

APPENDIX PART 2 TO

BI-STATE REINVESTMENT CORRIDOR ASSESSMENT AND STRATEGY ACTION PLAN

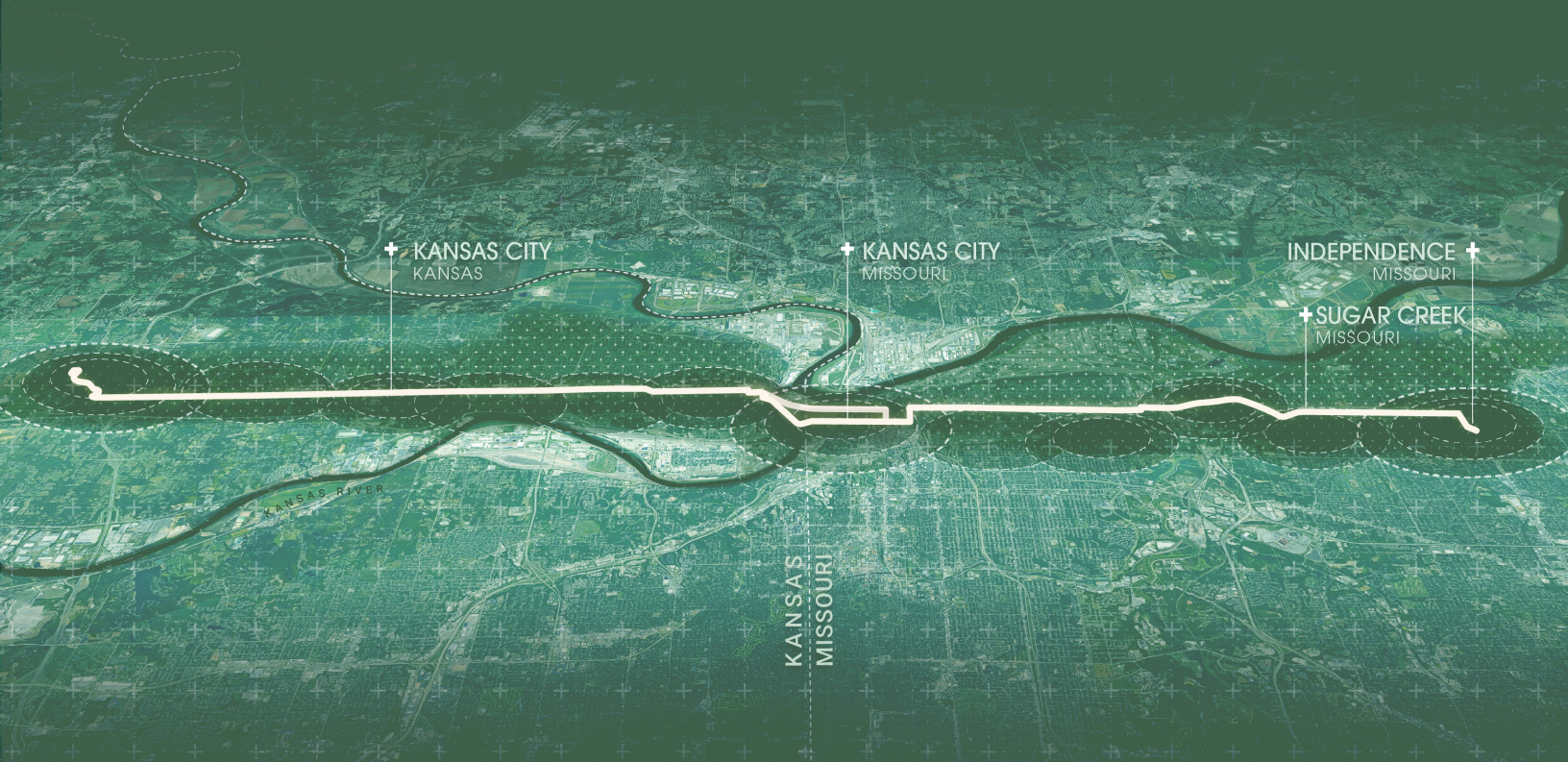


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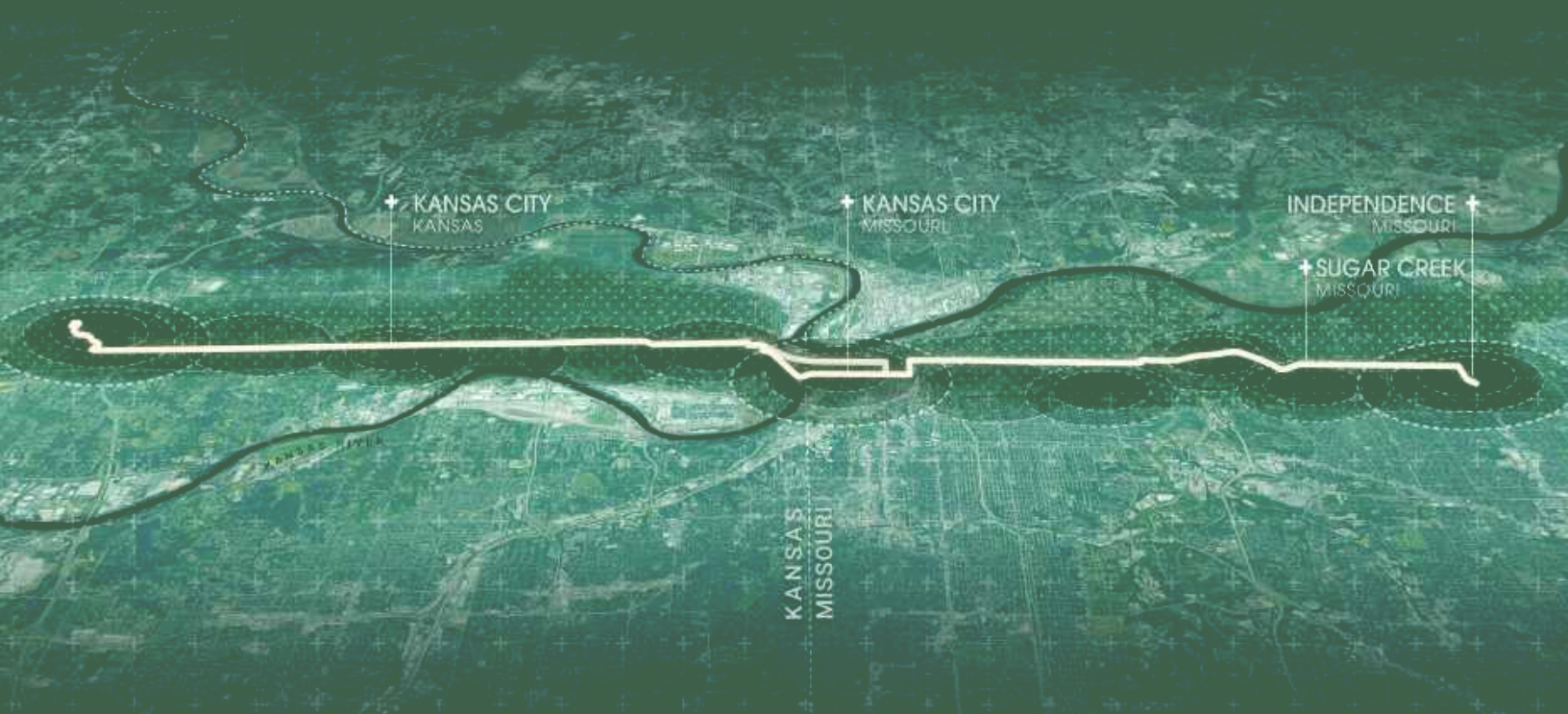
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APPENDIX B

COMMUNITY ENGAGEMENT



Bi- State Sustainable Reinvestment Corridor Assessment and Strategy Phase

COMMUNITY DRIVEN ENGAGEMENT

Over nearly a year, the engagement team met regularly with residents and neighborhood leaders across the corridor to shape a transportation and economic opportunity plan rooted in community values. Nearly 50 engagement touchpoints—through meetings, events, and workshops—created space for transparent conversations about how transit could enhance mobility, safety, and quality of life. These sessions shared technical updates and offered open forums for dialogue, with recurring themes of connectivity, safety, equity, and community identity.

The approach prioritized listening first. Residents were asked how the project could best serve them, what benefits it should bring to their communities, and what future they envisioned for themselves. Feedback highlighted a strong desire for transformation, including more accessible transit, improved walkability, safer crossings, and neighborhood-focused development. Residents also raised critical concerns about trust, displacement, and ensuring that the project is community-serving.

Engagement was broken into three rounds and featured three public meetings, in addition to the individual and small group engagement touch points and workshops, with a focus as follows:

- **Education** - Introducing the community to the project.
- **Opportunities and Aspirations** - Learning about how the project could improve communities along the corridor.
- **Community Input on Alignments and Modes** - Opportunities to rank the corridor's transit options based on cost, potential for growth, and how well they connect people.

Engagement also included two statistically valid surveys. The first focused on bus operations and transportation usage along the corridor. The second asked residents to weigh in on transit investment decisions.

Community Engagement Attendees		
Location	Group	Type
	Public Meeting #1, August 13, KCU	
	Caroline Hogan, KSHB TV	Media
Sugar Creek	Mayor Larson, Sugar Creek	Elected Official
Independence	Joe Walker, St. Mark's Catholic Church	One on One
HNE	Sheffield Monthly Neighborhood Meeting	Neighborhood Meeting
HNE	Lykins Housing and Development Committee	Neighborhood Meeting
HNE	Pendleton Heights Orchard Fest	Community Event
KCMO	River Market Neighborhood Association	Neighborhood Meeting
HNE	Scarritt Renaissance Bi-Monthly Meeting	Neighborhood Meeting
UG/KCK	Armourdale Renewal Associaton Business Luncheon	Neighborhood Meeting
UG/KCK	Gunnar Hand	Government/Agency Committee
HNE	Independence Plaza Monthly Neighborhood Meeting	Neighborhood Meeting
KCMO	Jewish Vocational Services	Advocacy Group
Independence	Mayor Rowland, staff	Elected Official
	MARC Transportation Committee	Government/Agency Committee
HNE	Columbus Park Monthly Neighborhood Meeting	Neighborhood Meeting
UG/KCK	3rd Friday Art Walk	Community Event
Sugar Creek	Kema Sweets Coffee Meet Up	Community Event
HNE	Pumpkin Patch with Indian Mound Park	Community Event
UG/KCK	ABC: 2024 Trunk or Treat	Community Event
KCMO	Downtown Neighborhood Association	Neighborhood Meeting
Independence	Jennifer Manuleleua, Community Service League	One on One
	Advisory Committee Meeting #1 (Virtual)	
Sugar Creek	Missouri Municipal League West Gate Luncheon	Community Event
UG/KCK	UG/KCK Commissioner Burroughs	Elected Official
Independence	BlendWell Community Cafe Trunk or Treat	Community Event
KCMO	Art Garden KC at Berkley Riverfront	Community Event
	Public Meeting #2, BlendWell Cafe	
UG/KCK	MOCSA, KCK/UG side	One on One
	Advisory Committee Meeting #2 (Virtual)	
UG/KCK	Argentine Neighborhood	One on One
UG/KCK	Rev. Stacy Evans, Tai Edwards, Quindaro Ruins	One on One
UG/KCK	Kevin Rowald, KU Med	One on One
Independence	Tom Lesnak, Independence Chamber	One on One
UG/KCK	KCK Public Schools - Francisco Litardo, Steve Lilly	Government/Agency Committee
UG/KCK	Central Avenue Betterment Association KCK	Business/Business Group
UG/KCK	Livable Neighborhoods Monthly Meeting	Business/Business Group
KCMO	Councilwoman Lindsay French	Elected Official
KCMO	Councilwoman Melissa Robinson	Elected Official
KCMO	Councilman Crispin Rea	Elected Official
KCMO	Scuola Vita Nuova Charter School	School
HNE	Lykins Housing and Development Committee	Neighborhood Meeting
HNE	Pendleton Heights Monthly Neighborhood Meeting	Neighborhood Meeting
KCMO	Historic West Bottoms Asociation	Neighborhood Meeting
HNE	Sheffield Monthly Neighborhood Meeting	Neighborhood Meeting
HNE	Scarritt Renaissance Bi-Monthly Neighborhood Meeting	Neighborhood Meeting
HNE	Columbus Park Monthly Neighborhood Meeting	Neighborhood Meeting
HNE	Indian Mound Monthly Neighborhood Meeting	Neighborhood Meeting
HNE	Paseo West Monthly Neighborhood meeting	Neighborhood Meeting
HNE	Independence Plaza Monthly Neighborhood Meeting	Neighborhood Meeting
	Public Meting #3, February 25, KCK	
KCMO	River Market Neighborhood Association	Neighborhood Meeting
UG/KCK	Livable Neighborhoods KCK	Neighborhood Meeting
KCMO	Crossroads Neighborhood Association	Neighborhood Meeting
Sugar Creek	CDC - KEMA Sweets	Business/Business Group
Sugar Creek	Chamber of Commerce Meeting - Central Bank	Community Agency
UG/KCK	West Wyandotte Library	Community Agency
UG/KCK	Rah Jefferson, Northeast KCK	Community Agency
	Advisory Committee Meeting #3 (Virtual)	

Bi-State Potential Users

Segment 1

Leavenworth Road BRT-Lite

My name is Leo. I live just off Leavenworth Road and work evenings at a music venue near Downtown KCK. I've always tried to make environmentally conscious choices, and cutting back on car use has been one of them. With limited transit options in my neighborhood, it's been tough. A service like BRT-Lite would be a game changer. It would give me a reliable, faster connection to both work and weekend plans, and I wouldn't have to depend on my car.



Parallel Parkway BRT-Lite

My name is Denise. I live near Parallel Parkway and attend classes at Kansas City Kansas Community College. Between school and my part-time job at a nearby bakery, I'm always on the move. Right now, getting around isn't always simple—I rely on friends for rides or spend too much time walking between stops and transfers. A route along Parallel Parkway that gives me direct access to campus and local shops would make my daily life so much easier. For me, it's not just about convenience, it's about being able to live my life more independently.



State Avenue BRT-Lite

My name is Angela. I live just off State Avenue and work part-time while taking care of my mom during the day. I don't travel far—mostly quick trips to the grocery store, the pharmacy, or to see friends nearby. For me, BRT-Lite makes the most sense. It's an affordable way to improve the service I already use. I don't need the fastest route into downtown—I just need reliable service that shows up on time and makes getting around easier.



State Avenue BRT

My name is Marcus. I live in the Turner neighborhood and work at the Turner Logistics Center. I'm always looking for ways to cut down on my commute time so I can spend more of my day with my kids. Right now, getting to work by bus takes longer than it should, with too many stops and slowdowns. That's why I'd choose full BRT over



BRT-Lite. I'd be willing to wait for a more direct, faster route that gets me where I need to go.

Segment 2

BRT Lite on Quindaro

My name is Sam. I've lived along Quindaro Boulevard for most of my life, and I don't own a car. Getting to different parts of the city can be a real challenge, especially when I'm trying to get to work, visit family, or make it to the store outside in evenings or on weekends. A better transit option along Quindaro would make a huge difference for me. It would mean I could move up and down the corridor more easily, when I want, without having to rely on multiple transfers or long waits.



BRT-Lite on Minnesota Ave.

My name is Sofia. I live just south of Minnesota Avenue. I don't have a car right now, so getting to work or into Downtown KCMO can be a challenge. I don't necessarily need the fastest route, I'm just looking for reliable service, as soon as possible, so I think BRT-Lite is the better option. It's a more affordable upgrade to the service I already rely on, and it would give me a direct, reliable connection—without the higher costs or major changes that come with full BRT.



