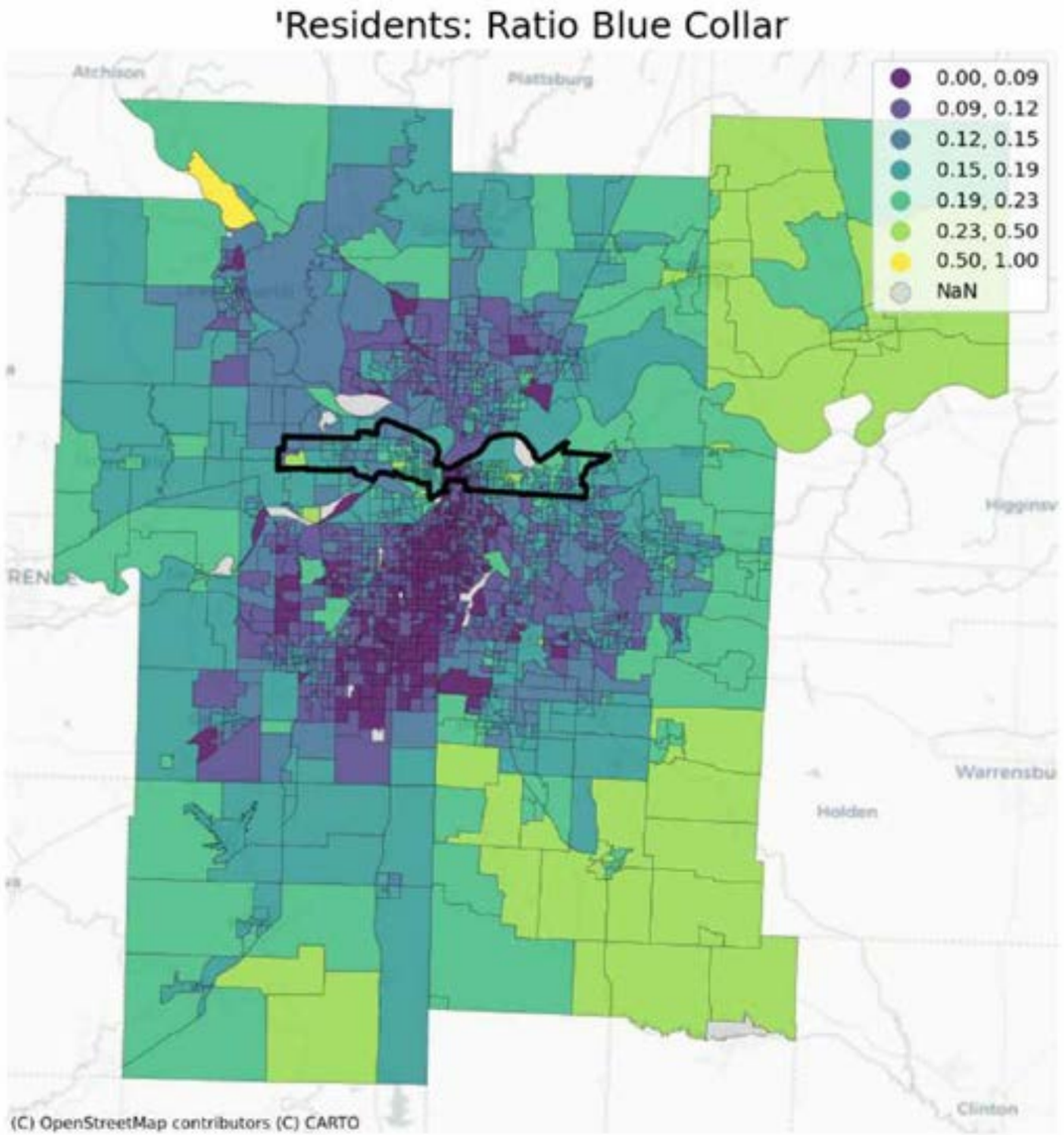
Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 13.7%
Corridor: 16%

Kansas City, MO: 11.5%

Kansas City, KS: 15.9%
Independence: 15.5%
Sugar Creek: 20.1%





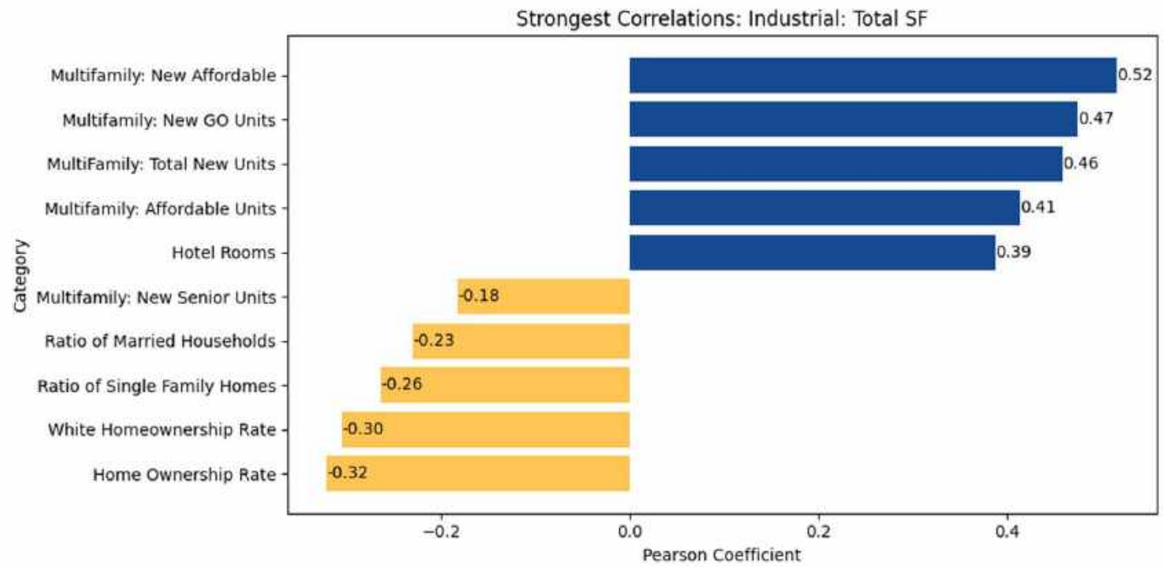
Bi-State Sustainable Reinvestment Corridor

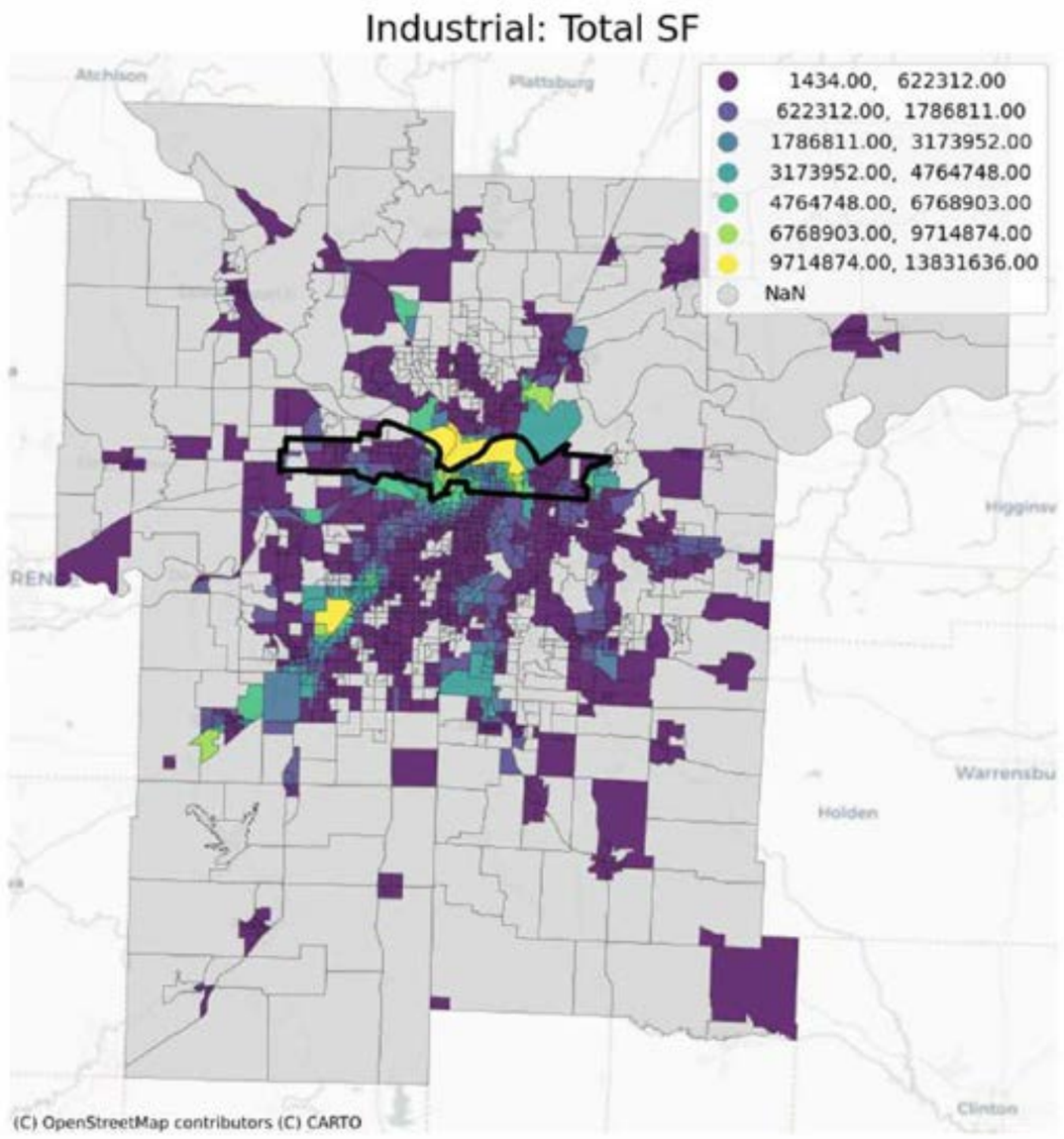
Variable: industrial SF

Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 348.4 million sf
Corridor: 54.7 million sf (15.7%)

Kansas City, MO: 75.5 million sf (21.74%)
Kansas City, KS: 44.8 million sf (12.9%)
Independence: 10.5 million sf (3%)
Sugar Creek: 17,000 sf