BRT on Minnesota Ave.

My name is Jordan, and I live in an apartment near 38th and State Ave. Without a car, trying to get into Downtown Kansas City, Missouri can feel like a marathon. That's why I'm pushing for full Bus Rapid Transit, not a watered-down version like BRT Lite. I need something that's truly efficient and dependable to make it to job interviews, doctor's appointments, or just to enjoy the city without wasting hours in transit.



Segment 3

BRT on I-70

I'm Rita. My parents live in Independence and I live in the Strawberry Hill neighborhood of KCK and work in Downtown KCMO, so between work and visiting my folks, I'm back and forth a lot. I'd love to have an option that offers a faster route, so even though it would require major improvements, I don't mind waiting a little longer for this higher-performing service. For me, being able to hop on the bus from home or work and arrive at my destination in a few minutes gives me peace of mind that I can be as flexible and responsive to my family and employer as I need to be.

My name is Rita



BRT on 12th Street / James Street

I'm James and I have lived in this area for decades. I feel like I have to have a car to get around, so I am looking for drastic improvements to the types of transportation I could take—I don't mind waiting a little longer for this higher-performing service. I have lived and invested in the West Bottoms and I have seen it transform. This area deserves better infrastructure, and easier ways for more people to connect to it. For me, being able to hop on the bus from near my front door and get to my office, or meet up with friends at our favorite pub provides that quality of life I'm looking for in my neighborhood.

Hi, I'm James



BRT-Lite on 12th Street / James Street

My name is Toni. I live Downtown and I don't have a car. Getting to my classes at KCU via transit takes longer than walking there, and I don't always feel safe walking at different times of the day. I would love to see better transit as soon as possible. I am looking for something that provides fast and reliable service as well as service to locations in the West Bottoms that I enjoy and the Historic Northeast for great food.

I'm Toni



Streetcar on 12th Street / James Street

My name is Cherice and I am a small business owner with a storefront in the West Bottoms. I can imagine seeing a streetcar come through with the thousands of people pouring out the doors every weekend, and it's the kind of foot traffic that would help my business grow exponentially. For that reason, I don't mind waiting a bit longer for that type of long-term benefit for my business and other businesses in the West Bottoms.



Segment 4

BRT-Lite Independence Avenue

I'm Tamrin, and I live in Pendleton Heights. I use a wheelchair to get around, so I would like to see greater focus on accessibility of the sidewalks and crosswalks as well as more places to live and shop within my neighborhood. This would make getting the everyday essentials a lot easier. But, making it easier and safer getting around is most important to me so I prefer BRT, and I would love to see more development opportunities that can come along with better transportation.



BRT Independence Avenue

My name is Jenny. My family has lived in Indian Mound for 10 years and have seen the transformations in this area in the recent years. I don't mind waiting a bit longer for a higher-performing type of bus service and the other investments that can come with it, like more places for people to live, more jobs, and places for recreation that would boost the perks of living here even more, and increase the quality of life for my growing family and our neighbors. I'm often on the go, so having bus service that gets me where I need to go quickly is most important to me.



BRT-Lite Truman Road

My name is Eric and I live near 18th and Vine with my family. We love walking down Vine Street for a bite to eat or walking our son to school at Wendell Phillips, but often have to go outside of where we live to access other services and amenities—especially for getting to work. We share a car, and sometimes I try to take the bus, but it can be difficult to plan a day around the bus schedule. I want a faster, more reliable bus service to get to work in Downtown KCK so that driving isn't always so cumbersome. Most importantly, I would like to see this type of improvement happen as soon as possible.



Segment 5

BRT-Lite on Independence Avenue (US-24)

My name is Tom and I was born and raised in Sugar Creek and have lived here for 75 years. I am often traveling to Downtown Independence and Kansas City, Missouri whether it's checking out what's happening on the square, getting a bite to eat, or getting to my doctor's appointment. It is becoming more important to me that I don't have to drive to get there. I would like to have this service in my community as soon as possible.



BRT Independence Avenue (US-24)

My name is Amy, and I live near Independence, Missouri. I am a high school teacher here, and my husband works near Downtown Kansas City, Missouri. We currently share a vehicle. Having a more convenient way for both of us to get to where we need to go could



*be a lot easier with a better transit system. I would also like to see more places to live and work along this corridor, and **I don't mind waiting** a bit longer for this type of service.*

BRT-Lite Truman Road

My name is Claire and my daughter and I live near Independence, Missouri. I value all of the historic places and schools along Truman Road. It is hard for my daughter to get around, being a low-vision individual. I would like to have a better bus service now that helps her gain more independence. For me, this type of immediate improvement of a more reliable bus service would better serve this area.



Bi-State Sustainable Reinvestment Corridor

Multifactor Analysis

The purpose of the Bi-State Sustainable Reinvestment Corridor Project is to develop an integrated and forward-thinking transportation and infrastructure framework that enhances mobility, reduces carbon output, and promotes fair access to housing, employment, education, and healthcare along a key east-west corridor within the Kansas City metropolitan region. The project aims to align transportation improvements with community needs, foster economic growth, and address environmental quality goals in collaboration with regional, state, and local partners.

Each segment of the corridor was evaluated using the following Technical Analysis template.



Multifactor Analysis – Draft Measures of Effectiveness

Transit Service Cost/State of Good Repair Capital Cost Operating Cost Access Spacing between Stops Expected Frequency of Service Travel time to Downtowns/Activity Centers Corridor Alignment Aligns with overall corridor experience Consistent with experience across state boundary	Community Development Transit Readiness Residential density (units/acre) Job density (jobs/acre) Redevelopment Potential Redevelopment-ready areas (includes vacant, public/land bank, underutilized, and large retail properties) Socioeconomic Zero Vehicle Households Poverty Status	Multimodal Connectivity Transit Connectivity # of Transit Routes that Connect to Corridor Segment Percent of Segment Serving Transit Opportunity Access to Jobs/Community Resources via Segment Roadway Impacts Expected Impact on Delay for Vehicles and Transit Percent of Intersections with Transit Signal Priority Percent of corridor with Dedicated Right-Of-Way Local Opportunity Network Strengths Bicycle Network Strength Opportunity to expand Bicycle Network Pedestrian Crossings Impacted by design Safety # of crash locations modified by design # of crash locations with pedestrian/bicycle collision modified by design # of crash locations with fatalities modified by design
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Additional Metrics	
Permitting Requirements	Limit of Disturbance
NEPA	Utility Relocation
State(s) Environmental Permitting	Sidewalk Need
Other	ROW Widening (from parkland)
	Historic District Impact

Read more:

Segment 1 Advantages and Disadvantages

Segment 2 Advantages and Disadvantages

Segment 3 Advantages and Disadvantages

Segment 4 Advantages and Disadvantages

Segment 5 Advantages and Disadvantages

Segment 1– Kansas City, KS - Legends to I-635

State Avenue is the most direct, developable, transit-ready corridor in Segment 1. This transit option connects more jobs and destinations than other Segment 1 routes, as shown by the much higher ridership in this corridor today. This is why State Avenue is identified as a high frequency transit corridor in numerous local and regional plans.

Alignment options on Leavenworth Road or Parallel Parkway would be driven primarily by their ability to serve specific destinations, such as the Amazon Fulfillment Center or Providence Medical Center. The other major tradeoff for Segment 1 is between a higher quality, higher frequency service that is more expensive, or something that is less impactful, but is easier to fund and implement now.

Segment 1A: Leavenworth Road BRT-Lite

Advantages	Disadvantages
• BRT-Lite service has more stops than full BRT service (but less frequent service) • Fewer number of major cross streets means that transit service on this corridor can move quickly and efficiently, with priority at intersections • Connects to major employers including Amazon Fulfillment Center	• BRT-Lite service has more stops than full BRT service (but less frequent service) • Fewer number of major cross streets means that transit service on this corridor can move quickly and efficiently, with priority at intersections • Connects to major employers including Amazon Fulfillment Center

Segment 1B: Parallel Parkway BRT-Lite

Advantages	Disadvantages
• BRT-Lite service on Parallel Parkway is less expensive than full BRT service. It also provides more stop locations (but less frequent service). This option is less expensive than similar service on Leavenworth Road. The large road means there is plenty of existing space and infrastructure to accommodate enhanced transit service in this corridor.	• BRT-Lite service on Parallel Parkway provides less frequent service than full BRT, and costs more than some other BRT-Lite options in segment 1. • Existing transit routes on this corridor have less than half the ridership of State Avenue. Walkability and micromobility are limited due to missing or incomplete sidewalk networks and topographical challenges.

• Transit infrastructure investments on Parallel Parkway provide a modest opportunity to improve several dangerous intersections on what is a relatively high-speed and dangerous corridor. This option connects directly to Providence Medical Center and Kansas City Kansas Community College. • Parallel Parkway has the highest residential densities of any option in Segment 1. There is a large amount of land for future development along this corridor.	• High speeds, large setbacks, and generally auto-oriented development patterns on this corridor make it difficult to take full advantage of transit investment to support new development.
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Segment 1C: State Avenue BRT-Lite

Advantages • The State Avenue alignment is the most direct route between Village West / The Legends and Downtown KCK, resulting in a faster, more efficient, and more cost-effective transit service. BRT-Lite on State Avenue is the least expensive option for transit service in Segment 1 • State Avenue has by far the highest existing transit ridership of any Segment 1 alignment option. There is a modest opportunity to improve several dangerous intersections and support planned bike infrastructure in coordination with transit improvements on this corridor. This alignment directly serves Kansas City Kansas Community College, major retail centers, and industrial/distribution centers. • There is more land available for future development on State Avenue than any other alignment option in Segment 1. State Avenue is identified as a high-frequency transit corridor in numerous local and regional plans. Existing and future development tools	Disadvantages • BRT-Lite service on State Avenue provides less frequent service than full BRT. • BRT-Lite service provides only limited opportunities to improve the infrastructure of the street and intersections. Few intersections would have transit priority. • State Avenue has the lowest residential densities of the alignment options in Segment 1.
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and policies are oriented toward transit-supportive uses and densities on State Avenue.	
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Segment 1C: State Avenue BRT

Advantages • Full BRT State Avenue will have fewer stops but buses will come more frequently (10 minutes or less) compared to other Segment 1 options (up to 30 minutes). There are also more substantial improvements to roadways and stops. • State Avenue has by far the highest existing transit ridership of any Segment 1 alignment option. Because infrastructure investments for full BRT service are more substantial, there is a good opportunity to improve several dangerous intersections and support planned bike infrastructure in the corridor. This alignment directly serves Kansas City Kansas Community College, major retail centers, and industrial/distribution centers. • There is more land available for future development on State Avenue than any other alignment option in Segment 1. State Avenue is identified as a high-frequency transit corridor in numerous local and regional plans. Existing and future development tools and policies are oriented toward transit-supportive uses and densities on State Avenue, and the infrastructure of full BRT can better leverage future development.	Disadvantages • Full BRT on State Avenue is the most expensive alignment option in Segment 1. Full BRT has fewer stop locations than BRT-Lite options on State Avenue or other corridors. • State Avenue has the lowest residential densities of the alignment options in Segment 1.
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Segment 2- KCK - I-635 to Downtown KCK

Both Quindaro Boulevard and State Avenue have large populations for whom transit is a necessity, reflected in part by the solid ridership of the transit routes that serve these corridors today. The State Avenue corridor is denser and more direct, meaning transit investments on State Avenue can

serve more people more cost effectively. If transit on State Avenue is about what is possible today, investments on Quindaro are about both the past and the future. Quality transit on Quindaro Boulevard would support the renewed vitality of this historic corridor, while leveraging the large amount of land available to attract new jobs, services, and residents over time.

As with other areas of the project, Segment 2 also presents a choice between higher quality, higher frequency service that is more expensive (BRT on State Ave), or something that is less impactful, but is easier to fund and implement now (BRT-Lite on State Ave or Quindaro Blvd).

Segment 2A: BRT-Lite on 38th Street and Quindaro Boulevard

Advantages	Disadvantages
• BRT-Lite service has more stops than full BRT service (but less frequent service) • This alignment option serves the historic Quindaro Boulevard and Quindaro Ruins site. It runs within a half mile of jobs in the Fairfax Industrial District, where many jobs require flexible and off-shift hours that are poorly served by transit today. • Roughly double the amount of land is available for development and redevelopment within a quarter mile of the Quindaro Corridor, compared to State Avenue in Segment 2.	• BRT-Lite, which is a less frequent service with fewer amenities, costs more on Quindaro than similar service on State Avenue, and even costs less than full BRT on State Avenue (because the Quindaro route is longer and less direct). • Because this alignment is less direct and has more stops, it makes transit trips longer and less efficient. • Lower residential and employment densities mean fewer existing and potential riders in the near-to-medium term.

Segment 2B: BRT-Lite on State Avenue and Minnesota Avenue

Advantages	Disadvantages
• BRT-Lite on State Avenue is the least expensive option for Segment 2 by a large margin. BRT-Lite service has more stops than full BRT service (but less frequent service) • With higher residential and employment densities than Quindaro Boulevard and more connecting routes, State Avenue has higher transit ridership than other Kansas alignments, and is ready to take advantage of improved transit service today. This alignment option is	• BRT-Lite service on State Avenue provides less frequent service than full BRT • BRT-Lite service provides only limited opportunities to improve the infrastructure of the street and intersections. Few intersections would have transit priority. • Roughly half the amount of land is available for development and redevelopment within a quarter mile of State Avenue in Segment 2, compared to the Quindaro Boulevard Alignment.

shorter and more direct, making it faster and more efficient. Nearly one in five households on this corridor do not have access to a car, making quality transit a necessity. State Avenue is identified as a high-frequency transit corridor in numerous local and regional plans. Existing and future development tools and policies are oriented toward transit-supportive uses and densities on State Avenue.	
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Segment 2B: BRT on State Avenue and Minnesota Avenue

Advantages - Full BRT State Avenue will have fewer stops but buses will come more frequently (10 minutes or less) compared to other Segment 1 options (up to 30 minutes). There are also more substantial improvements to roadways and stops. - With higher residential and employment densities than Quindaro Boulevard and more connecting routes, State Avenue has higher transit ridership than other Kansas alignments, and is ready to take advantage of improved transit service today. This alignment option is shorter and more direct, making it faster and more efficient. Because infrastructure investments for full BRT service are more substantial, there is a good opportunity to improve several dangerous intersections and support planned bike infrastructure in the corridor. - Many households on this corridor do not have access to a car, making quality transit a necessity. State Avenue is identified as a high-frequency transit corridor in numerous local and regional plans. Existing and future development tools and policies are oriented toward transit-supportive uses and densities on State Avenue, and the substantial infrastructure investments of full BRT are better able to support that development.	Disadvantages - Full BRT has fewer stop locations than BRT-Lite options on State Avenue or other corridors. The cost is higher than a BRT-Lite option on State Avenue (but less than BRT-Lite on Quindaro Boulevard - Roughly half the amount of land is available for development and redevelopment within a quarter mile of State Avenue in Segment 2, compared to the Quindaro Boulevard Alignment.
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Segment 3 - Downtown KCK to Downtown KCMO

The core tradeoff is between a fast, direct service between Downtown KCMO and Downtown KCK, or a longer route with more stops that directly serves the West Loop and West Bottoms. The I-70 option prioritizes speed and efficiency for the rider experience, while the West Bottoms options make the most of opportunities to improve infrastructure and spur development between the densest and highest value areas of this project area.

Segment 3A: BRT on I-70

Advantages	Disadvantages
• Full BRT on I-70 will have fewer stops but buses will come more frequently (10 minutes or less) compared to a BRT-lite option (up to 30 minutes). There are also more substantial improvements to roadways and stops. • BRT investments on an I-70 alignment could support a unique and transformative multimodal connection between the two Downtowns in the future. • BRT that connects to Downtown KCMO and Downtown KCK from I-70 would prioritize a fast and direct connection between the downtowns.	• This type of transit service would cost more than BRT-Lite, and the time to implement a BRT service would take longer. • While this type of transit service and the route it takes decreases the overall time it takes to travel east and west, it would not connect to the people and places within the West Bottoms and west Loop as directly as the 12th Street alignment would. • Because this route would travel along I-70, the opportunity to build up areas with natural momentum of investment in the West Bottoms and west Loop may not occur as quickly and naturally as they would with a route that has stops in those locations.

Segment 3B: BRT on 12th Street and James Street

Advantages	Disadvantages
• Full BRT on 12th Street provides a frequent bus service that runs through the heart of the West Bottoms with buses coming every 10 minutes or less.improvements to roadways and stops. • BRT through the West Bottoms has the potential to improve the safety, comfort, and function of infrastructure in the neighborhoods along the route.	• This type of bus service would come with a higher cost and take longer to implement due to the permanent infrastructure required to improve roadways and stops. • A route through the West Bottoms will create a longer and less-direct connection between the Downtown KCMO and Downtown KCK compared to BRT on I-70, limiting the potential to connect these geographically close

• BRT that connects to Downtown KCMO and Downtown KCK through the West Bottoms has the opportunity to serve and enhance the neighborhood and businesses in between, boosting the economic development potential and density while bringing people to existing industrial jobs.	centers, and making the regional east-west transit experience more difficult.
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Segment 3B: BRT-Lite on 12th Street and James Street

Advantages • A BRT-lite option on the 12th Street alignment will have more stops, but buses will come less often. BRT-lite is significantly less expensive than full BRT options because there is less infrastructure required for the stations and roadway improvements to roadways and stops. • BRT-Lite transit through the West Bottoms would provide the many residents and workers on the corridor reliable, quality connections to the two Downtowns and wider region in the near term with minimum hurdles and impact to the existing streets and neighborhoods. • BRT-Lite connects to Downtown KCMO and Downtown KCK through the West Bottoms and has an opportunity to stimulate additional economic and housing development in all of the neighborhoods it touches	Disadvantages • Prioritizing lower cost, shorter timeline improvements for this type of transit service comes with a tradeoff in quality and efficiency of service for riders. • A route through the West Bottoms will create a longer and less-direct connection between the Downtown KCMO and Downtown KCK compared to BRT on I-70, limiting the potential to connect these geographically close centers, and making the regional east-west transit experience more difficult. With limited permanent infrastructure improvements, there are fewer opportunities to improve the safety, accessibility, and comfort of streets, intersections, sidewalks, and other infrastructure in the corridor, compared to full BRT. • With limited permanent infrastructure improvements, BRT-Lite has a much smaller impact on future development opportunities than full BRT service.
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Segment 3B: Streetcar on 12th Street and James Street

Advantages • Investing in a more substantial transit service, while at a higher cost, supports substantial reconstruction	Disadvantages • Fixed-rail streetcar service on this segment would be an order of
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and improvement to the street infrastructure where the service runs, as well as a premium user experience in terms of comfort, usability, and accessibility of the service (in addition to its transformative economic development potential). • A streetcar option in this segment would support a boost in ridership and expand the range of potential riders in the areas it serves. • This type of transit service has great potential to attract and catalyze investment along the corridor. A fixed rail streetcar service would maximize community development opportunities.	magnitude more expensive than even full BRT service. • This type of specific transit service could introduce friction and transfers for an integrated regional east-west transit experience beyond Downtown. • While the community development potential of streetcar service is high, the time frame to implement this infrastructure is long and the construction process can be disruptive.
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Segment 4 - Northeast KCMO

A core trade-off in this segment is between serving existing communities and transit demand now on Independence Avenue, where the need and ridership is already high, or investing in Truman Road's long-term potential to shape future development and downtown connectivity.

There is also an important choice between the robust and longer-term infrastructure of full BRT on Independence Avenue, or a more flexible, lower-cost BRT-Lite option that could work on either corridor, with either future incremental development improvements on Independence Avenue, or significant opportunities to increase housing and commercial development on Truman Road.

Segment 4A: BRT-Lite on Independence Avenue

Advantages • Of all of the segments in the corridor, this area has the second highest rates of pedestrian density to Downtown Kansas City, Missouri, and also has high rates of bus ridership. With the density of residents and businesses, this area has ideal conditions for this transit service. • With high numbers of households that do not own a car, and a location near employment centers, people already rely on the bus, use their bikes, or walk to get to where they need to go in this area. Improving all modes of transportation would also improve pedestrian safety.	Disadvantages • Prioritizing BRT-Lite now, while having a lower cost, may limit a faster, more robust service in the future • Prioritizing a less robust transit service now may also impact incentives for future
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With the highest number of community service providers in the entire corridor, this area is poised to support improved transit services. Development strategies to utilize vacant storefronts and infill vacant lots will support present and future residential uses and provide opportunity for additional goods and services needed by the nearby communities.	development opportunities.
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Segment 4A: BRT on Independence Avenue

Advantages - With the second highest number of residents and businesses along the corridor, investing in separated infrastructure for a frequent, comfortable, and convenient bus service would support the area now, as well as future growth. - Having a frequent bus service, along with other investments in pedestrian and bike safety, would support the high numbers of nearby households without cars and increase a sense of safety for pedestrians, cycling commuters, drivers, and bus riders. - While this area currently has the highest rates of community services along the corridor, improved transit frequency and convenience would support increased development of housing and job opportunities.	Disadvantages - The permanent infrastructure of separate lanes and enhanced stops for BRT service would require greater funding from various sources. - Independence Avenue is a narrower road than Truman Road by about 20 feet. Without additional property easements, a dedicated bus lane could reduce the car lanes from two to one and limit on-street parking.
---	---

Segment 4B: BRT-Lite Truman Road

Advantages - The current design of this roadway would largely support this bus service. - Recent investments have been made to sidewalks and bike lanes on Truman Road. - The number of people who live near this corridor is nearly as many as along Independence Avenue and there is more development	Disadvantages Truman Road is not connected to the highest population and most active parts of the Historic Northeast. That means fewer current riders nearby, and fewer businesses to benefit from better transit until new homes and businesses are developed.
--	--

opportunity to increase housing, community services, and jobs.	• There is less connection to local businesses or denser residential areas within the Historic Northeast. • While development potential is high for Truman Road, access for residents today may be limited.
---	--

Segment 5 - Eastern KCMO, Independence, Sugar Creek

The big decision in Segment 5 centers on whether to pursue a high-impact, long-range investment in full BRT on Independence Avenue (US-24) to drive regional growth and connectivity– or to opt for BRT-Lite on either corridor to provide more modest, near-term improvements aligned with existing conditions and access to key destinations and communities.

Segment 5A: BRT-Lite on Independence Avenue (US-24)

Advantages • BRT-Lite service on US 24 is less expensive than full BRT service. It also provides more stop locations (but less frequent service). • A US 24 alignment is able to connect the Historic Northeast, Sugar Creek, and Downtown Independence all on a single route. While infrastructure improvements are limited with a BRT-Lite service, there is modest potential to improve safety and accessibility at dangerous locations. • There is more land available for future development on US 24, compared to Truman Road. At the same time, diverse retail and services already exist along Independence Avenue (US-24) including grocery stores, hardware stores, banks, and small businesses serving daily needs. These existing clusters of businesses can anchor new development and attract foot traffic with increased residential or commercial developments. Several existing community plans support a transit-oriented mixed-use corridor on US 24.	Disadvantages • Lite service on US 24 provides less frequent service than full BRT. • As a MoDOT route and US highway, this alignment would benefit from physical changes to the roadway to make it safer, more accessible, and more comfortable for transit. However, BRT-lite service would only make minor changes, making it more difficult to take advantage of the service. This route does not connect some historic sites and other key institutions that are served by Truman Road. • US 24 has lower residential and employment densities than Truman Road.
--	---

Segment 5A: BRT Independence Avenue (US-24)

Advantages • Full BRT on US 24 will have fewer stops but buses will come more frequently (10 minutes or less) compared to other Segment 5 options (up to 30 minutes). There are also more substantial improvements to roadways and stops. • A US 24 alignment is able to connect the Historic Northeast, Sugar Creek, and Downtown Independence all on a single route. With the major infrastructure investment of a full BRT service, there is a big opportunity to improve safety and accessibility at dangerous locations. • There is more land available for future development on US 24, compared to Truman Road. At the same time, diverse retail and services already exist along US 24. Several existing community plans support a transit-oriented mixed-use corridor on US 24. The investment in permanent infrastructure of separate lanes for this bus service could increase confidence for investment in development of additional housing and businesses in currently vacant storefronts and land.	Disadvantages • Full BRT on US 24 is the most expensive alignment option in Segment 5. Full BRT has fewer stop locations than BRT-Lite options. • Adding dedicated bus lanes may require removing on-street parking or reducing the number of car lanes. • US 24 has lower residential and employment densities than Truman Road, and low density in general. Increased density is needed to take full advantage of transit investments, and that could look and feel very different for people who live, work, and travel in this corridor.
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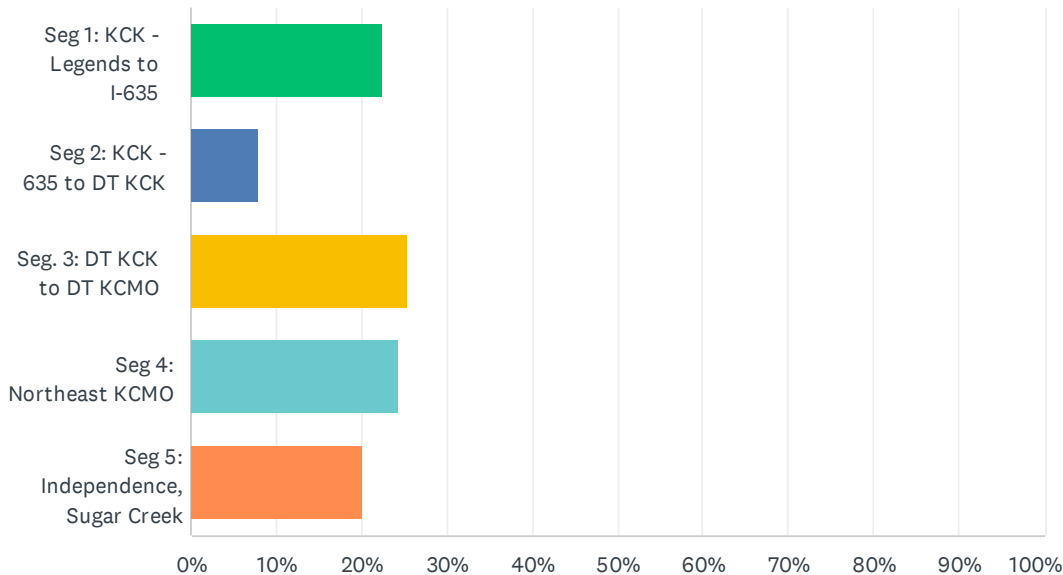
Segment 5B - BRT-Lite Truman Road

Advantages • BRT-Lite service on Truman Road is less expensive than full BRT service, and slightly less expensive than a similar BRT-Lite service on US 24. It also provides more stop locations (but less frequent service) than full BRT • Adding a transit line along Truman Road would provide access not only to those who live and work around the area, but also direct access to historic sites, schools, and parks. While	Disadvantages • BRT-Lite service on Truman Road provides less frequent service than full BRT. • This alignment option does not serve Sugar Creek. • Density on this corridor is relatively low, and there is less land for development than on US 24. Even though this route directly connects downtowns on the east and west, and it passes through many schools and
---	---

infrastructure improvements are limited with a BRT-Lite service, there is modest potential to improve safety and accessibility at dangerous locations. There has already been some recent investment in roadway and sidewalk improvements on the corridor. • While relatively suburban, residential and job density on Truman Road is slightly higher than on US 24.	other local spots, the number of places to live and work around Truman Road would change substantially to fully leverage an improved transit service.
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Q1 Share Your Feedback! Please choose a segment below to jump to that section and provide your feedback! Simply Click on the Segment, then click "Next." You will have an opportunity to provide feedback on more than one segment if you choose.

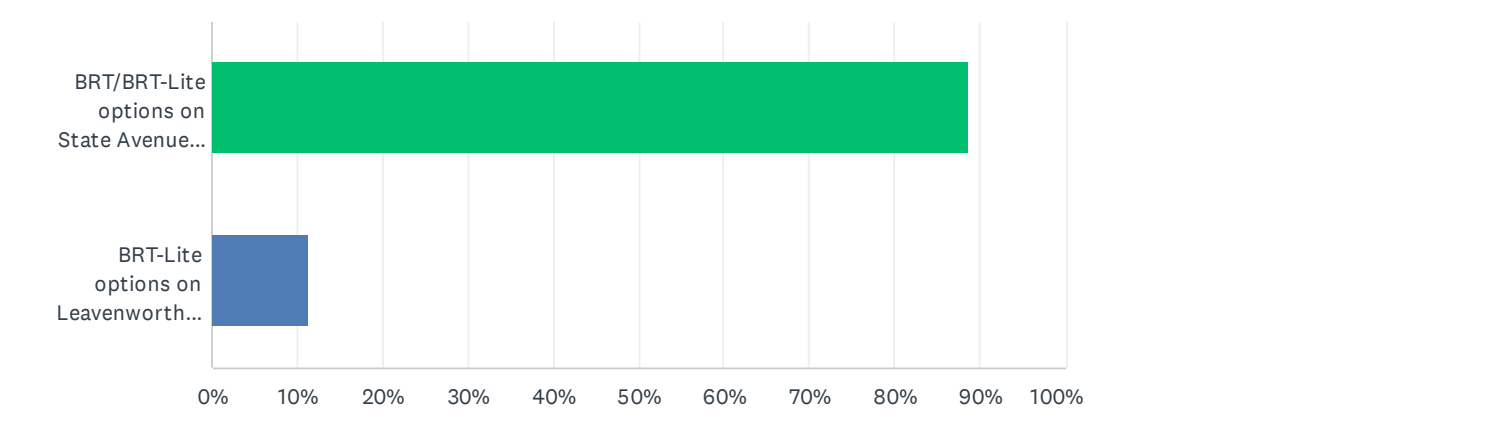
Answered: 165 Skipped: 31



ANSWER CHOICES	RESPONSES	
Seg 1: KCK - Legends to I-635	22.42%	37
Seg 2: KCK - 635 to DT KCK	7.88%	13
Seg. 3: DT KCK to DT KCMO	25.45%	42
Seg 4: Northeast KCMO	24.24%	40
Seg 5: Independence, Sugar Creek	20.00%	33
TOTAL		165

Segment 1 Which do you prefer?