Bi-State Sustainable Reinvestment Corridor

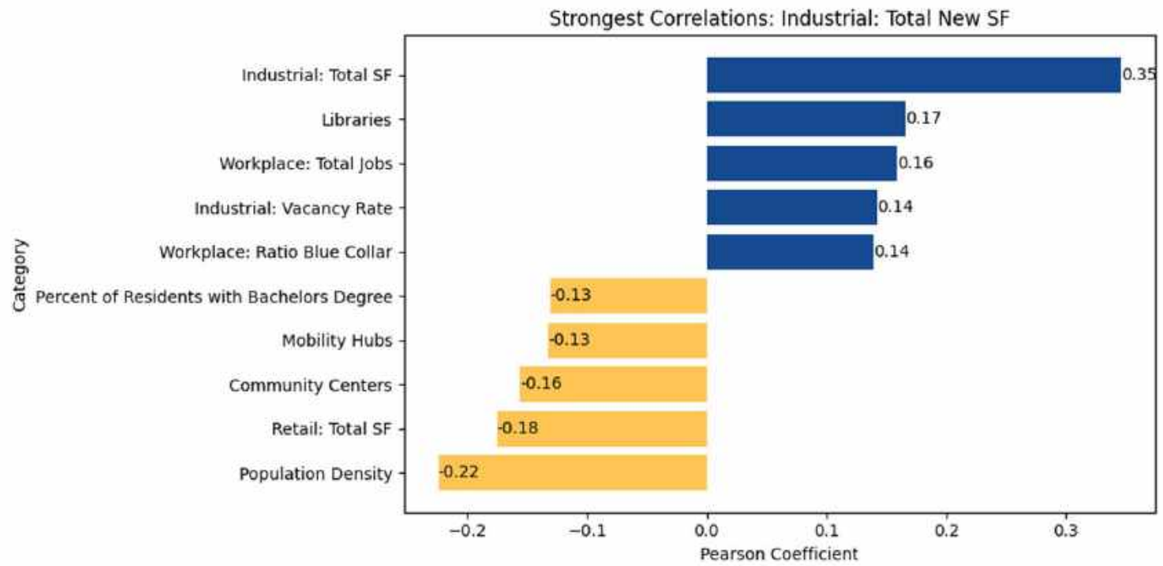
Variable: new industrial SF

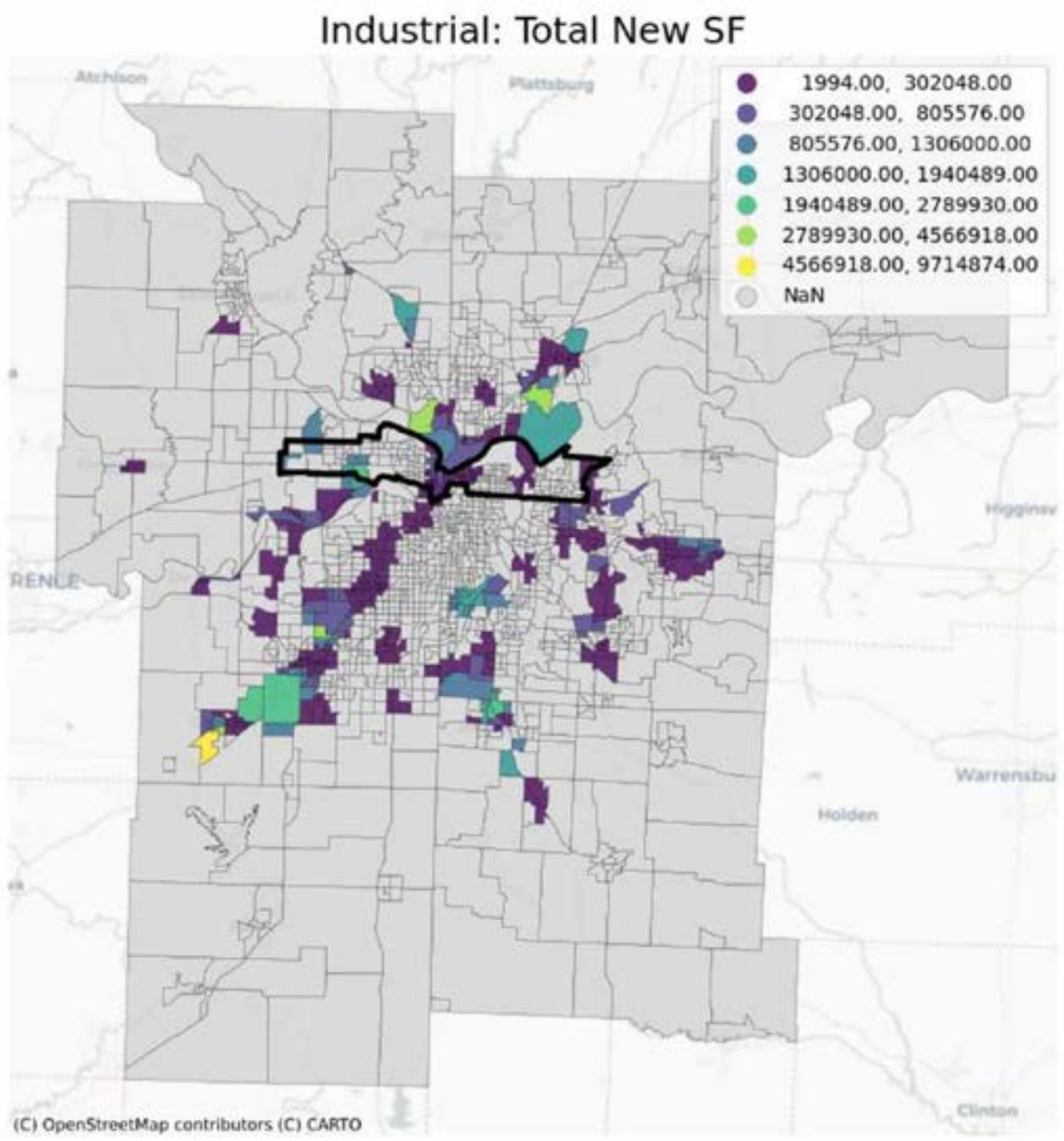
Comparison
New Industrial SF

Metro: 85.7 million sf
Corridor: 3.7 million sf (4.3%)

Kansas City, MO: 8.3 million sf (9.7%)

Kansas City, KS: 7.1 million sf (8.3%)
Independence: 1.2 million sf (1.4%)
Sugar Creek: --





Bi-State Sustainable Reinvestment Corridor

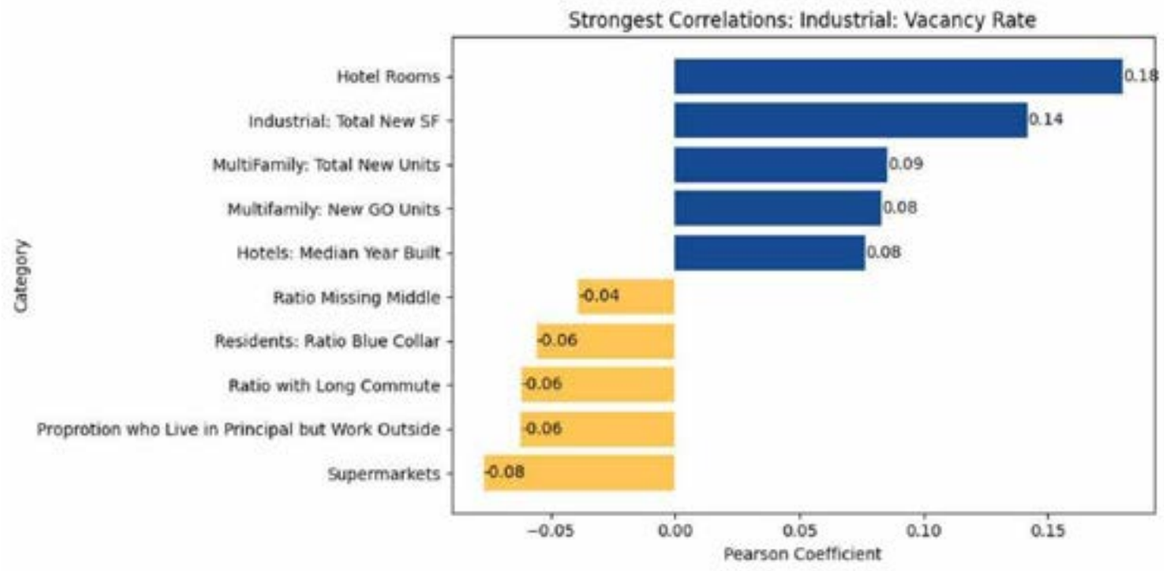
Variable: industrial vacancy rate

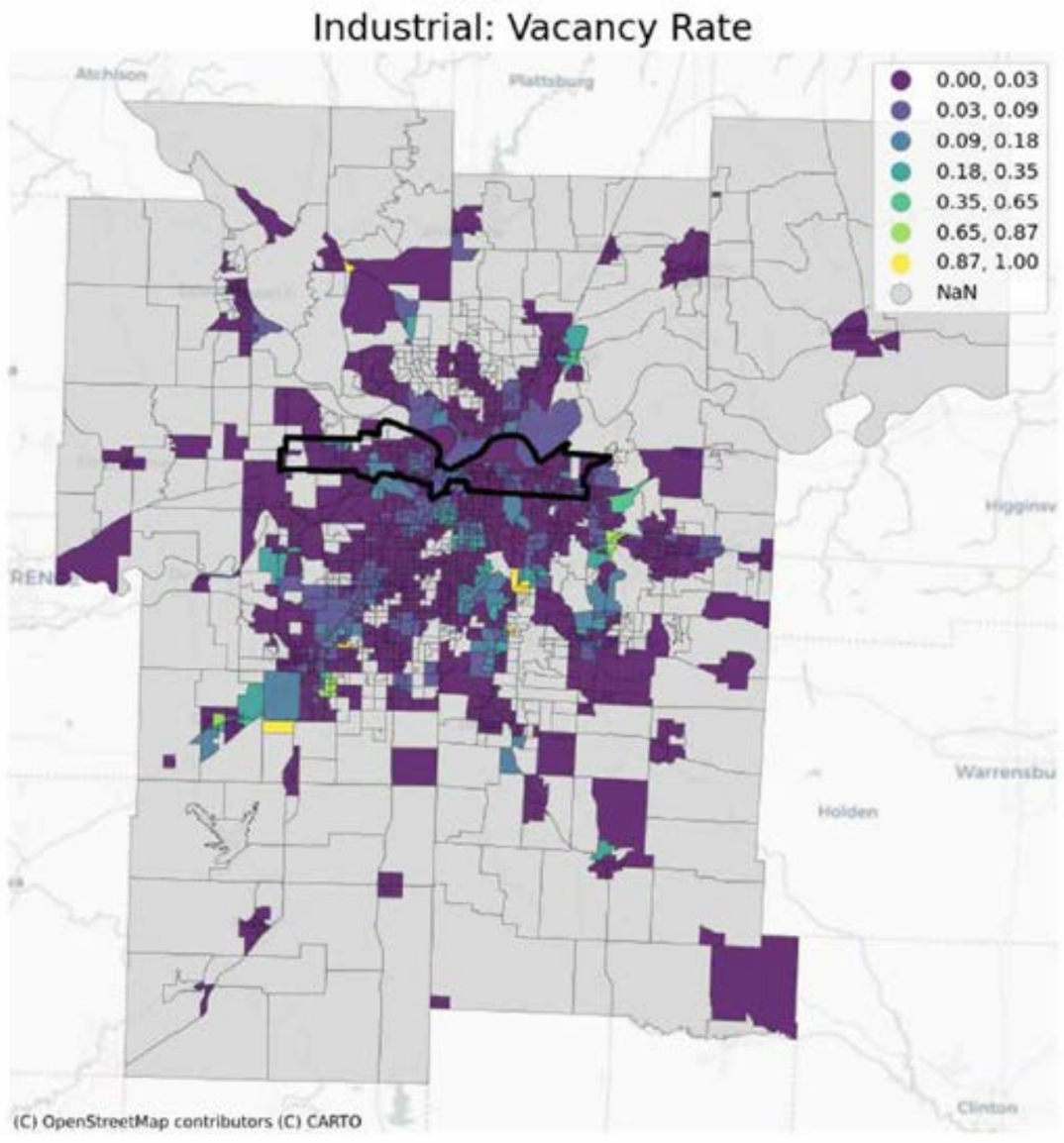
Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 6.7%
Corridor: 4%