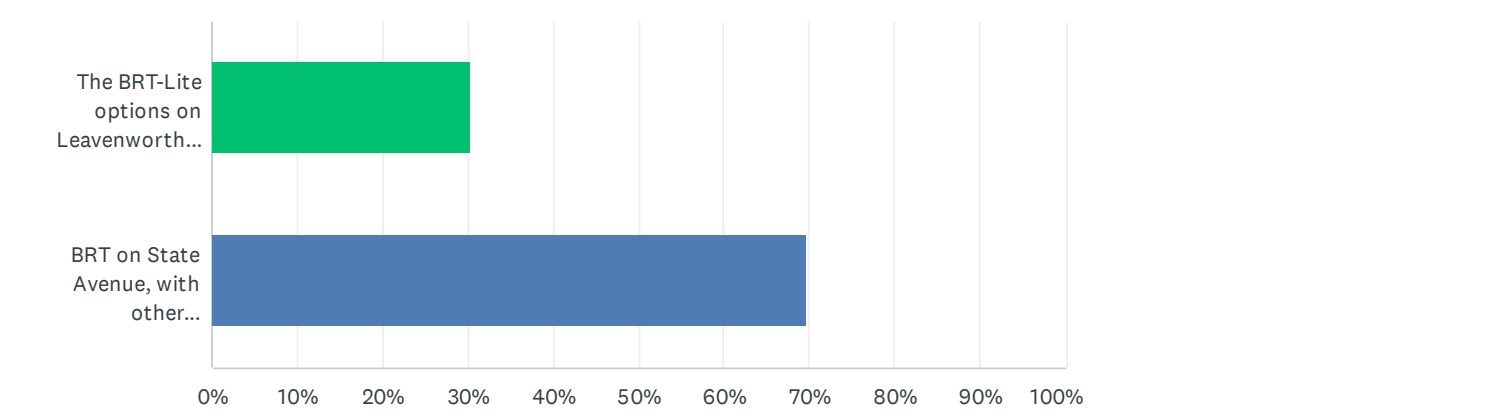
Answered: 53 Skipped: 143



ANSWER CHOICES	RESPONSES	
BRT/BRT-Lite options on State Avenue, with other supporting bus services on Leavenworth Road and Parallel Parkway, if you want to invest in the corridor that is most transit ready today with the most capacity for development in the future.	88.68%	47
BRT-Lite options on Leavenworth Road or Parallel Parkway, with other supporting bus services on State Avenue, if you think it is paramount to have improved transit service to specific destinations on these corridors.	11.32%	6
TOTAL		53

Segment 1 Which do you prefer?

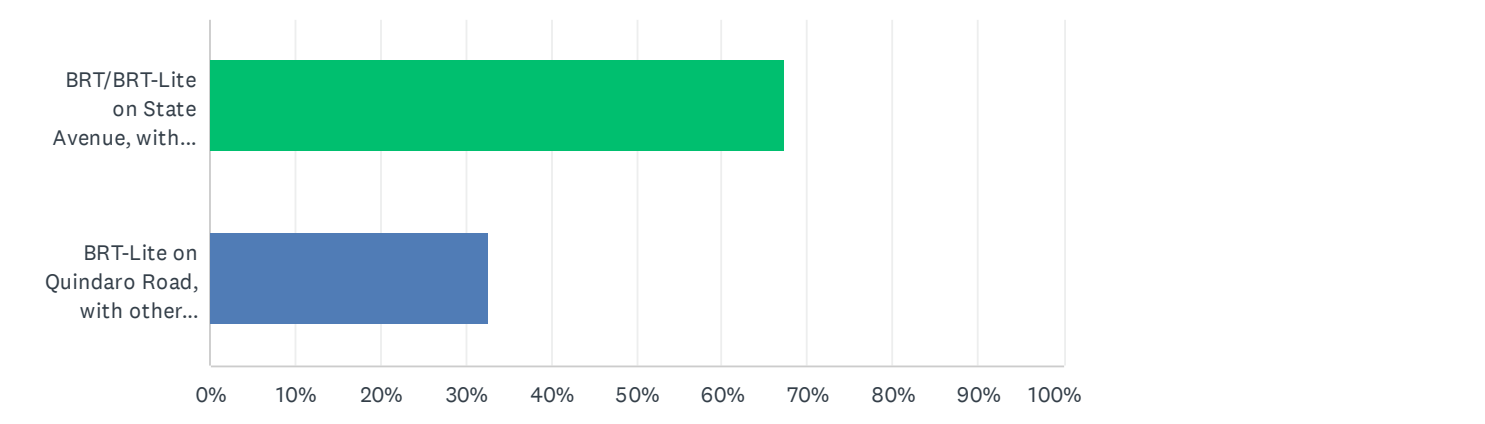
Answered: 53 Skipped: 143



ANSWER CHOICES	RESPONSES	
The BRT-Lite options on Leavenworth Road, Parallel Parkway, or State Avenue, if you want improved east-west transit service as soon as possible, for the minimum cost, even if it means the additional community benefits are modest.	30.19%	16
BRT on State Avenue, with other supporting bus services on Leavenworth Road and Parallel Parkway, if you want to maximize the quality of the transit experience and support a long-term transformation of the corridor, even though funding and construction is a longer-term project.	69.81%	37
TOTAL		53

Segment 2 Which do you prefer?

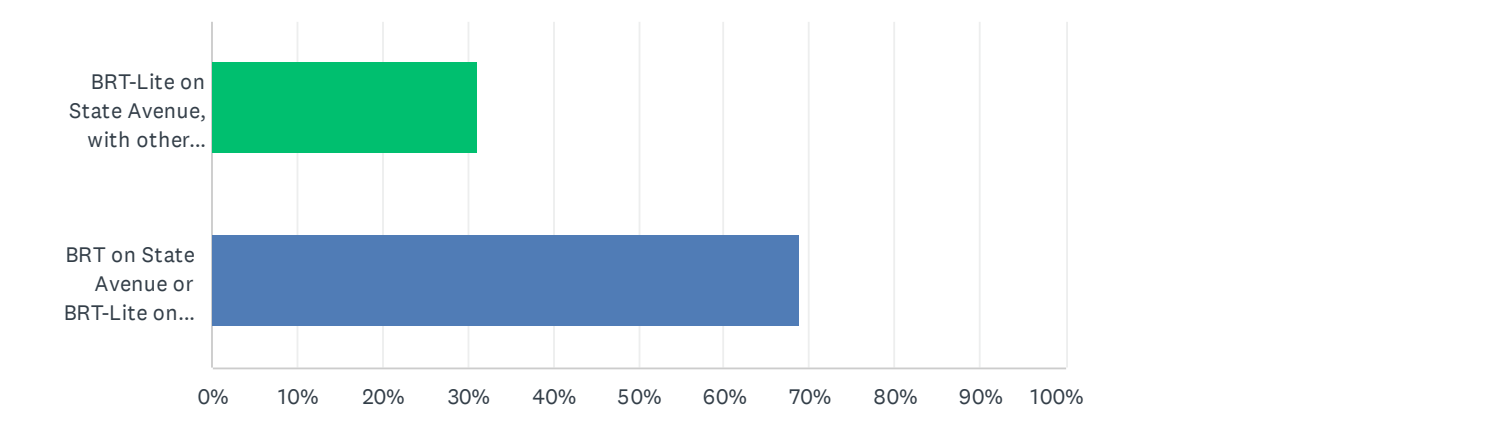
Answered: 46 Skipped: 150



ANSWER CHOICES	RESPONSES	
BRT/BRT-Lite on State Avenue, with other supporting bus services on Quindaro Road, if your priority is serving existing riders and transit-dependent communities in more densely developed areas.	67.39%	31
BRT-Lite on Quindaro Road, with other supporting bus services on State Avenue, if your priority is using potential transit investments to revitalize the historic Quindaro Boulevard Corridor and support new infrastructure, development, and services here where they are sorely needed.	32.61%	15
TOTAL		46

Segment 2 Which do you prefer?

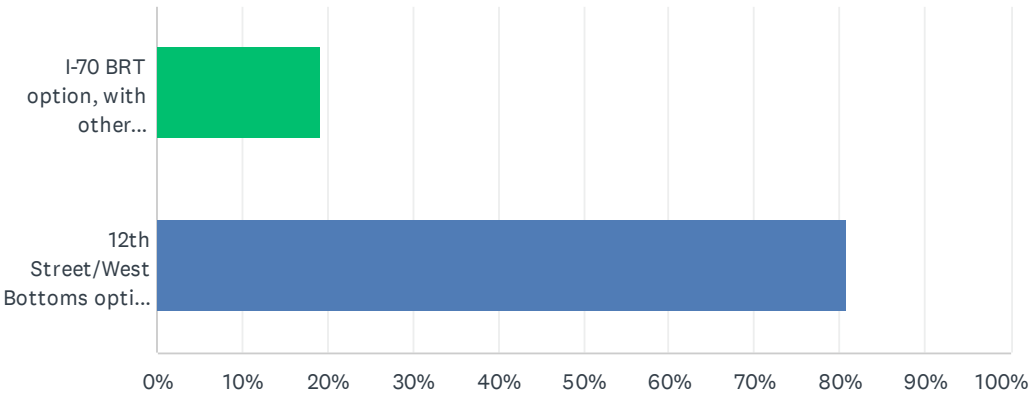
Answered: 45 Skipped: 151



ANSWER CHOICES	RESPONSES	
BRT-Lite on State Avenue, with other supporting bus service on Quindaro Boulevard, if you want improved east-west transit service as soon as possible, for the minimum cost, even if it means the additional community benefits are modest.	31.11%	14
BRT on State Avenue or BRT-Lite on Quindaro Boulevard, if you want to maximize the quality of the transit experience and support a long-term transformation of the corridors, even though funding and construction is a longer-term project.	68.89%	31
TOTAL		45

Segment 3 Which do you prefer?

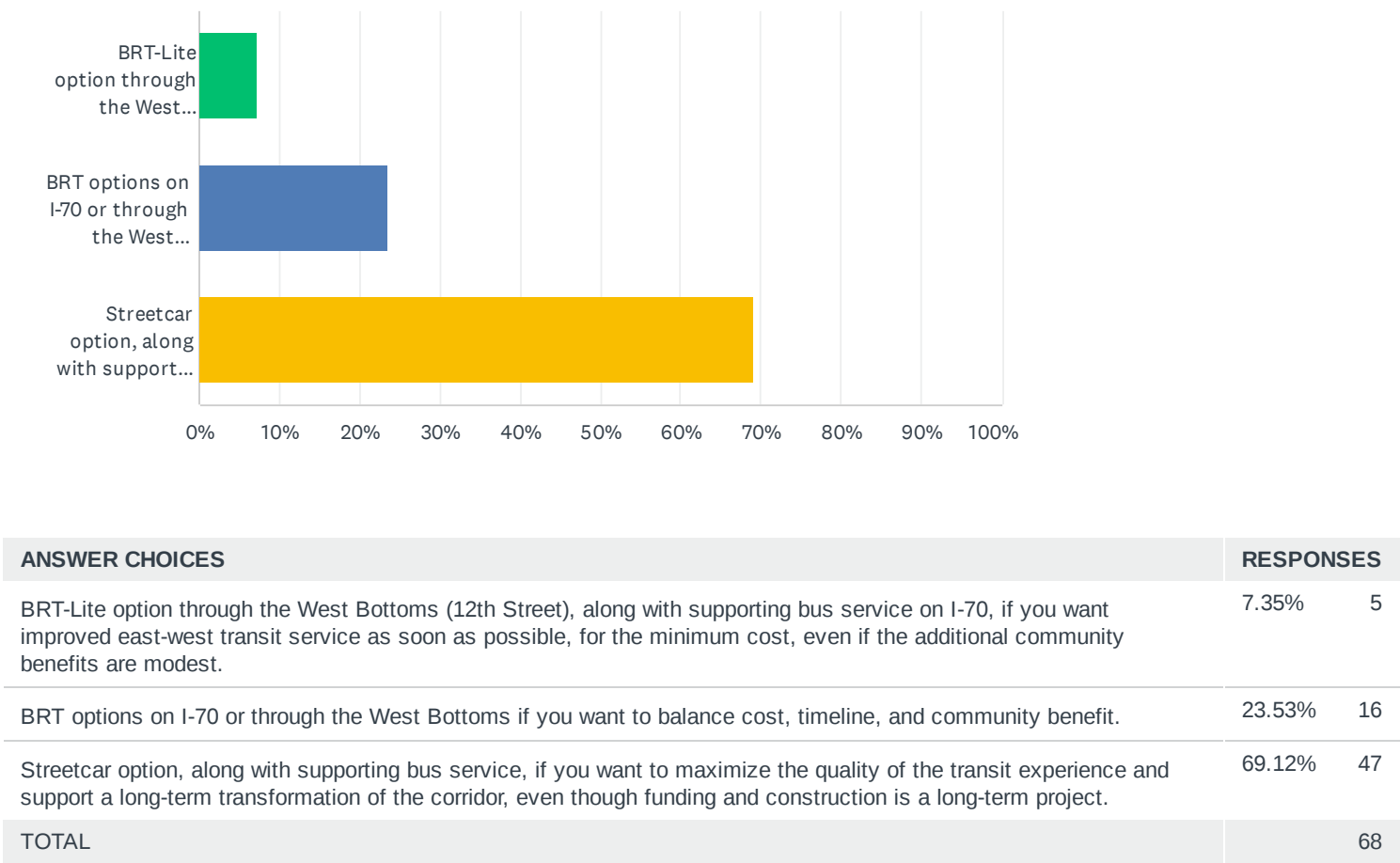
Answered: 68 Skipped: 128



ANSWER CHOICES	RESPONSES	
I-70 BRT option, with other supporting bus service along 12th Street, if your priority is a faster transit experience betweenDowntowns, and across the region, even if the service bypasses the West Loop and West Bottoms.	19.12%	13
12th Street/West Bottoms options for BRT, BRT-lite, or Streetcar, with other supporting bus service along I-70, if your priority is serving and enhancing the West Loop and West Bottoms neighborhoods, even if that means a slower trip for riders going beyond Downtown.	80.88%	55
TOTAL		68

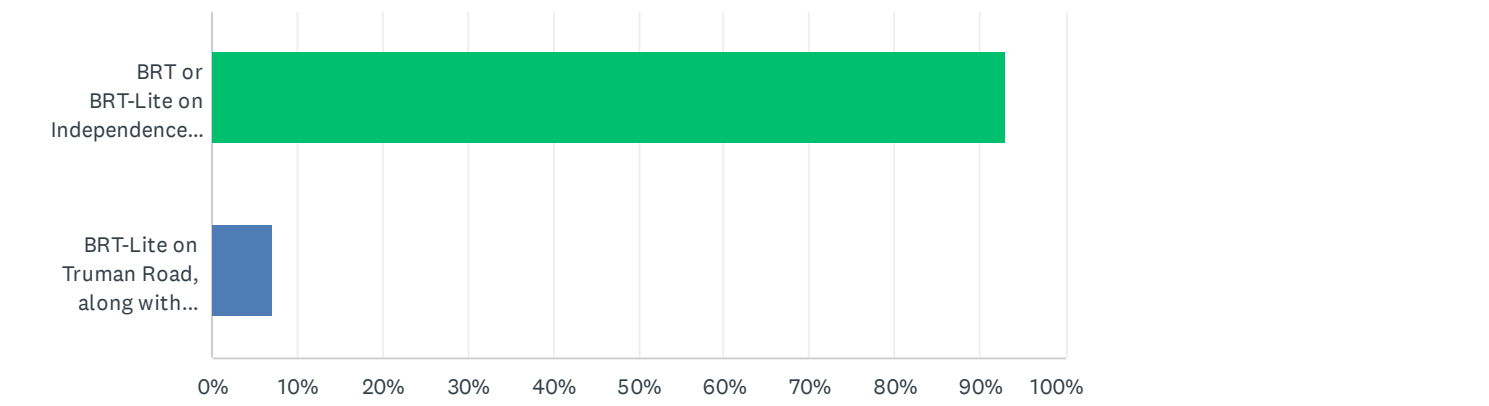
Segment 3 Which do you prefer?

Answered: 68 Skipped: 128



Segment 4 Which do you prefer?

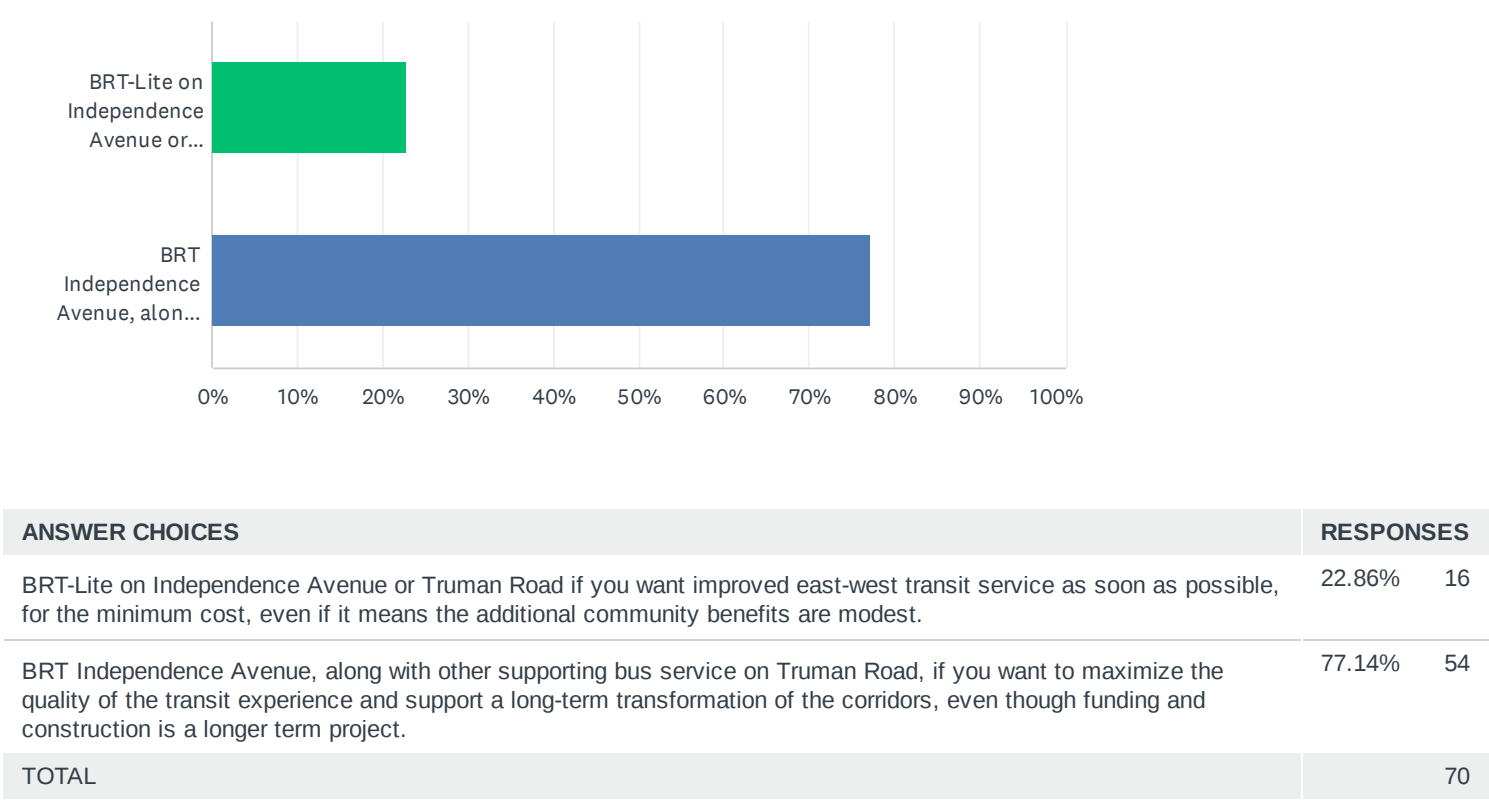
Answered: 71 Skipped: 125



ANSWER CHOICES	RESPONSES	
BRT or BRT-Lite on Independence Avenue, along with other supporting bus service on Truman Road, if your priority is serving existing riders and high pedestrian activity immediately, even if that means working within tighter street widths.	92.96%	66
BRT-Lite on Truman Road, along with other supporting bus service on Independence Avenue, if you prefer a smoother, low-cost implementation on a wider roadway, even if current demand and density are lower.	7.04%	5
TOTAL		71

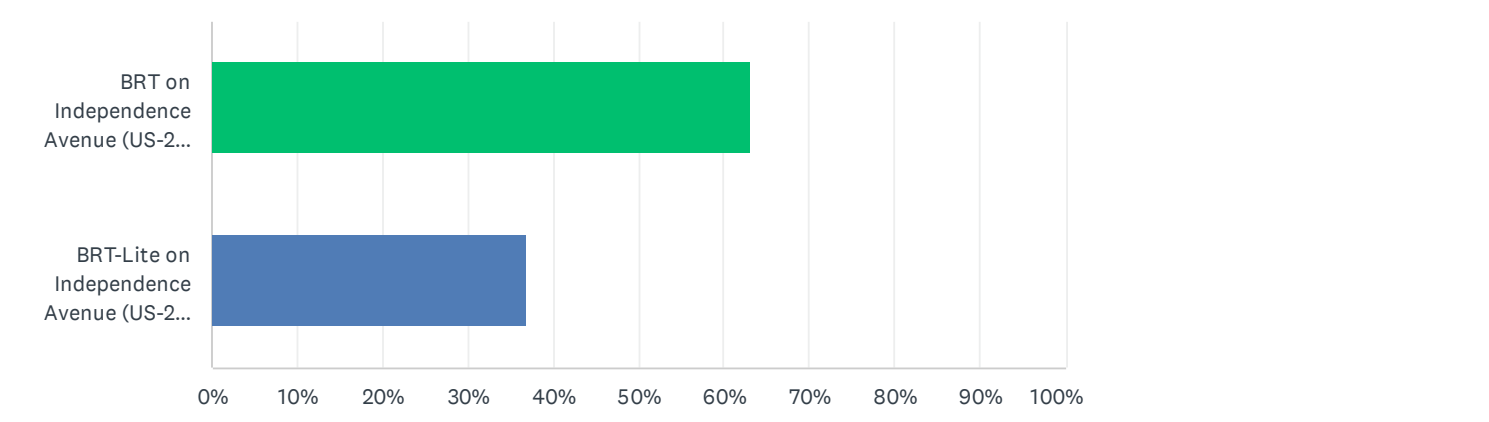
Segment 4 Which do you prefer?

Answered: 70 Skipped: 126



Segment 5 Which do you prefer?

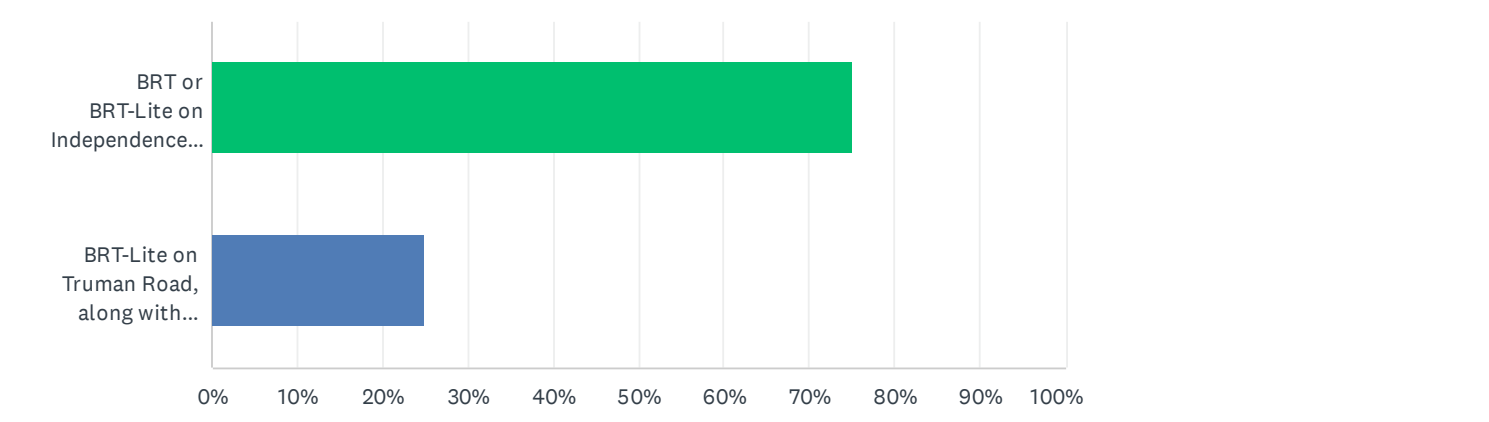
Answered: 57 Skipped: 139



ANSWER CHOICES	RESPONSES	
BRT on Independence Avenue (US-24), along with other supporting bus service on Truman road, if your priority is creating a high- capacity, cross-region transit corridor that drives development and serves riders across the Historic Northeast, Sugar Creek, and Downtown Independence, even though that will require significant growth and infrastructure investment.	63.16%	36
BRT-Lite on Independence Avenue (US-24) or Truman Road if your focus is on directly connecting neighborhoods to schools, parks, and institutions now, with fewer physical and financial barriers to implementation.	36.84%	21
TOTAL		57

Segment 5 Which do you prefer?

Answered: 56 Skipped: 140



ANSWER CHOICES	RESPONSES	
BRT or BRT-Lite on Independence Avenue (US-24), along with other supporting bus service on Truman Road, to support and grow diverse retail and daily services that already serve transit users and anchor new development.	75.00%	42
BRT-Lite on Truman Road, along with other supporting bus service on Independence Avenue, to catalyze redevelopment in an area dominated by industrial and auto-oriented uses, even though current residential and commercial density is low.	25.00%	14
TOTAL		56



PORCHLIGHT
INSIGHTS

Community Survey Results MARC Bi-State Sustainability Corridor

October - December 2024

Survey Process

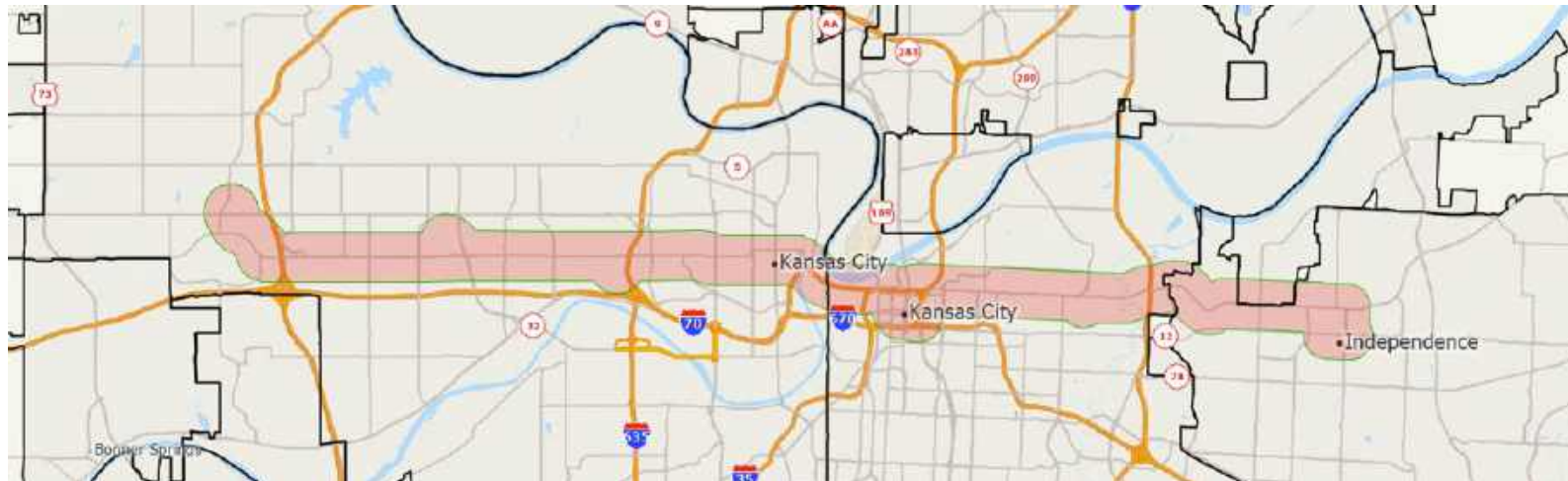


- **Process**

- Survey administration handled by ETC Institute; data analysis handled by PorchLight Insights
- The survey was sent by ETC Institute via mail to a random sample of residents within a half-mile of the bi-state corridor (see map), with follow-up via email, text, and social media
- The survey sample was stratified by jurisdiction to collect a minimum of 150 responses for each of the following areas within the corridor: KCK, KCMO and Independence/Sugar Creek
- Demographic data was used to monitor the distribution of responses to ensure the responding population of the survey was representative of the universe of the sample

- **Results**

- 465 total responses, with the following breakdown by jurisdiction: KCK (152), KCMO (159), Independence/Sugar Creek (154)
- The survey results have a precision of +/- 5% at the 95% level of confidence