Kansas City, MO: 7.1%

Kansas City, KS: 2.6%
Independence: 6.9%
Sugar Creek: --





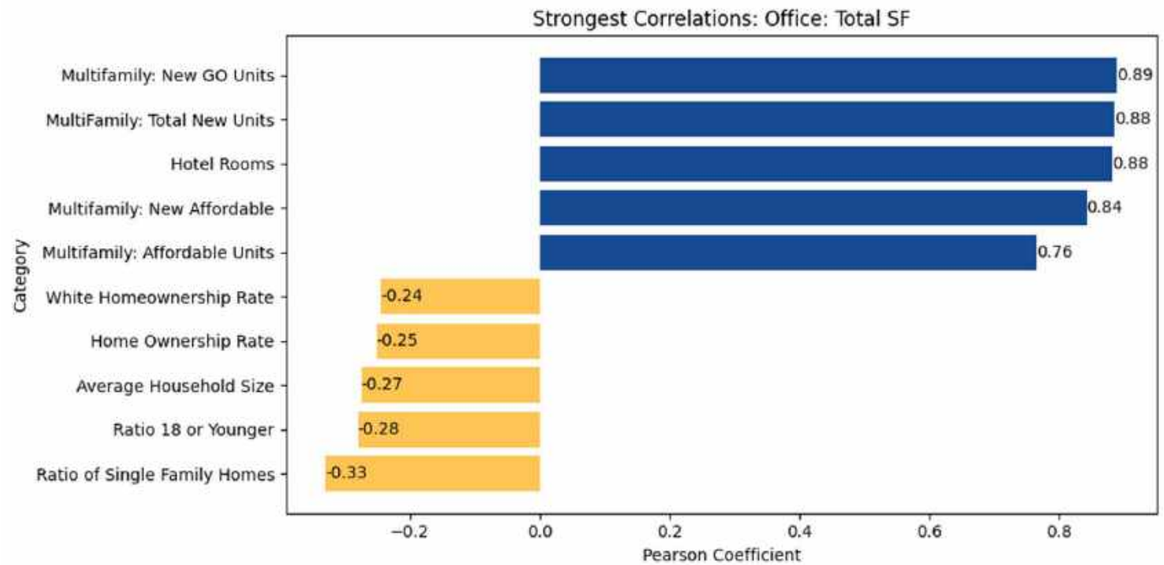
Bi-State Sustainable Reinvestment Corridor

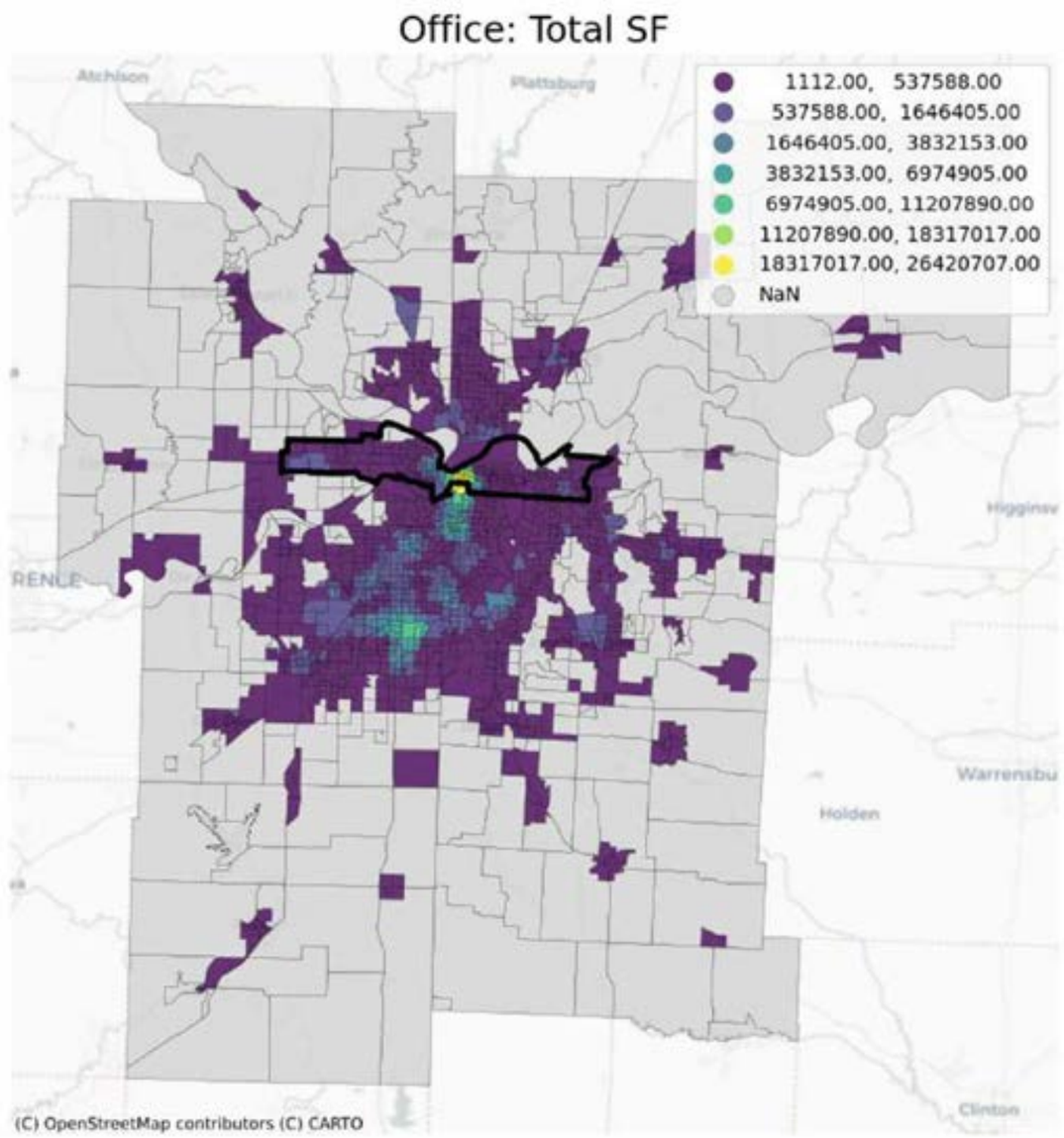
Variable: office SF

Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 123 million sf
Corridor: 25.6 million sf (20.8%)

Kansas City, MO: 56.3 million sf (45.7%)
Kansas City, KS: 4.9 million sf (4%)
Independence: 2.6 million sf (2.1%)
Sugar Creek: --





Bi-State Sustainable Reinvestment Corridor

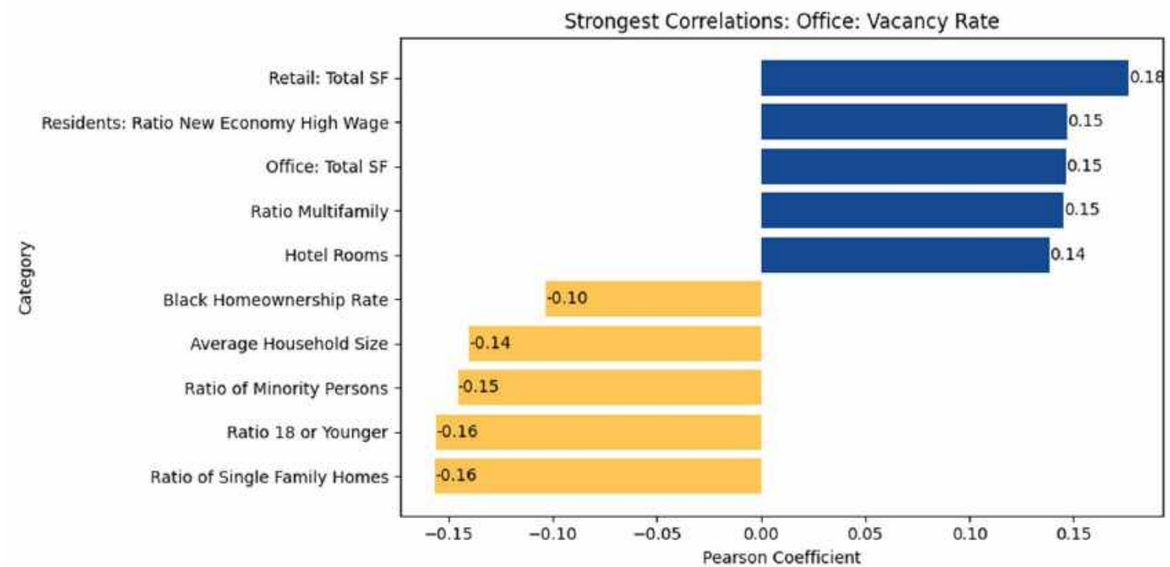
Variable: office vacancy rate

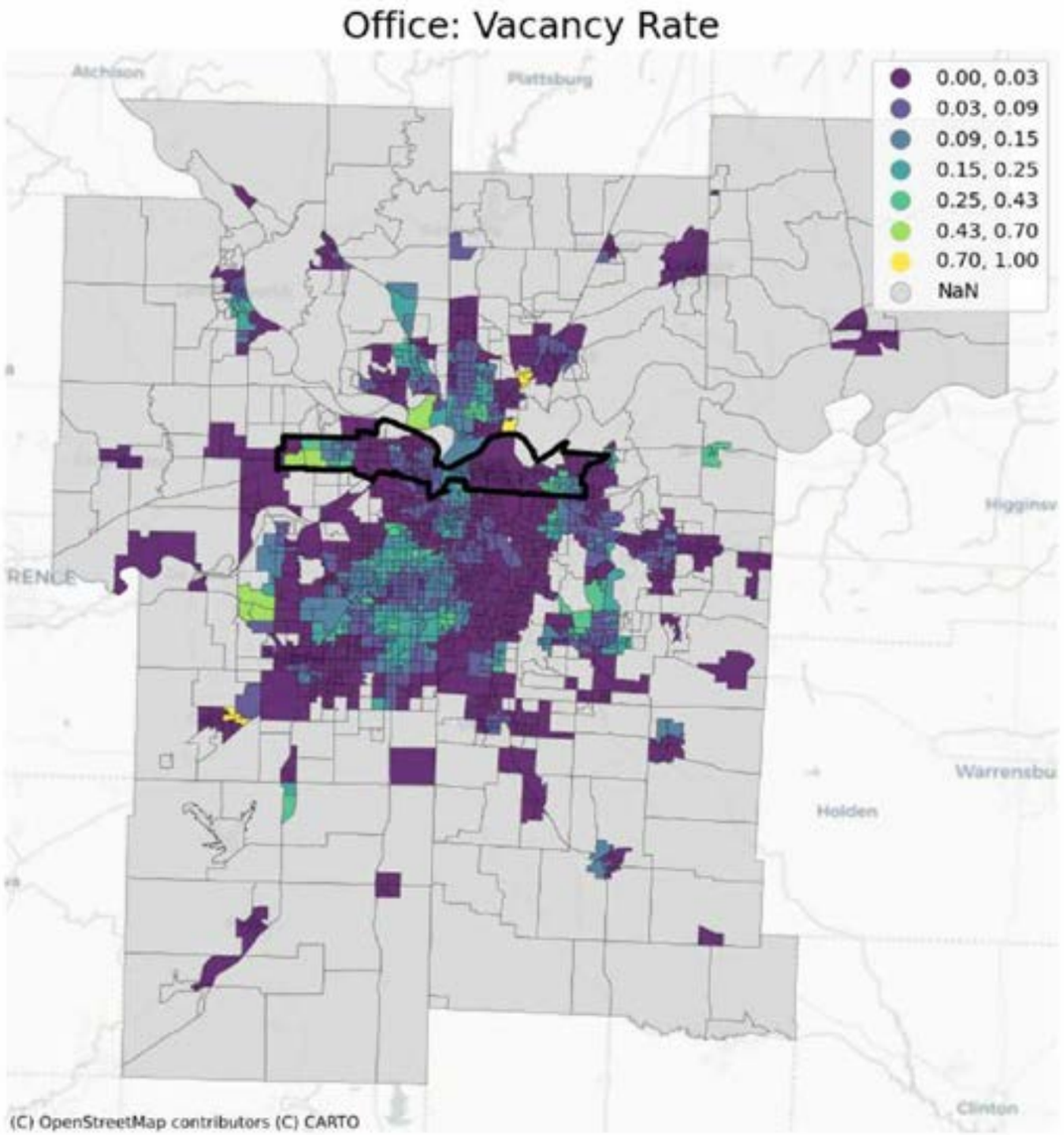
Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 12.8%
Corridor: 11.5%