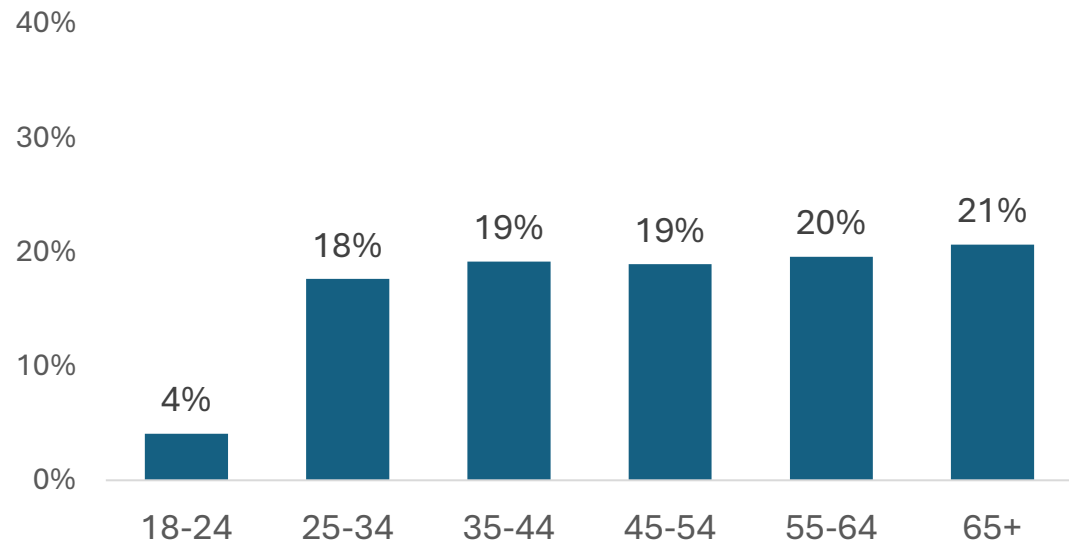


Demographics

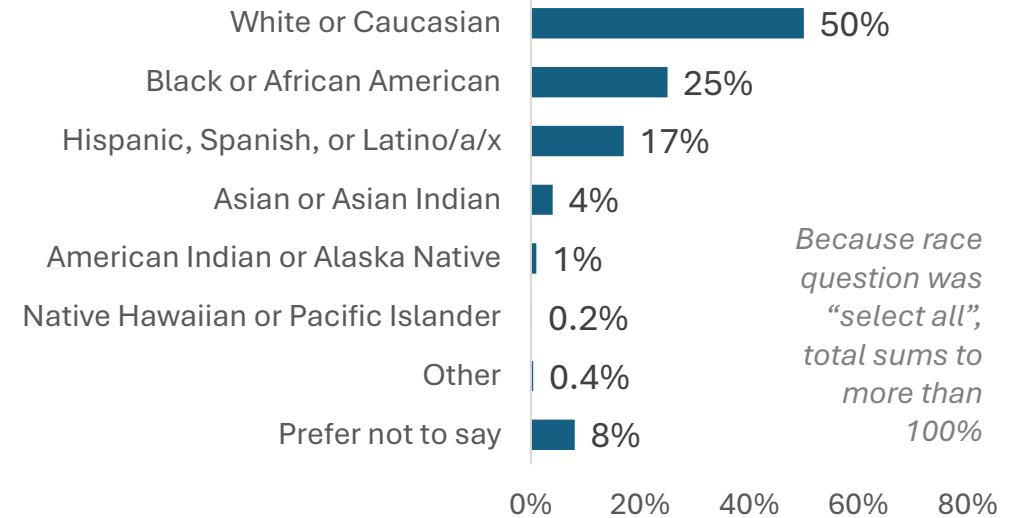
Demographics of survey respondents



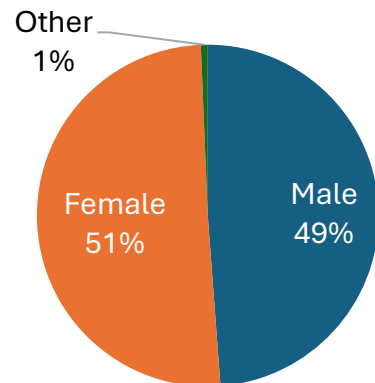
Age Group



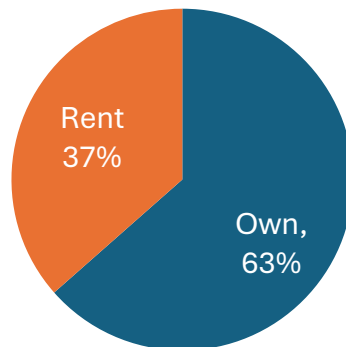
Race



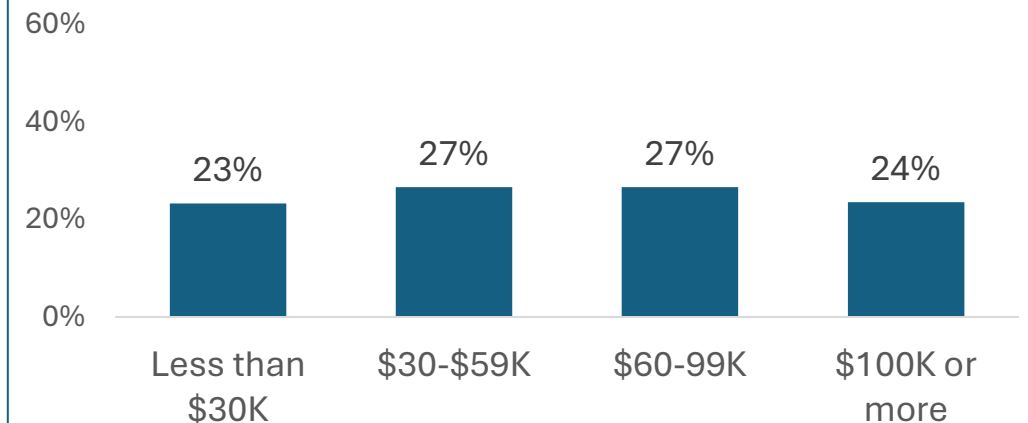
Gender



Tenure



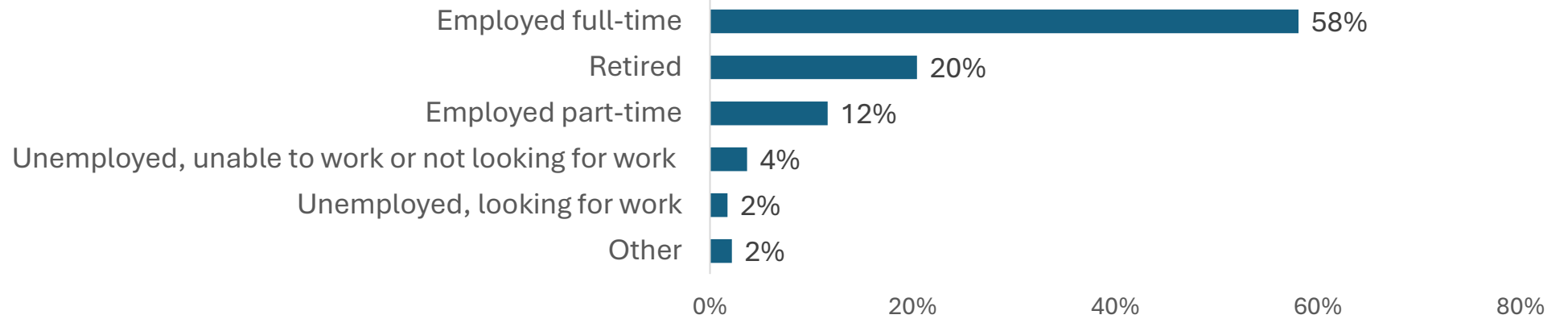
Annual Household Income



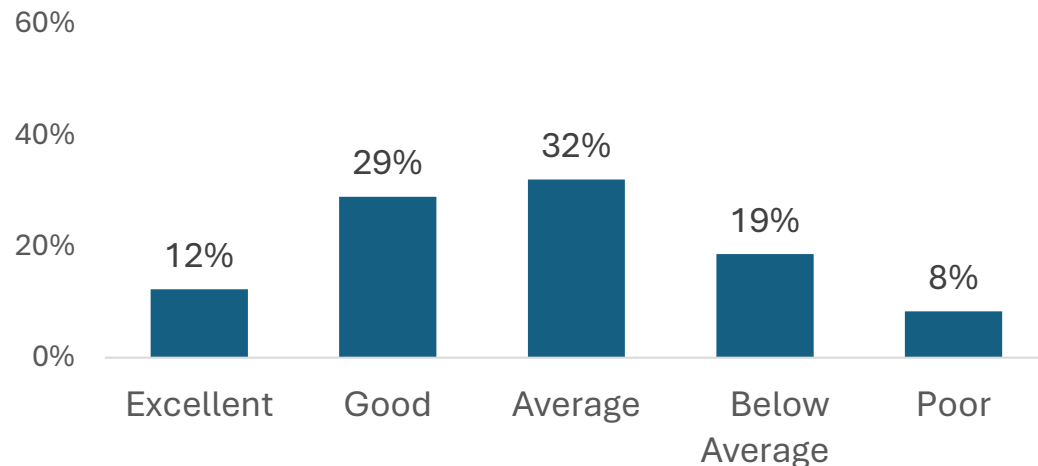
Additional demographics of survey respondents



Employment Status

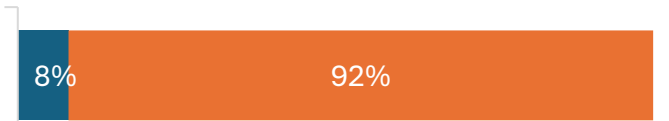


Self-Rating of Financial Situation



■ Yes ■ No

Speak another language besides English at home



Own a car



Internet access at home



0% 50% 100%

Demographics by jurisdiction varied somewhat



While the overall demographics of the survey sample are reflective of all jurisdictions, there are some distinct demographic differences between the communities within the bi-state corridor, as reflected in the table below.

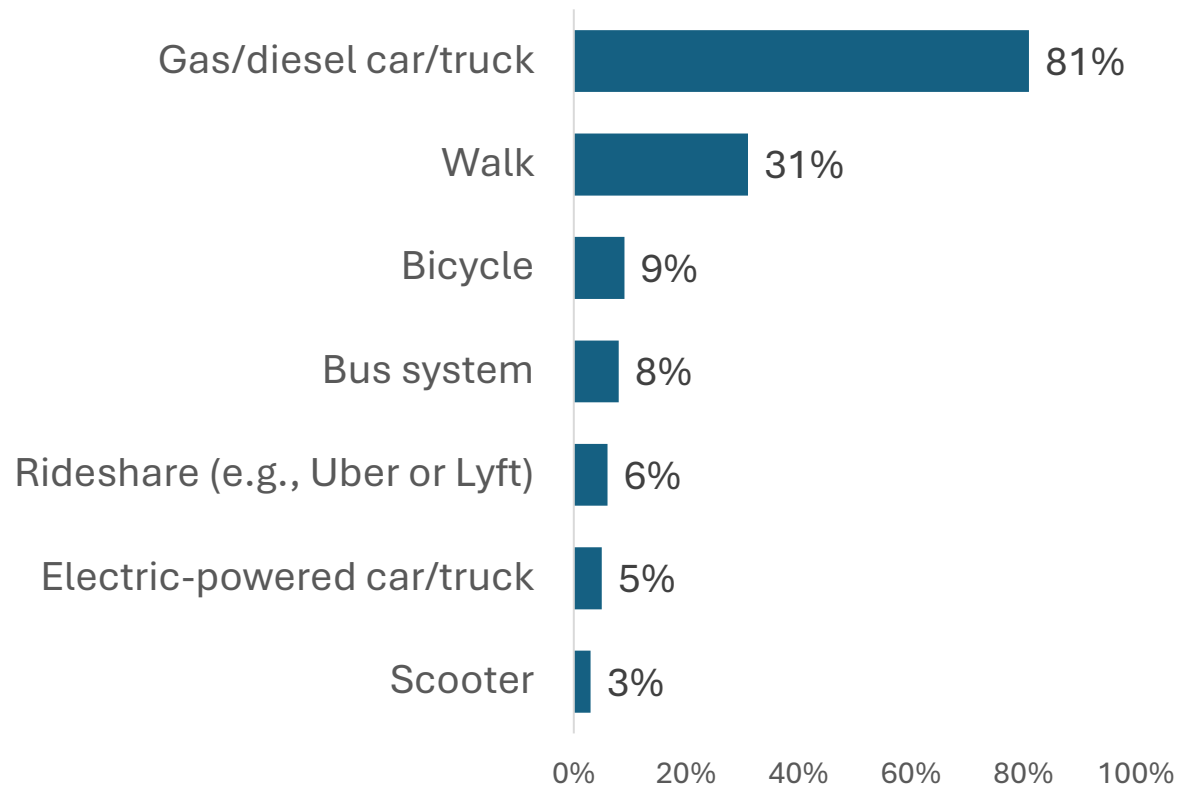
Category	Independence / Sugar Creek	KCK	KCMO
Age	Skews older - 49% over 54, 10% under 35	Similar to overall - 43% over 54, 18% under 35	Skews younger – 30% over 54, 36% under 35
Race	Majority white (60%) with 21% Black and 12% Hispanic	Minority white (47%) with 29% Black and 20% Hispanic	Minority white (43%) with 25% Black and 18% Hispanic
Gender	Higher female (56%)	Similar to overall – 51% female	Lower female (44%)
Tenure	Higher owner (67%)	Higher owner (77%)	Lower owner (47%)
Income	Skews lower - 67% less than \$60K, 33% more than \$60K	Similar to overall - 45% less than \$60K, 55% more than \$60K	Skews higher - 38% less than \$60K, 62% more than \$60K
Internet	Lower (87%)	Similar to overall (92%)	Higher (97%)
Own car	Similar to overall (87%)	Higher (93%)	Lower (82%)
Self-rating of financial condition	Skews lower – 31% Excellent/Good, 37% Below Average/Poor	Skews average – 40% Excellent/Good, 21% Below Average/Poor	Skews higher – 52% Excellent/Good, 23% Below Average/Poor

Transportation Use

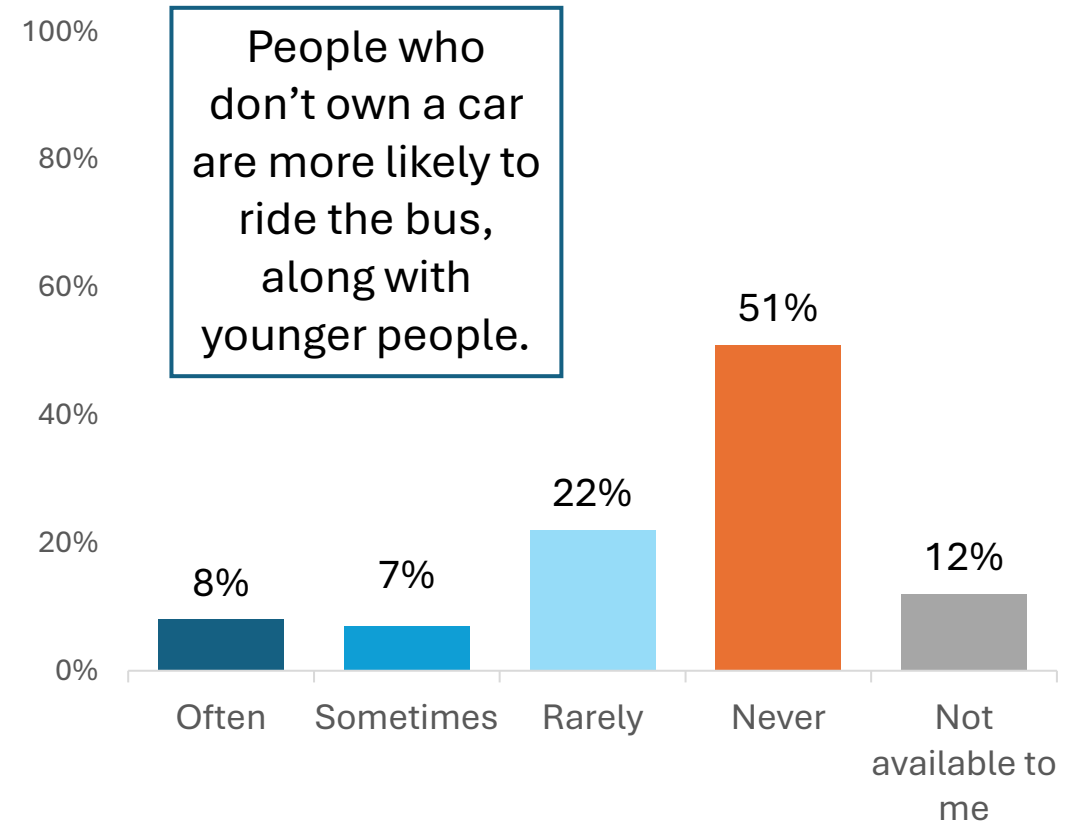
Residents in the corridor primarily rely on gas-powered vehicles for transportation



Percent of residents using following forms of transportation “often” (i.e. daily or weekly)