Kansas City, MO: 11.2%

Kansas City, KS: 14.8%
Independence: 11.2%
Sugar Creek: --





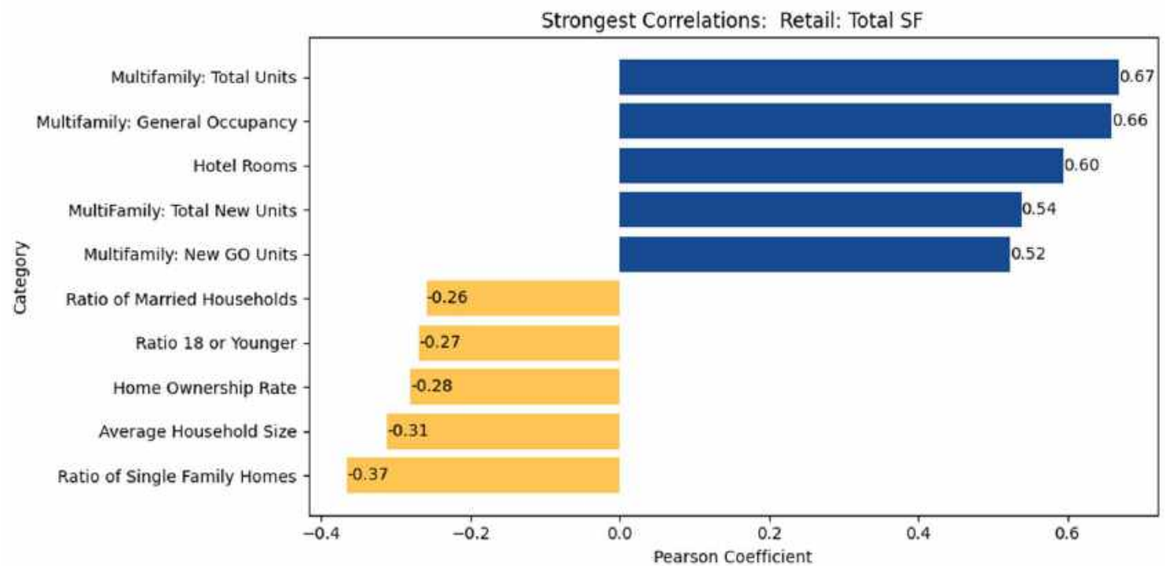
Bi-State Sustainable Reinvestment Corridor

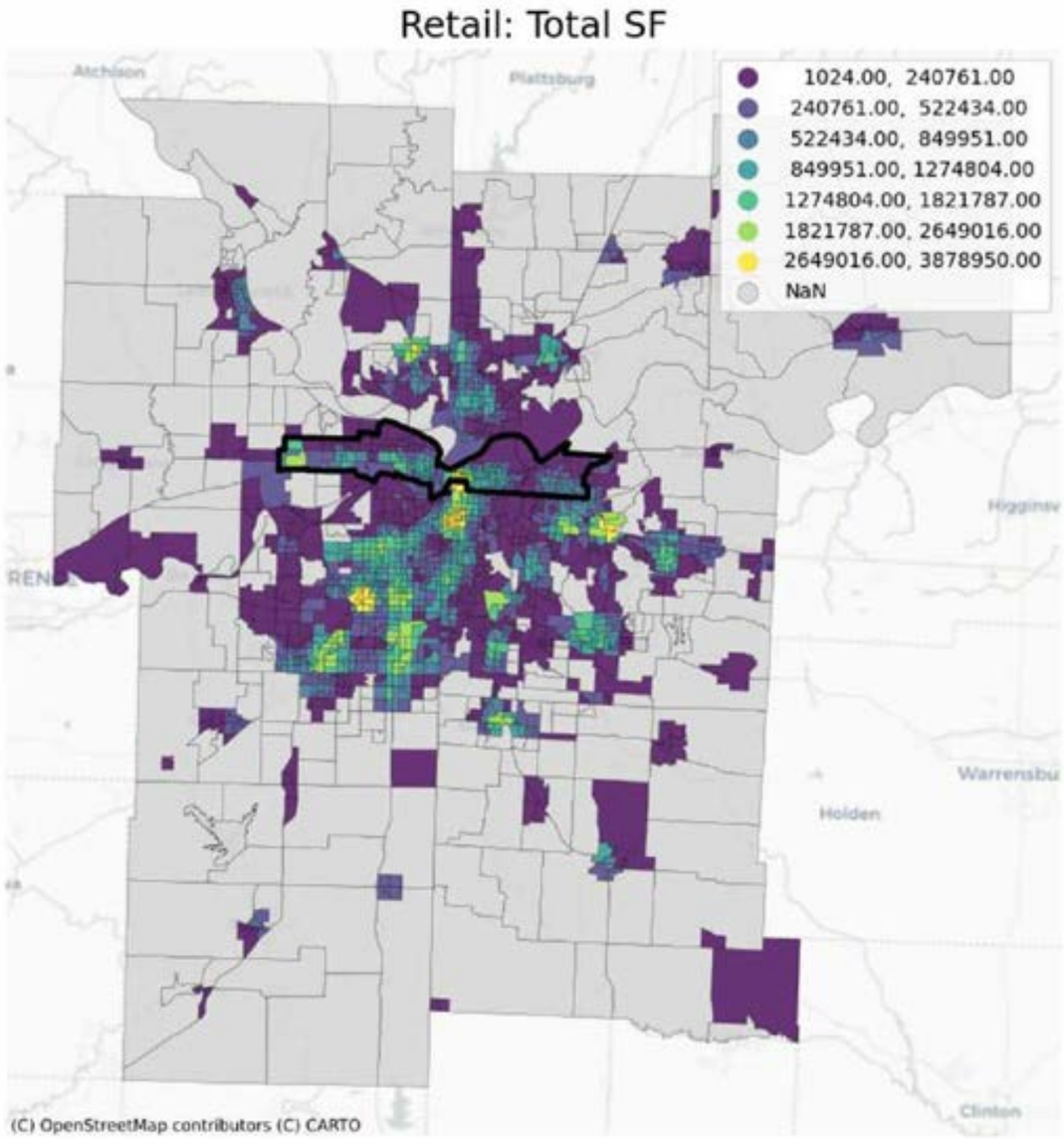
Variable: retail SF

Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 123 million sf
Corridor: 13.8 million sf (11.2%)

Kansas City, MO: 29.9 million sf (24.3%)
Kansas City, KS: 9.6 million sf (7.8%)
Independence: 7.7 million sf (6.3%)
Sugar Creek: --





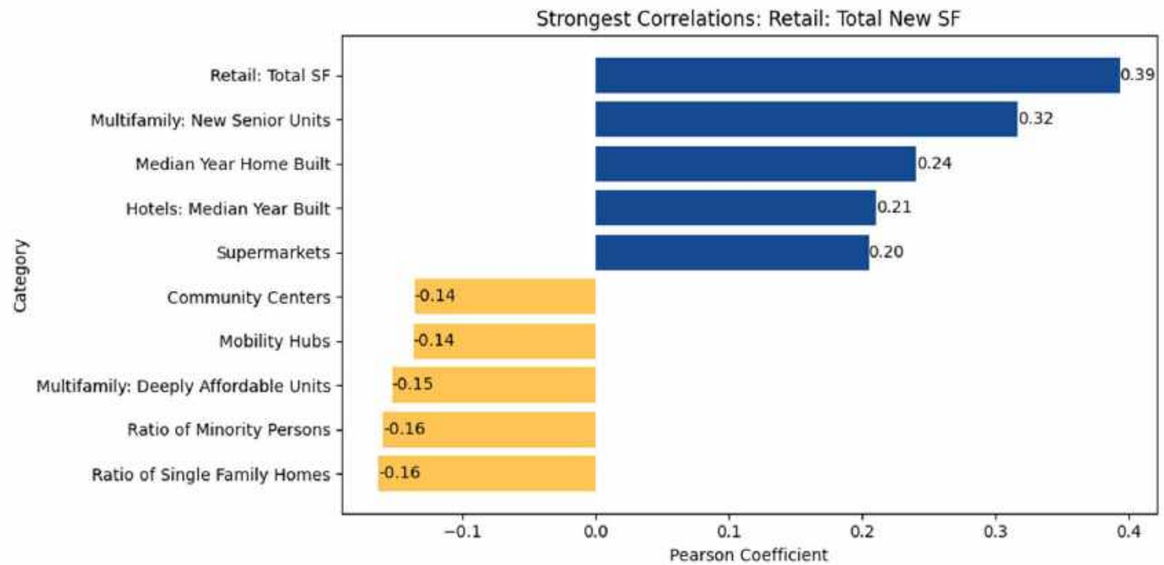
Variable: new retail SF

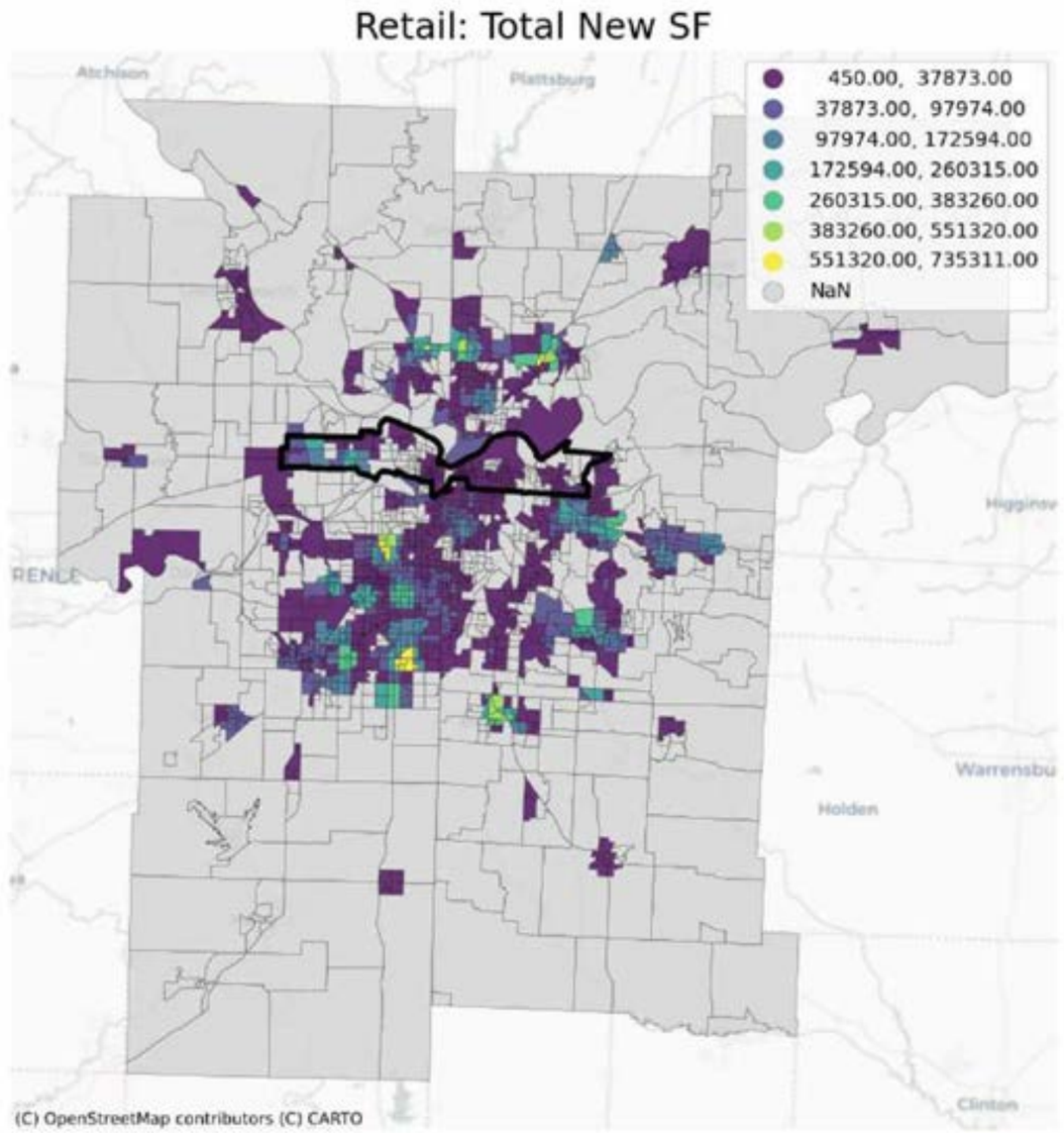
Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 12.1 million sf
Corridor: 0.6 million sf (5.5%)

Kansas City, MO: 2.2 million sf (18.4%)

Kansas City, KS: 0.6 million sf (5.3%) Independence: 0.5 million sf (4.2%)
Sugar Creek: --





Bi-State Sustainable Reinvestment Corridor

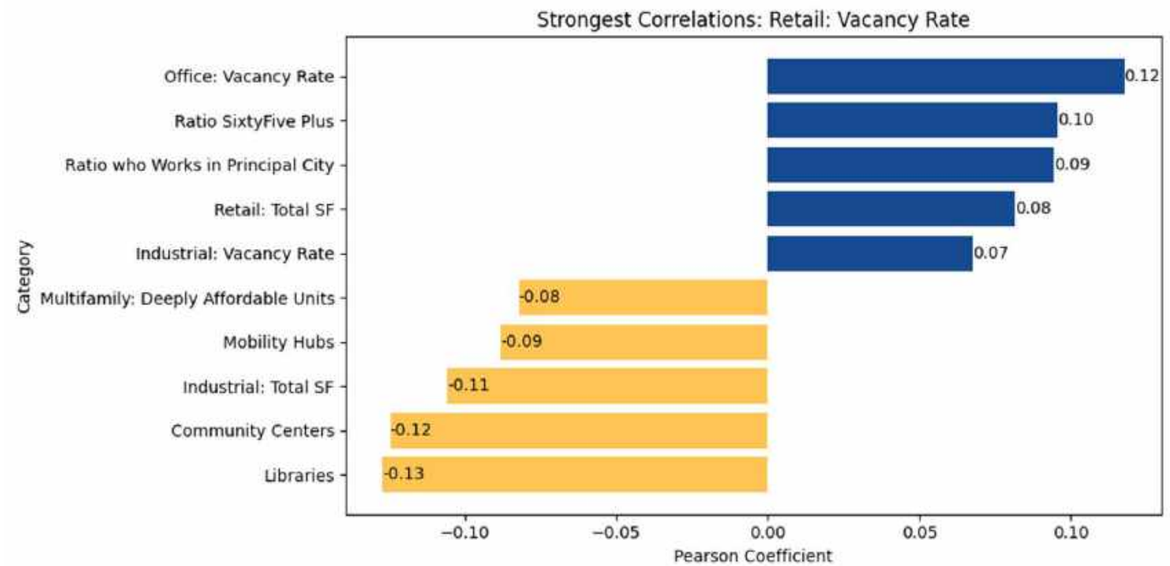
Variable: retail vacancy rate

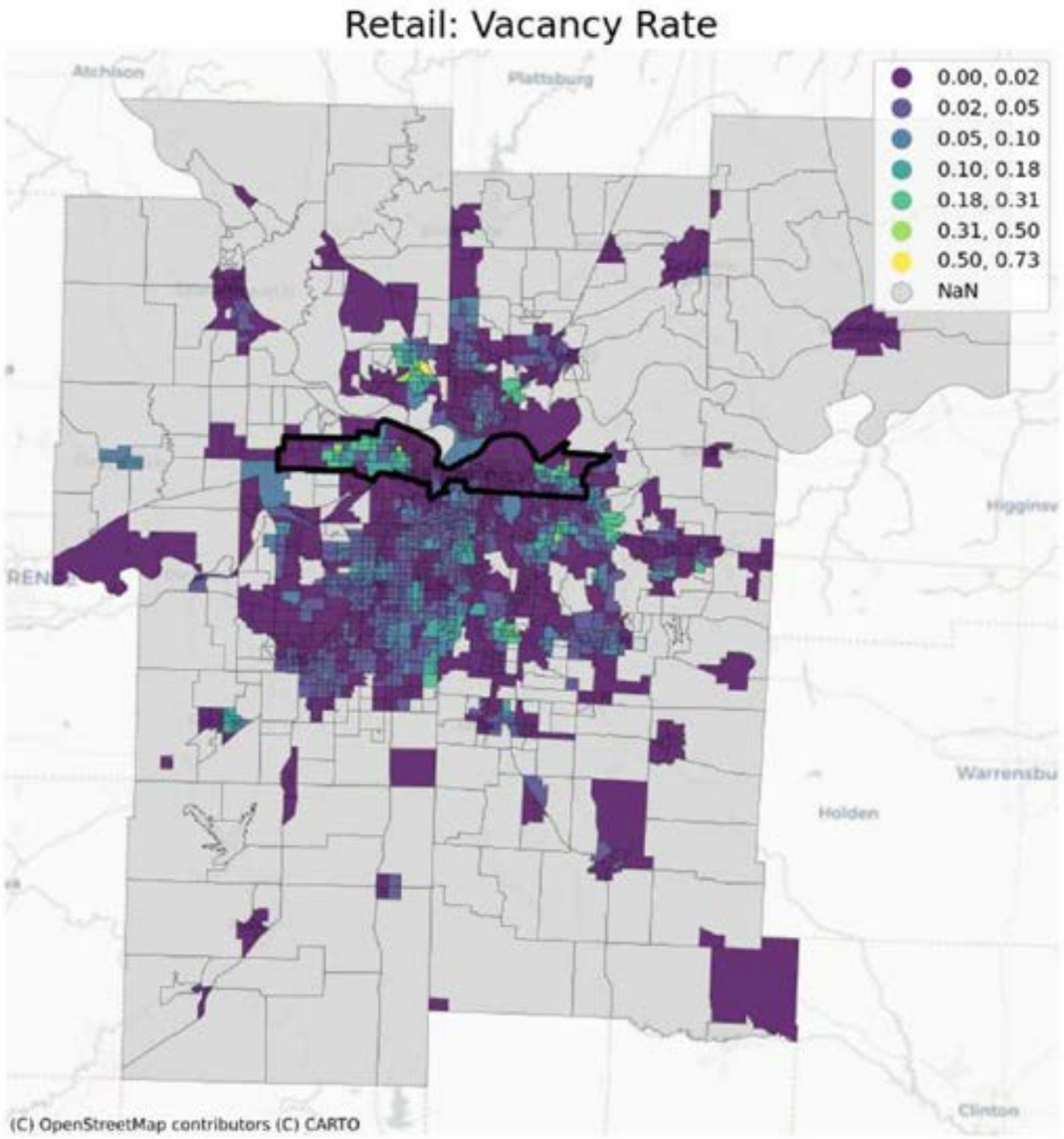
Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 4.2%
Corridor: 4.1%