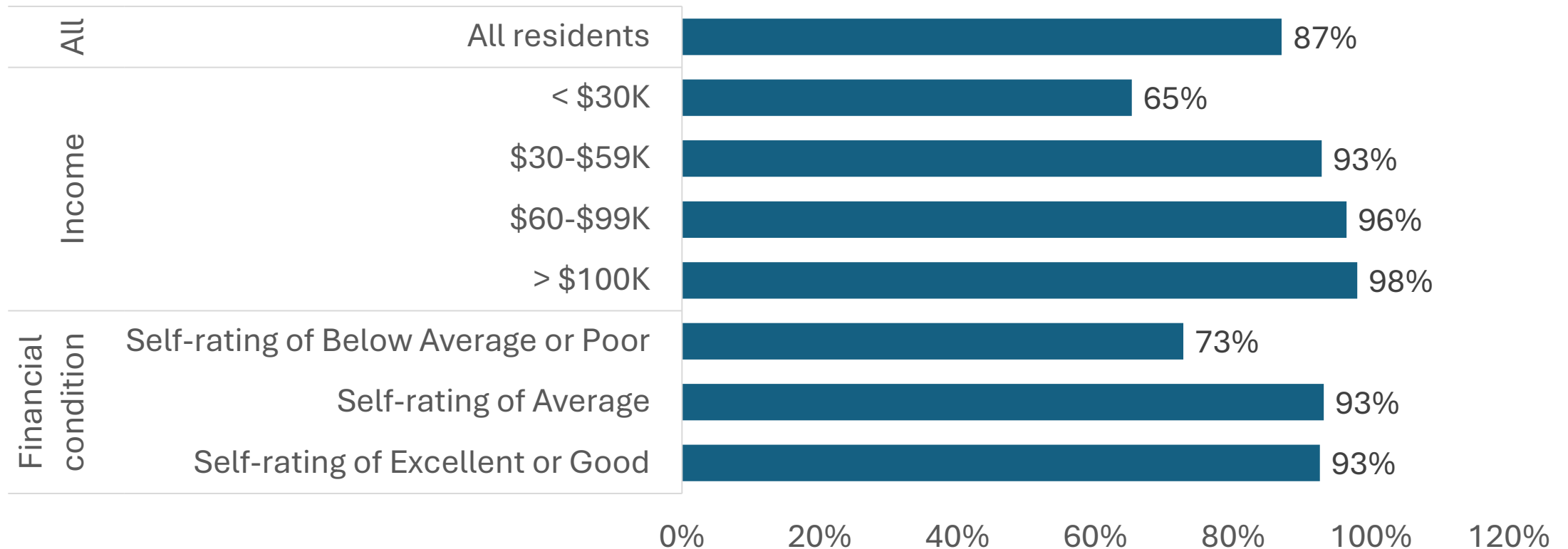


Bus usage frequency for residents

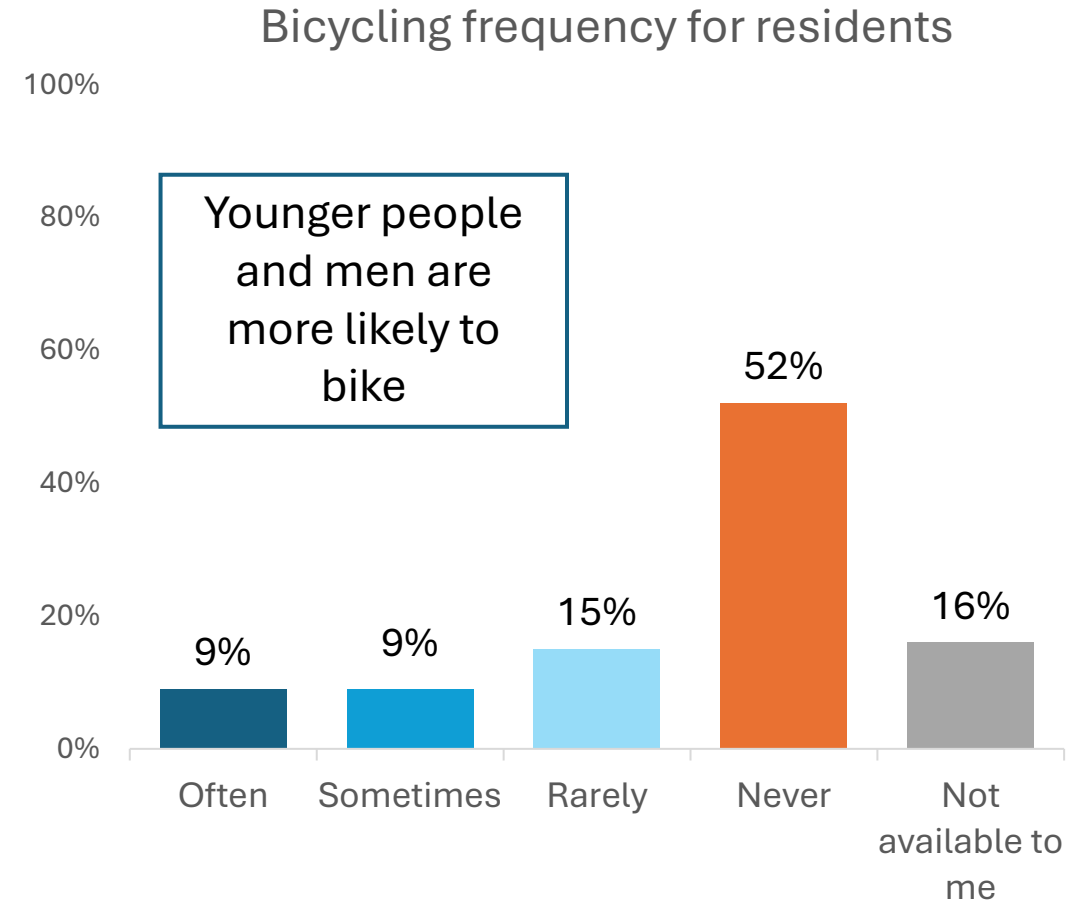
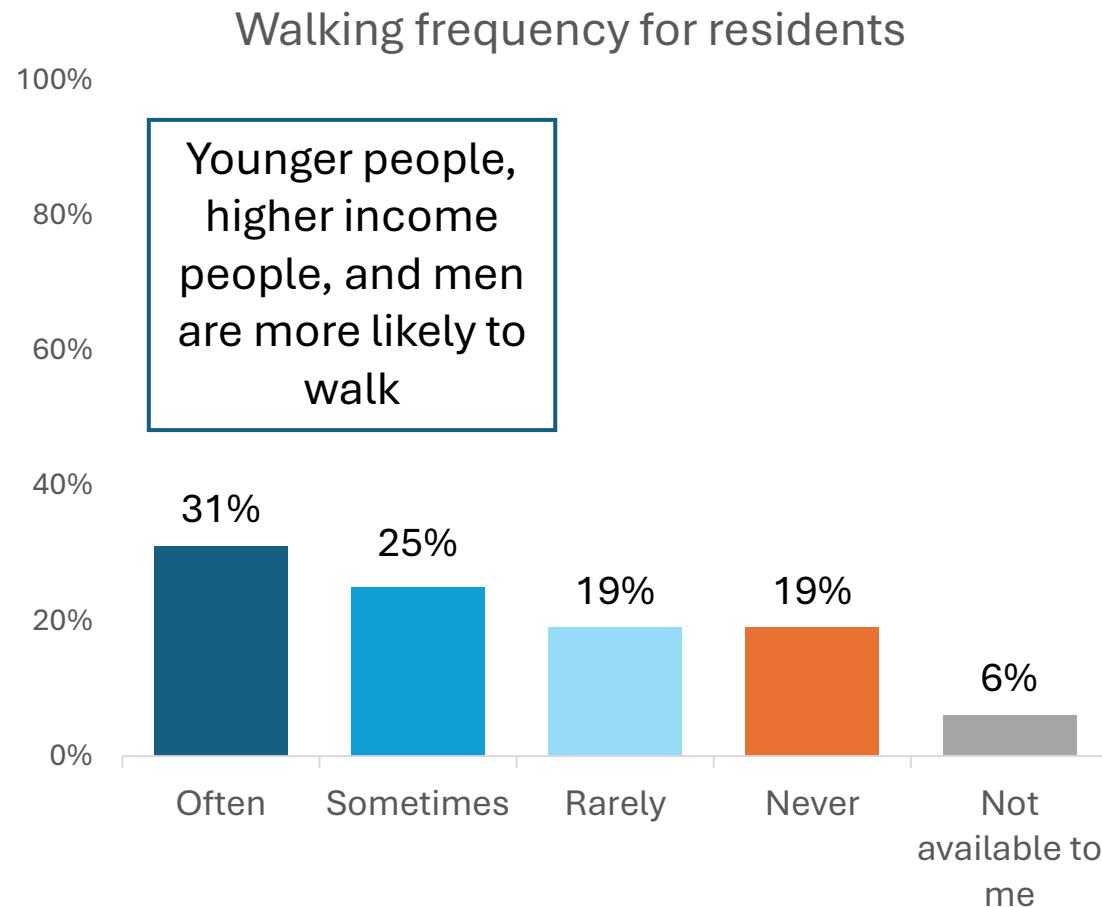


Residents in the lowest income group and with lower self-ratings of financial condition are less likely to own a car

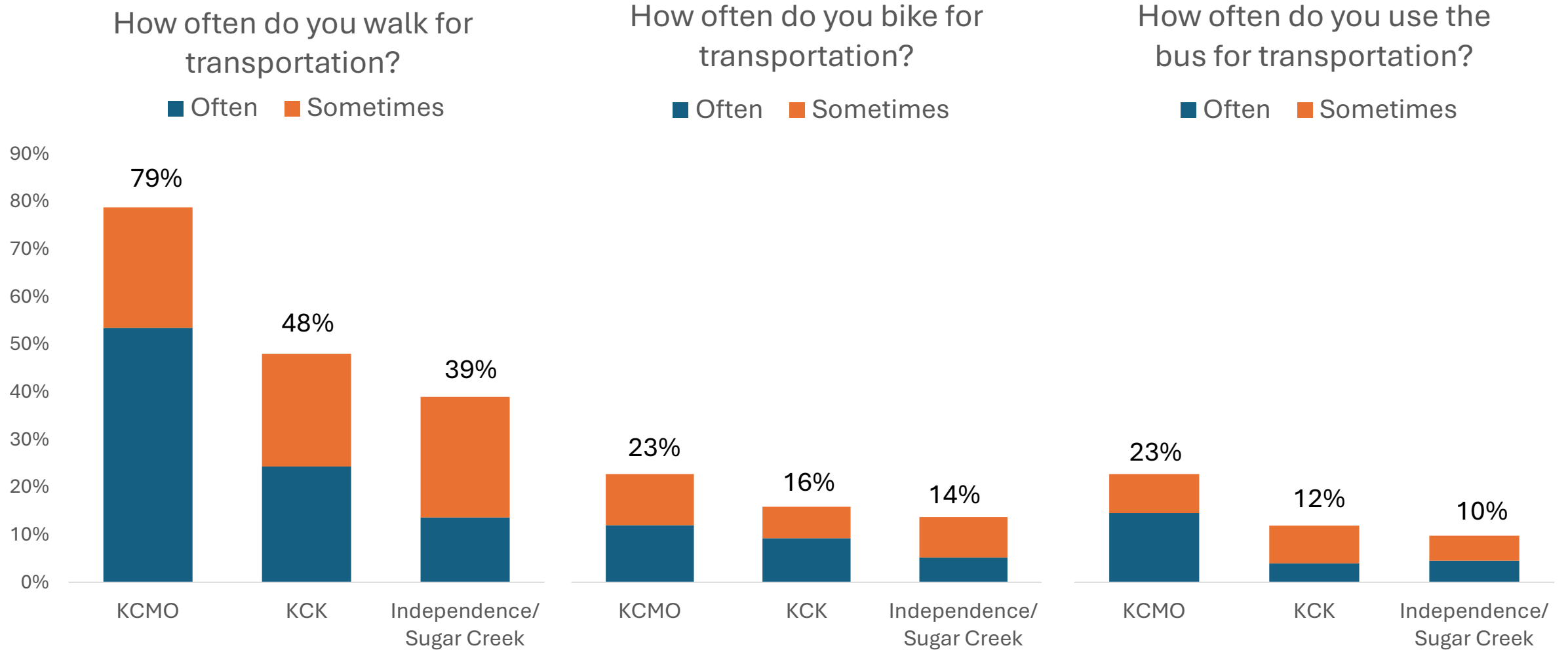
Car ownership by income and financial condition



Most residents in the corridor walk at least sometimes to get to where they need to go; less bicycle for transportation



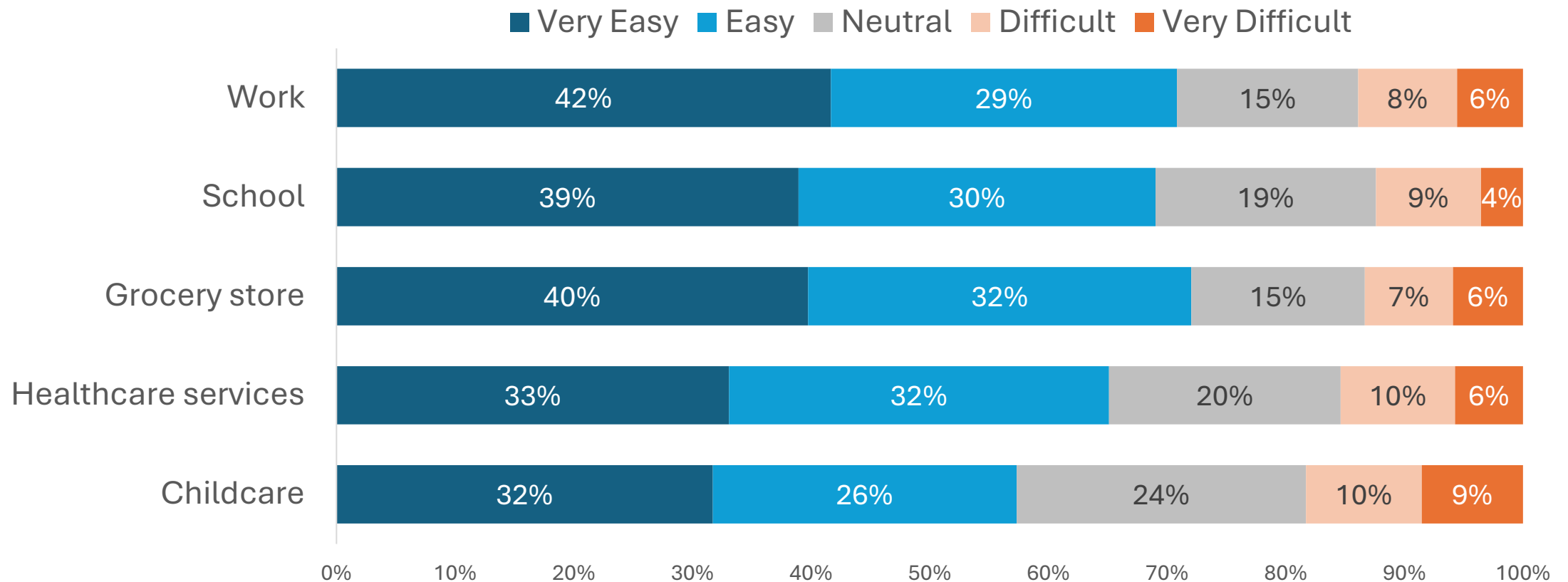
KCMO residents are more likely to walk, bike, and take the bus



Transportation Ease of Use

For residents in the corridor, their ease of accessing daily needs is relatively high

How easy or difficult is it for you to access the following locations using your usual means of transportation?