Kansas City, MO: 4.3%

Kansas City, KS: 4.7%
Independence: 11.5%
Sugar Creek: --





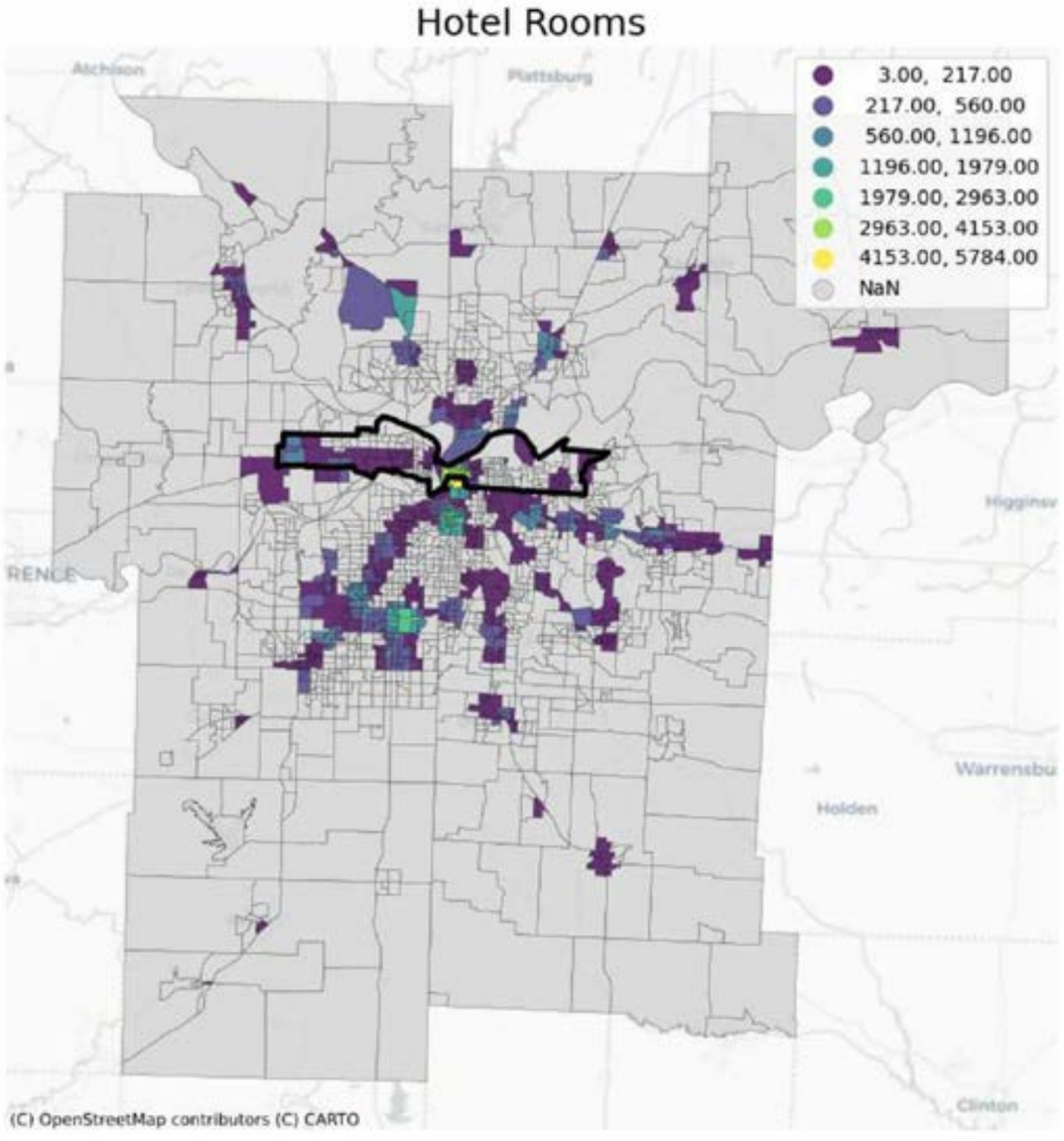
Variable: hotel rooms

Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 36,301
Corridor: 4,405 (12.1%)

Kansas City, MO: 14,234 (39.2%)

Kansas City, KS: 1,972 (5.4%)
Independence: 1,152 (3.2%)
Sugar Creek: 0



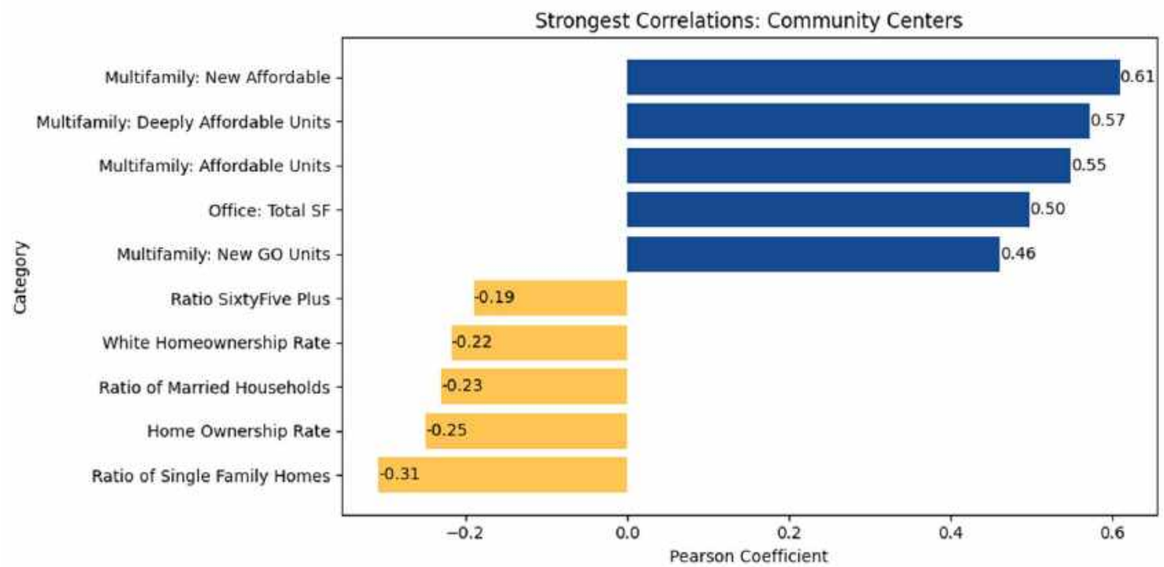
Bi-State Sustainable Reinvestment Corridor

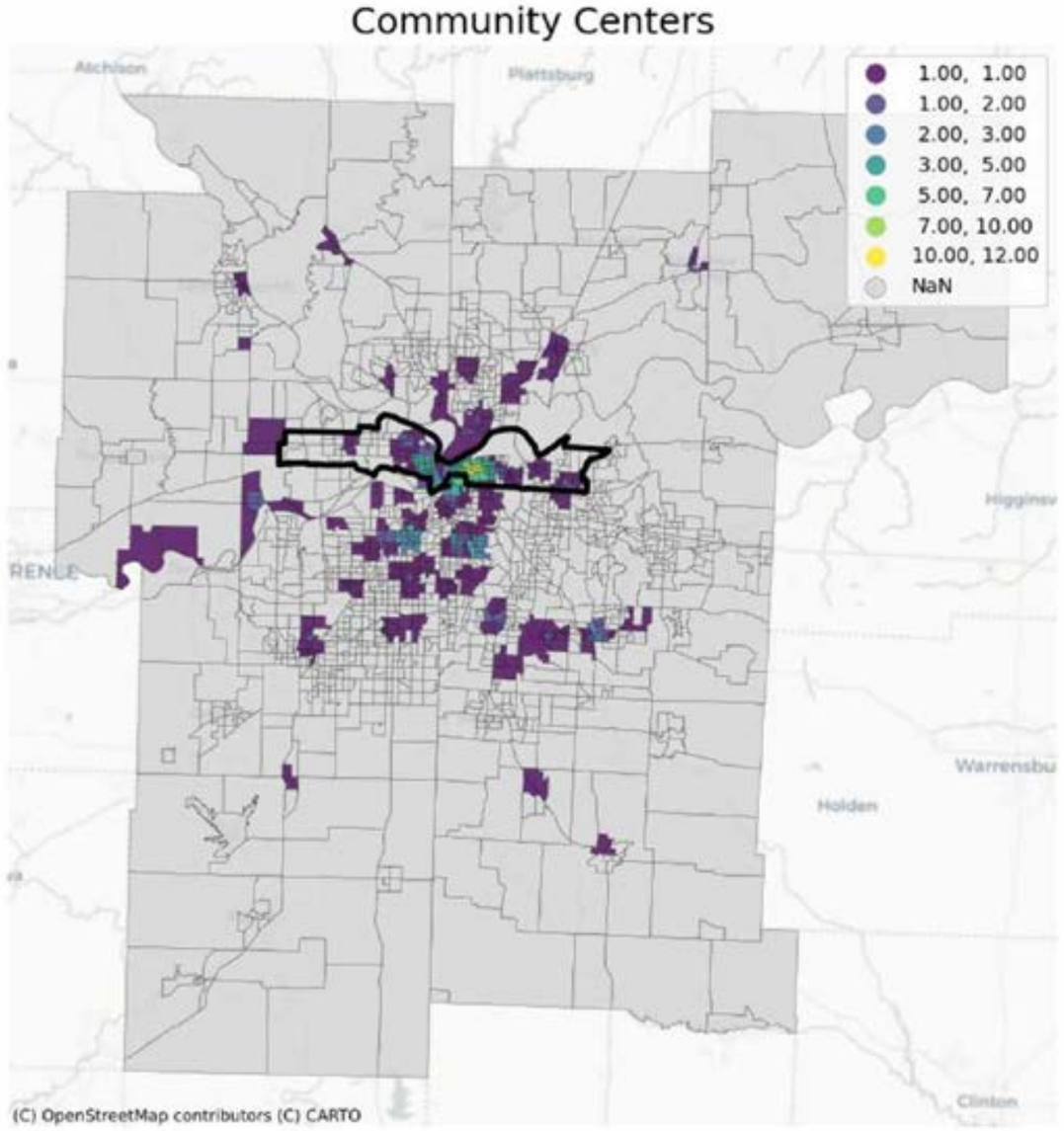
Variable: community centers

Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 97
Corridor: 14

Kansas City, MO: 34
Kansas City, KS: 14
Independence: 2
Sugar Creek: --





Bi-State Sustainable Reinvestment Corridor

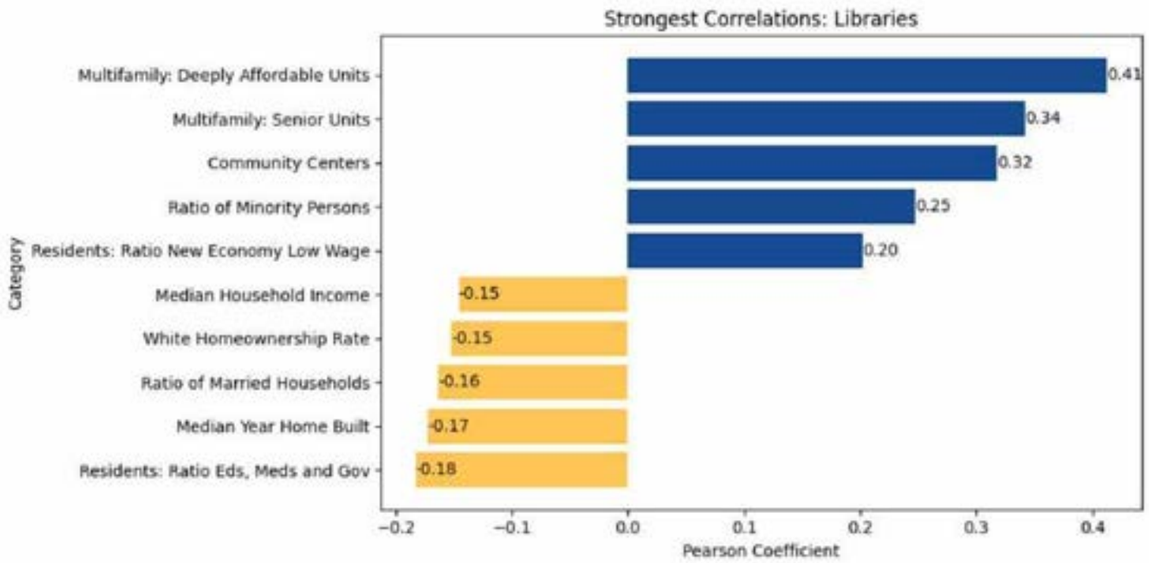
Variable: libraries

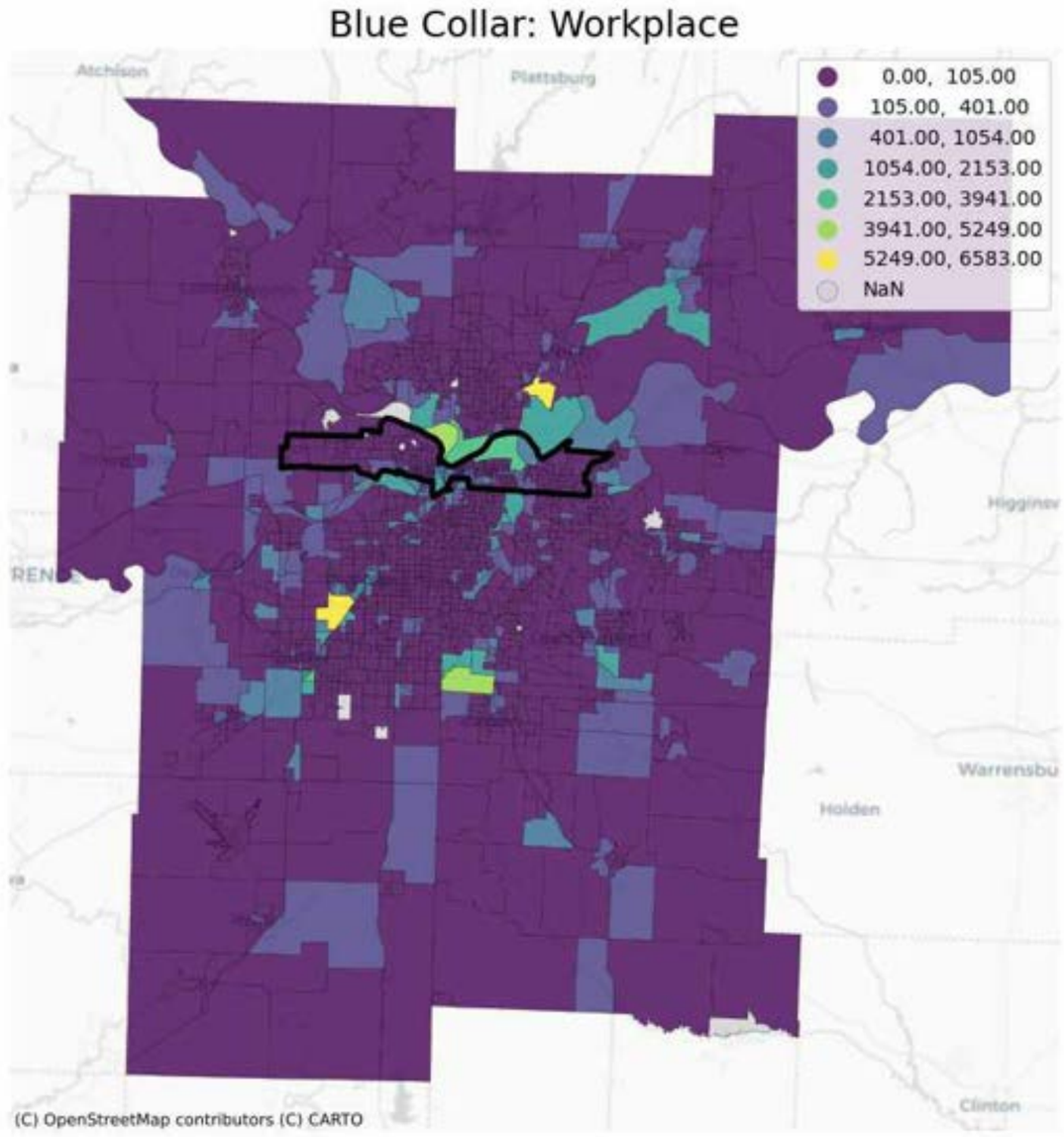
Comparison
Workplace Area: Total Jobs
(% of total)

Metro: 84
Corridor: 10

Kansas City, MO: 13

Kansas City, KS: 58
Independence: 5
Sugar Creek: 1





Resiliency & Sustainability – Literature Review

The following appendix details the resiliency and sustainability related plans reviewed. State plans are shown in Table 1 and local plans are shown in Table 2

Table 1 - State Plans

Plan name	Icon	Year	Description	Funding
Connected and Automated Vehicles Implementation Plan		2021	The Connected and Automated Vehicles Implementation Plan was developed by the Kansas Department of Transportation (KDOT) and the Kansas Turnpike Authority (KTA) to guide the deployment and integration of connected and automated vehicle technologies in Kansas. The plan outlines a strategic approach to enhance transportation safety, efficiency, and sustainability through the adoption of CAV technologies.	The Plan hopes to leverage federal, state, and private sector funding opportunities, to enhance Kansas' transportation infrastructure and promote the adoption of innovative transportation solutions. Federal funding opportunities include the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program, which supports innovative transportation technologies, and FHWA funding. KDOT and KTA allocate funding for projects that enhance the safety and efficiency of the state's transportation network.
Kansas State Hazard Mitigation Plan		2023	The Kansas State Hazard Mitigation Plan (SHMP) serves as a comprehensive guide for state and local governments to reduce risks from natural and human-made hazards statewide. The SHMP addresses several hazards, including flooding, severe storms, tornadoes, drought, wildfires, and severe winter weather. The SHMP aims to protect lives, property, and the environment by identifying vulnerabilities and implementing mitigation actions, such as improving stormwater drainage systems, building safe rooms, implementing controlled burns, and developing drought management plans.	The SHMP identifies several funding sources for mitigation projects, including federal programs such as the Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM) program, and Flood Mitigation Assistance (FMA) program.
KDOT Long Range Transportation Plan (LRTP)		2021	The KDOT Long Range Transportation Plan (LRTP) is designed to guide the future development of Kansas's transportation system through 2045. The LRTP focuses on safety and security, transportation system management, asset preservation, freight and economic vitality, stewardship, and workforce development. The Plan emphasizes developing a resilient transportation system that can withstand and quickly recover from natural hazards and disruptions through risk management and investments in adaptable infrastructure. The Plan also includes a commitment to sustainability by minimizing environmental impacts and promoting sustainable solutions, such as permeable pavements, green roofs, LED lighting, and energy-efficient building designs. The LRTP also highlights the intersection of land use and transportation planning to create more livable communities, promoting transit-oriented and mixed-use developments.	
KDOT National Electric Vehicle Infrastructure (NEVI) Plan		2022	The Kansas NEVI Plan outlines Kansas' strategy for developing a comprehensive electric vehicle (EV) charging network to support the growing adoption of EVs. The plan aims to expand the EV charging network to meet the needs of EV drivers, reduce greenhouse gas emissions, and promote the use of renewable energy sources to power EV charging stations.	The KDOT NEVI Plan was developed in response to the federal NEVI Formula Program, which provides funding to states for EV infrastructure development.
KDOT Transportation Asset Management Plan (TAMP)		2022	The KDOT Transportation Asset Management Plan (TAMP) outlines the management of transportation assets in Kansas to ensure they are well-maintained. The plan focuses on enhancing the efficiency and effectiveness of asset management practices, meeting federal requirements, and supporting long-term transportation goals. It includes a includes a risk-based approach to asset management and promotes sustainability by encouraging the use of environmentally friendly materials and construction practices, the integration of green infrastructure to manage stormwater.	
KDOT Transportation Emissions Reduction Strategy		2023	The Transportation Emissions Reduction Strategy (TERS) outlines a comprehensive plan to reduce transportation-related emissions in Kansas. The strategy is developed in response to the federal Carbon Reduction Program (CRP) established under the Bipartisan Infrastructure Law (BIL). The document provides a framework for evaluating and implementing projects aimed at reducing greenhouse gas (GHG) emissions from the transportation sector.	

Table 1 continued - State Plans

Plan name	Icon	Year	Description	Funding
Missouri State Hazard Mitigation Plan		2023	The Missouri State Hazard Mitigation Plan (SHMP) 2023-2028 serves as a comprehensive guide for state and local governments to reduce risks from natural and human-made hazards statewide. The SHMP addresses several hazards, including flooding, severe storms, tornadoes, drought, wildfires, and severe winter weather. The SHMP aims to protect lives, property, and the environment by identifying vulnerabilities and implementing mitigation actions, such as improving stormwater drainage systems, building safe rooms, implementing controlled burns, and developing drought management plans.	The SHMP identifies several funding sources for mitigation projects, including federal programs such as the Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM) program, and Flood Mitigation Assistance (FMA) program.
MoDOT Carbon Reduction Strategy		2023	The Carbon Reduction Strategy (CRS) outlines MoDOT's approach to reducing carbon emissions from the transportation sector. The strategy focuses on improving energy efficiency, expanding transportation choices, and leveraging new technologies to achieve significant reductions in greenhouse gas emissions. Some examples of these are using LED lighting for transportation infrastructure, expanding pedestrian and bicycle infrastructure, and encouraging transit-oriented development.	
MoDOT NEVI Plan		2023	The Missouri NEVI Plan outlines Missouri's strategy for developing a comprehensive electric vehicle (EV) charging network to support the growing adoption of EVs. The plan aims to expand the EV charging network to meet the needs of EV drivers, reduce greenhouse gas emissions, and promote the use of renewable energy sources to power EV charging stations.	The MoDOT NEVI Plan was developed in response to the federal NEVI Formula Program, which provides funding to states for EV infrastructure development.
MoDOT State Management Plan		2016	The MoDOT State Management Plan outlines the policies, procedures, and administrative guidelines for managing federal transit programs in Missouri, with a focus on compliance, sustainability, and the effective use of resources to enhance public transportation services. The Plan provides detailed information on program goals, eligible recipients, project selection criteria, and compliance requirements.	The Plan covers various federal funding programs, including Federal Transit Administration Formula Grants. The Plan outlines compliance with various federal environmental laws and regulations, such as NEPA, Clean Air Act, Clean Water Act, and Endangered Species Act. The Plan mandates compliance with Buy America requirements, ensuring manufactured materials/products used in transit projects are produced in the US. This program provides training and technical assistance to rural transit providers, enhancing their capacity to deliver effective and efficient services.
MoDOT Statewide Transportation Improvement Program 2025-2029		2024	The MoDOT Statewide Transportation Improvement Program (STIP) 2025-2029 outlines the planned transportation projects across Missouri for the fiscal years 2025 through 2029. The program includes a comprehensive list of projects aimed at improving highways, bridges, transit, aviation, rail, waterways, bicycle, pedestrian, and operations and maintenance. The STIP is updated annually to reflect the evolving transportation needs of the state.	
BikePed Plan		2015	The Plan aims to create a cohesive regional network of bikeways that promotes active transportation and provides economic, environmental, and health benefits. The Plan provides background information on regional bikeway plans and an analysis of current bikeway facilities and gaps in the network, highlighting the need for a continuous and connected system. Next, the plan provides a methodology for developing the regional bikeway network, including prioritization of corridors and connections to national and statewide trail systems. Lastly, the Plan provides an Implementation Toolkit and recommends actions for regional planning and coordination, data collection, public education, and enforcement to support the successful implementation of the bikeway network.	Sources for funding include the FHWA and the FTA, which support the construction and maintenance of bikeway facilities. State-level programs, such as those from KDOT and MoDOT, also provide financial support for bikeway projects. The plan emphasizes the importance of local funding, which can come from city and county budgets, local sales taxes, and bond issues. Private and non-profit partnerships can also be a significant source of funding.

Table 2 - Local Plans

Plan name	Icon	Year	Description	Funding
Climate Action Playbook		2019	The Playbook was developed by Climate Action KC, a regional community partnership of over 100 elected officials from both states, municipalities, county gov's, school boards, etc. The groups goal is to advance climate solutions at the local level in the KC region. The Playbook is loosely based on Paul Hawken's "Drawdown" and is broken down into the same 6 sectors: Buildings & Cities, Electricity Generation, Food, Land Use, Materials, Transportation. Within each sector, a range of strategies are included to address varying local priorities, attitudes and opportunities. The Playbook is focused on short-term opportunities for success at reducing pollution and doesn't include policies that would require changes to state law or adaptation work that local governments must undertake to be resilient given climate change is occurring.	Climate Action KC's Climate Action Playbook provides a wealth of knowledge and resources for all of the actions it outlines. For each action there are additional resources provided, potential funding sources, and examples of similar projects that have been implemented elsewhere.
Climate Pollution Reduction Grant Application: KC - ACT		2024	MARC has submitted a grant request to the Climate Pollution Reduction Grants Program, a special program of the Inflation Reduction Act. The request is titled the Kansas City - Anchoring Climate Transformation (KC-ACT). KC-ACT is a regional climate protection strategy aimed at strengthening public leadership, neighborhood resilience, and critical infrastructure resilience. It includes nearly $200M in funding for 40 projects, which are an outgrowth of the KC Regional Climate Action Plan.	This grant application was through the federal Climate Pollution Reduction Grants Program.
Connected KC 2050		2020	Connected KC 2050, the Kansas City metro's regional transportation plan, serves as a blueprint for managing the region's transportation system.	
Illustrative Connected KC 2050 Projects		2023	Provides project descriptions for projects included in Connected KC 2050.	
Kansas City Regional Clean Air Action Plan (CAAP)		2018	The CAAP aims to reduce ozone-forming emissions and improve air quality in the Kansas City region. The plan outlines strategies and actions to maintain compliance with EPA standards and promote a healthier environment for residents. It was developed with input from regional stakeholders, including local governments, businesses, civic organizations, and nonprofit agencies.	Programs such as EPA grants and USDOT funding are crucial for implementing air quality improvement projects. The USDOT has the Carbon Reduction Program, administered by the FHWA, provides discretionary funding for carbon reduction strategies. Both Kansas and Missouri have a State Carbon Reduction Strategy (CRS). For Kansas, KDOT's Transportation Emissions Reduction Strategy and for Missouri, MoDOT's Carbon Reduction Strategy are the relevant CRS.
Kansas City Regional ITS Architecture		2016	KC Regional ITS Architecture documents the components of the ITS systems and their functions to deliver needs. Transportation Service Areas documented in the architecture include Emergency Management, Incident Management, and Traveler Information which have a strong connection to responding to natural hazards. In line with the National ITS Architecture, the architecture contains Interconnect Flow Diagrams and Architecture Flow diagrams detailing the data exchanges, technology systems, and stakeholder roles in ITS systems related to Emergency Management, Incident Management, and Traveler Information.	

Table 2 continued - Local Plans

Plan name	Icon	Year	Description	Funding
Kansas City Walkability Plan		2003	The Kansas City Walkability Plan aims to enhance pedestrian mobility and safety throughout Kansas City. The plan outlines strategies to create a more walkable city by addressing barriers to walking, measuring walkability, establishing priorities, and recommending changes to city regulations, standards, and policies. The plan also includes a pedestrian zone case study evaluations and actions steps for implementation.	
KC CAP Climate Risk and Vulnerability Assessment		2020	The Climate Risk and Vulnerability Assessment for the Kansas City region, a section of the KC Climate Action Plan (CAP), evaluates the impacts of climate change on natural hazards, infrastructure, public health, and vulnerable communities. The assessment aims to inform strategic priorities for resilience and sustainability. The CRVA is broken into these sections: Community Profile, Climate Outlook, Natural Hazards, Social Vulnerability Assessment, Adaptive Capacity, and Conclusion & Recommendations. The natural hazards addressed in the CRVA are drought, flooding, extreme heat, severe thunderstorms, tornadoes, and severe winter weather.	
KC Regional Climate Action Plan		2021	The Climate Action Plan (CAP) aims to achieve net-zero greenhouse gas emissions by 2050 in the Kansas City region. It emphasizes equitable and just climate resilience, involving community engagement and regional collaboration. The CAP takes a systems-based approach to addressing climate change across 9 sections: governance & leadership, community resilience, energy generation, energy efficiency, transportation & land use, urban greening, food & agriculture, solid waste, finance & innovation. Within each section, the CAP identifies overarching goals & specific actions to address climate change.	
KC Vision Zero Action Plan		2022	KCMO's Vision Zero KC: Safe, Healthy, and Equitable Streets for All (VZKC) plan is aimed at supporting the development of better roads, bridges, bike lanes, and sidewalks to make commutes safer and more convenient for all travelers. However, the main intent of VZKC is to work towards reversing a devastating, decadeslong upward trend in vehicular crashes.	
MARC Autonomous Connected Vehicle Framework		2018	The MARC Autonomous and Connected Vehicle Framework was developed to guide the Kansas City region in preparing for the integration of autonomous and connected vehicle (AV/CV) technologies. The framework aims to maximize the benefits of these emerging technologies. Some benefits are reducing emissions through improved traffic flow and less idling, using hybrid or electric vehicles to lower greenhouse gas emissions, and improved emergency response time thanks to real-time data availability. The Framework also outlines a number of pilot projects, including an Urban Mobility Pilot and a Freight and Logistics Pilot.	
MARC Regional Multi-Hazard Mitigation Plan		2020	The MARC Regional Multi-Hazard Mitigation Plan (RHMP) is designed to reduce the risks from natural and human-made hazards in the Kansas City region. The RHMP addresses several hazards, including flooding, severe storms, tornadoes, drought, wildfires, and severe winter weather. The RHMP aims to protect lives, property, and the environment by identifying vulnerabilities and implementing mitigation actions.	The SHMP identifies several funding sources for mitigation projects, including federal programs such as the Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM) program, and Flood Mitigation Assistance (FMA) program.
RideKC SmartMoves 3.0		2017	SmartMoves 3.0 serves as the regional blueprint for implementation of a new and improved transit and mobility system. Local governments and transit organizations will use this plan to guide the development of new projects and initiatives that seek to develop efficient, high-ridership transit services that are linked by mobility hubs where riders can transfer from one fixed route to another or connect with mobility services to get where they need to go.	

Resiliency & Sustainability – Strategies and Actions

Sustainability strategies and actions are presented in Table 3 and resilience strategies and actions are presented in Table 4.

Table 3 - Sustainability Strategies and Actions

Implementation Strategies for Sustainability	Description	Example Actions	Related Plans
Drive Less	To improve sustainability, reduce the number of vehicle miles traveled especially by single occupant vehicles (SOVs).	**Projects** • Promote mode shift to multimodal transportation options by improving bicycle and pedestrian facilities. • Invest in transit infrastructure such as electrifying the transit fleet, increasing transit efficiency (bus rapid transit), and establishing mobility hubs. **Policies and Processes** • Enhance laws protecting multimodal roadway users. • Develop standards and development requirements to prioritize multimodal infrastructure and transportation. **Programs** • Partner with businesses to promote remote work or alternative work schedules. • Incentivize carpooling, ridesharing, and multimodal transportation. • Encourage public transit ridership.	Greater KC Regional Bikeway Plan, Kansas City Walkability Plan, Kansas Active Transportation Plan, RideKC SmartMoves 3.0, Connected KC 2050, KC Regional Climate Action Plan, KDOT Transportation Emissions Reduction Strategy, MoDOT Carbon Reduction Strategy
Drive Wise	When trips cannot be reduced, reduce the impact of the trip.	**Projects** • Transition fleet vehicles and transit vehicles from fossil fuel powered vehicles to electric vehicles. • Invest in Transportation System Management and Operations (TSMO) solutions to increase efficiency and reduce idling. Examples include traffic signal optimization, traveler information, ramp metering, and high-occupancy vehicle (HOVs) lanes. • Invest in electric vehicle infrastructure such as EV charging stations. **Policies and Processes** • Develop guidelines and initiatives to foster the integration of connected and autonomous vehicles (CAVs) to improve travel efficiency and safety. • Collect and analyze transportation data to understand trip behavior and congestion. **Programs** • Partner with businesses to promote remote work or alternative work schedules. • Incentivize carpooling, ridesharing, and multimodal transportation. • Encourage public transit ridership.	Kansas City Regional Clean Air Action Plan (CAAP), RideKC SmartMoves 3.0, Connected KC 2050, KC Regional Climate Action Plan, KDOT Transportation Emissions Reduction Strategy, MoDOT Carbon Reduction Strategy

Table 3 continued - Sustainability Strategies and Actions

Implementation Strategies for Sustainability	Description	Example Actions	Related Plans
Build Wise	When maintaining and constructing new transportation infrastructure, integrate sustainable options while understanding the impact of the project.	**Projects** • Transition traditional street lighting to energy-efficient alternatives. • Electrify fleet vehicles and construction vehicles. **Policies and Processes** • Develop standards and development requirements to encourage or require the consideration of sustainable options. • For large construction projects, inventory the emissions created by the project. • Incorporate ENIVISION certification/standards. • For large construction projects, increase public communication, traffic incident management strategies, and alternatives to reduce idling from construction. **Programs** • Review design standards and specifications to understand carbon emissions and impact of requirements. • Identify sustainable alternatives for commonly used materials and processes.	Regional Climate Action Plan, Climate Action Playbook, RideKC SmartMoves 3.0

Table 4 - Resiliency Actions and Strategies

Implementation Strategies for Sustainability	Description	Example Actions	Related Plans
Eliminate Risk	To improve resiliency and mitigate impacts from natural hazards, eliminate or reduce risk by moving people, property, and infrastructure outside of hazard areas.	**Projects** • Move critical transportation facilities outside of hazard areas. For example, relocating facilities outside of floodplains. **Policies and Processes** • Strengthen floodplain management policies to ensure new investments are not increasing exposure to natural hazards. **Programs** • Invest in resilience planning to identify at-risk infrastructure. • Develop programs to support the relocation of critical infrastructure outside of hazard areas.	KC CAP Climate Risk and Vulnerability Assessment, Missouri State Hazard Mitigation Plan, Kansas State Hazard Mitigation Plan, Regional Multi-Hazard Mitigation Plan (produced by MARC)
Minimize Risk	When risk cannot be eliminated, increase the resilience of infrastructure and users of the transportation system.	**Projects** • Elevate infrastructure to minimize flood risk. • Utilize nature-based solutions (NBS) to minimize stormwater flooding and sequester carbon. • Install transit shelters to minimize extreme heat risk. • Use trees and vegetation to reduce heat islands. **Policies and Processes** • Strengthen stormwater requirements for new development. • Develop design standards that consider existing and future natural hazards. **Programs** • Develop solutions guides to encourage NBS. • Educate infrastructure operators and owners on changing risks.	KC Vision Zero Action Plan, KC CAP Climate Risk and Vulnerability Assessment, Missouri State Hazard Mitigation Plan, Kansas State Hazard Mitigation Plan, Regional Multi-Hazard Mitigation Plan (produced by MARC)
Build Capacity	While resiliency actions can minimize risk, communities also need to be prepared to respond to natural hazards to reduce losses to people, property, and infrastructure. During emergency events, transportation systems can be strained by evacuations.	**Projects** • Invest in infrastructure and technology to improve communication with the public during emergencies. • Identify and strengthen critical infrastructure necessary for evacuations. **Policies and Processes** • Clearly document internal responsibilities and roles during emergencies. • Maintain up to date emergency contact lists and communication protocols. **Programs** • Hold collaborative emergency exercises with multiple agencies to understand each agencies' role during emergency response and evacuations. • Identify areas with limited capacity to respond to natural hazards. • Identify detour routes in advance for key corridors.	Regional Climate Action Plan, KDOT Transportation Emissions Reduction Strategy, MoDOT Carbon Reduction Strategy