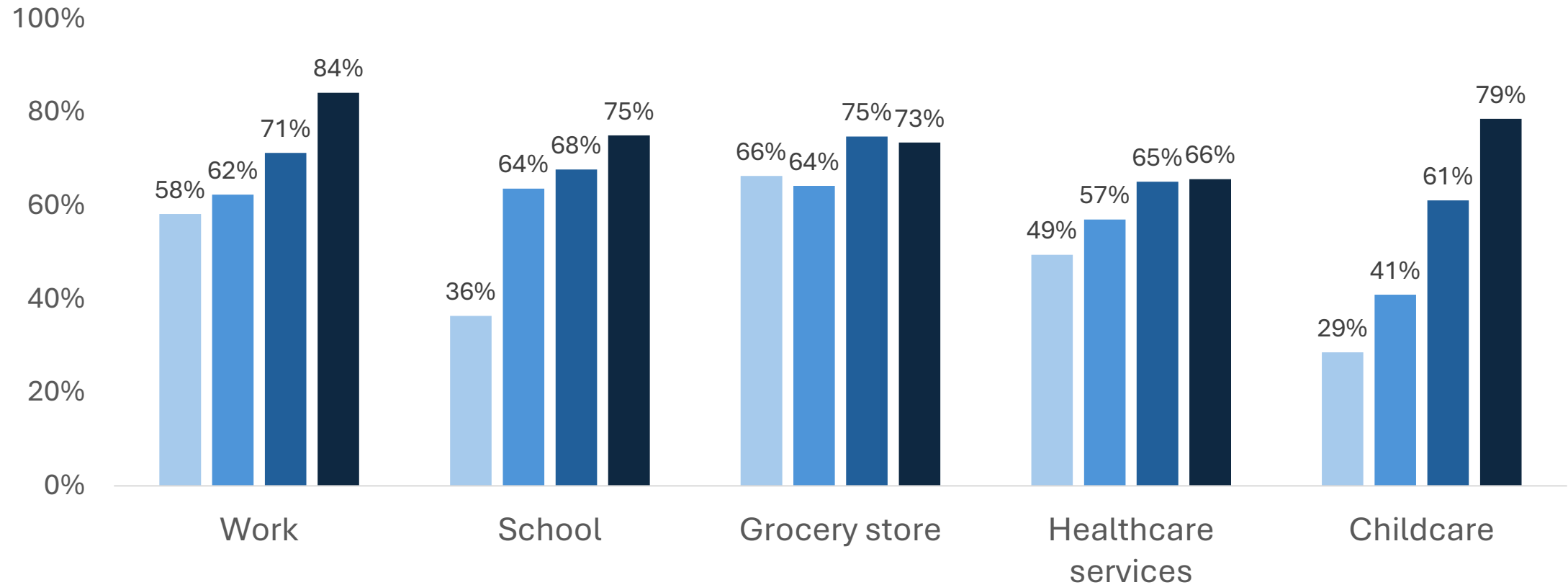


Income level positively correlated to ease of access to common locations



Easy/Very Easy Ratings of Getting to Locations

■ <\$30K ■ \$30-60K ■ \$60-100K ■ >\$100K

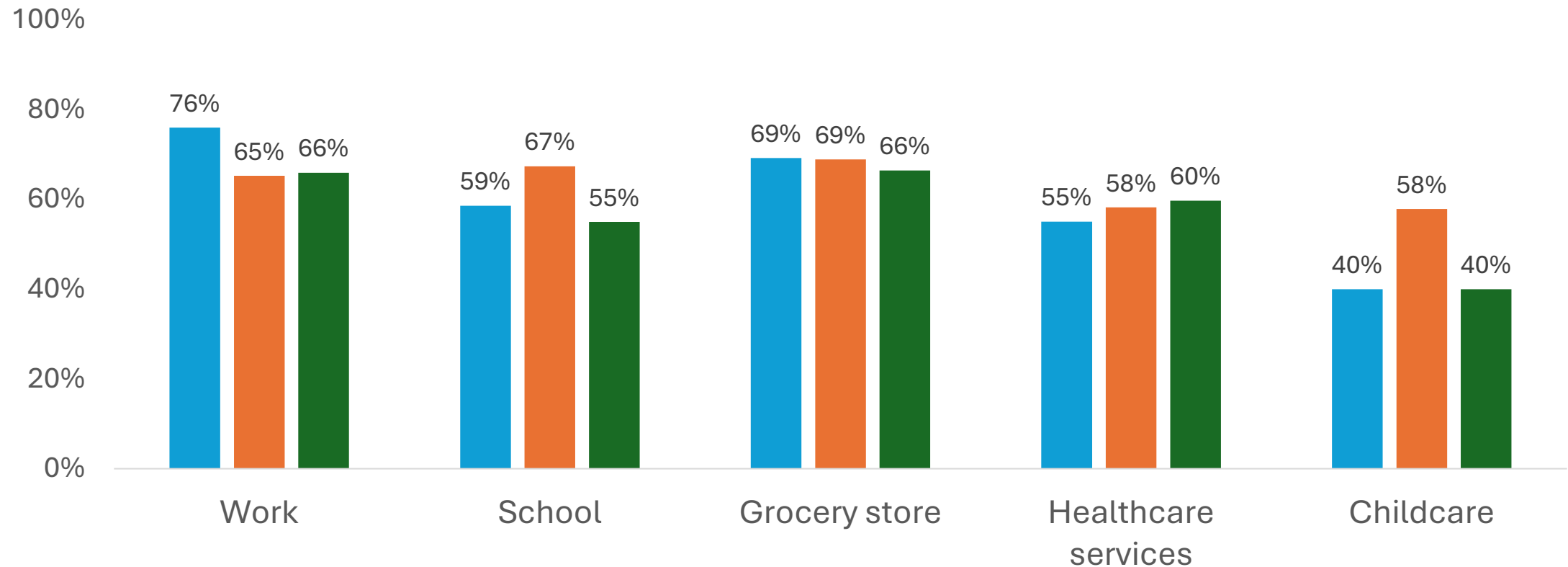


One interrelated factor with income is car ownership – people who did not own cars rated ease of access lower for all locations.

Jurisdiction is not a major factor for ease of access to common locations

Easy/Very Easy Ratings of Getting to Locations

■ KCMO ■ KCK ■ Independence / Sugar Creek



Commuting

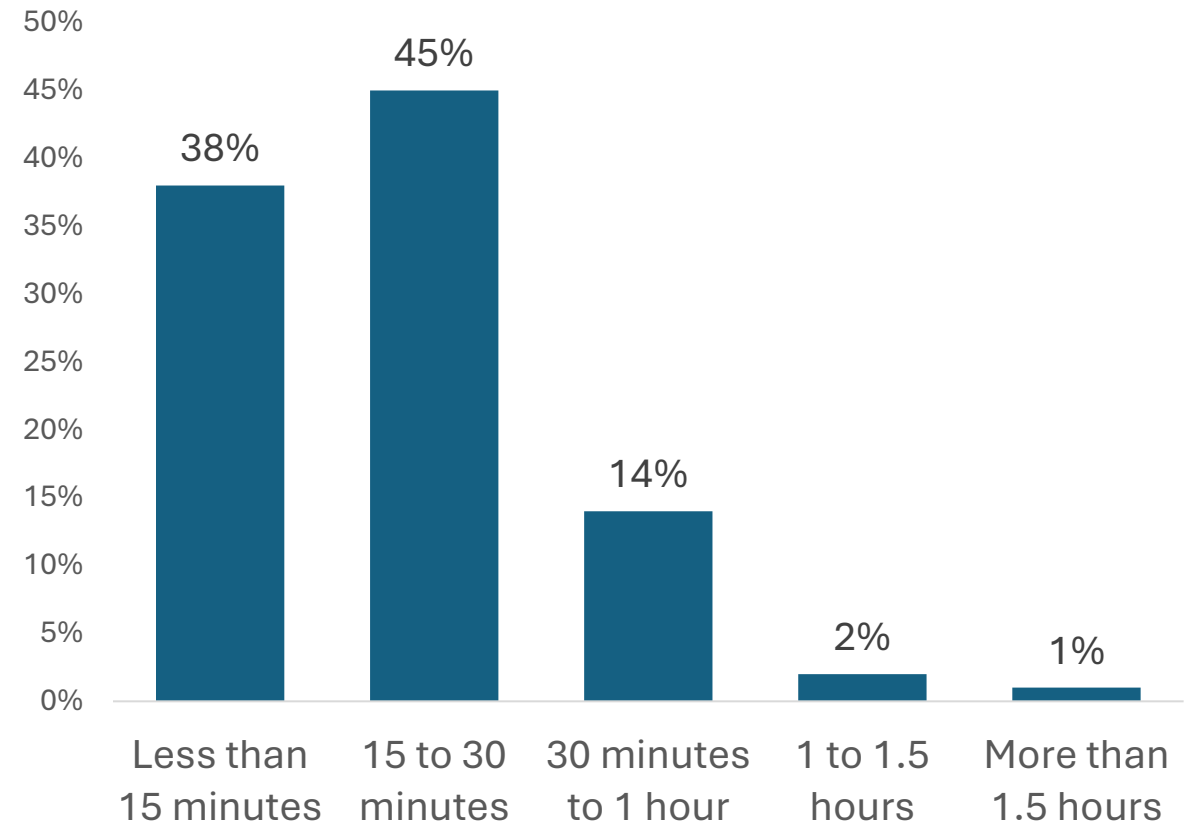
Most commutes for residents in the corridor are less than 30 minutes and via personal vehicle

For those who commute for work,

- 84% use a personal vehicle
- 6% use the bus system
- 6% walk
- 1% bike
- 1% carpool or ride
- 2% use another form of transportation (majority = KC Streetcar)

Lower car ownership, which is correlated with the lowest income group, has the biggest impact on commute mode.

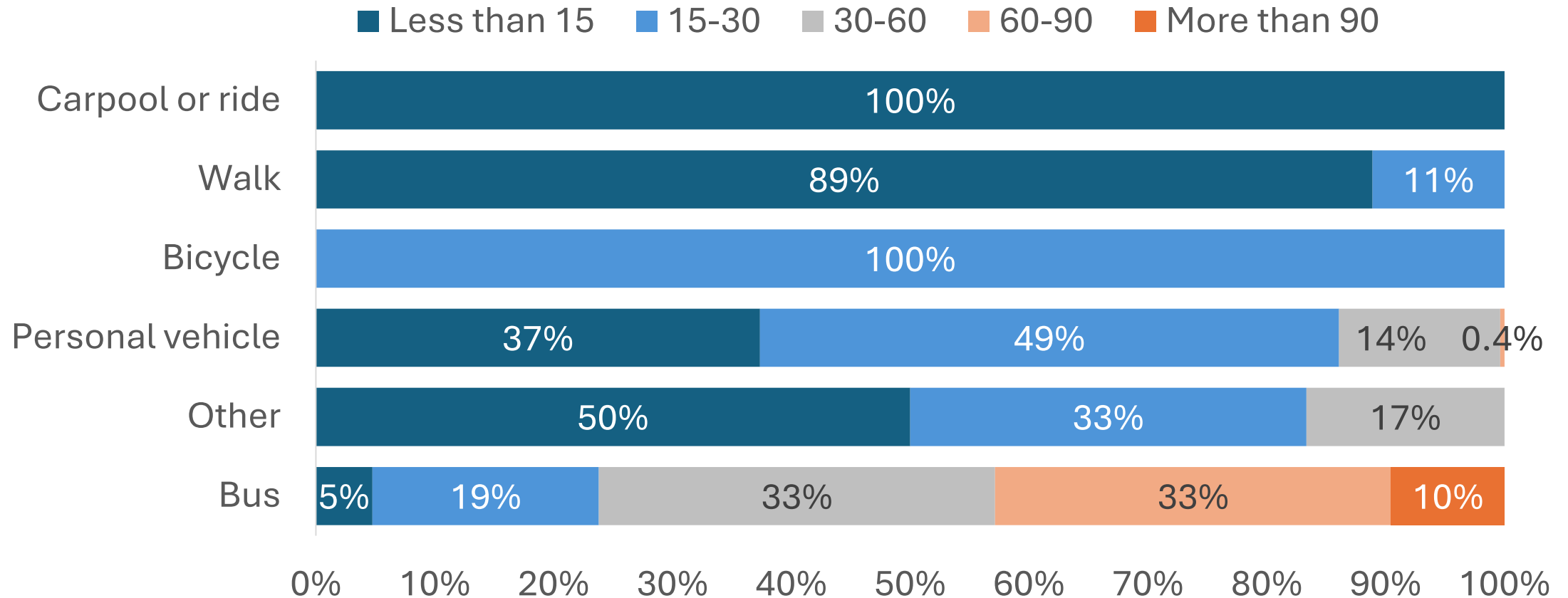
If you commute for work, how long does your one-way commute take on average?



Commute times are directly tied to commute modes



Average one-way commute time (in minutes) by primary commute mode



Commute modes by jurisdiction

- KCMO residents are somewhat more likely to work from home, or take the bus or walk for their commute; they are somewhat less likely to take a personal vehicle
- These differences in commute modes also mean that KCMO residents are more likely to have a very short or a very long commute

	KCMO	KCK	Indep / SC
Work from home	14%	7%	8%
Commute via bus	11%	3%	5%
Commute via walking	9%	3%	5%
Commute via personal vehicle	73%	93%	87%
Commute less than 15 minutes	44%	35%	36%
Commute more than 1 hour	7%	2%	0%

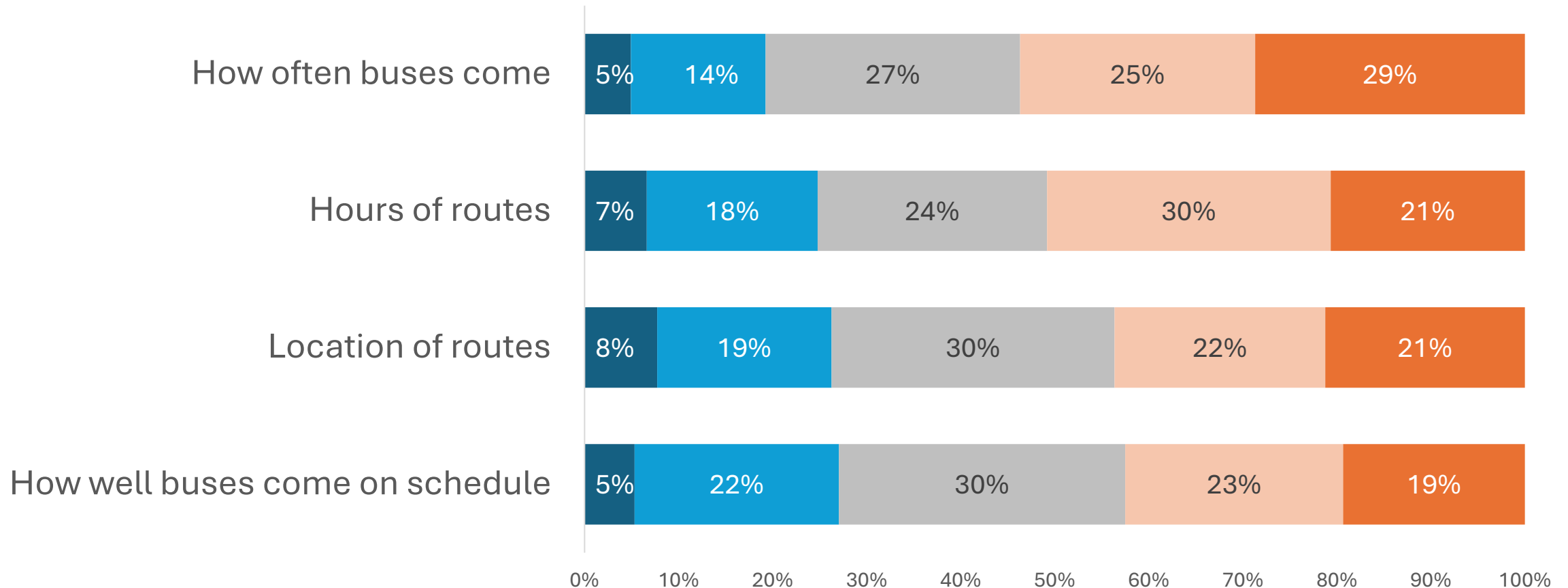
Bus System

Ratings of bus operations are low for residents in the corridor



How would you rate the following elements of the bus system?

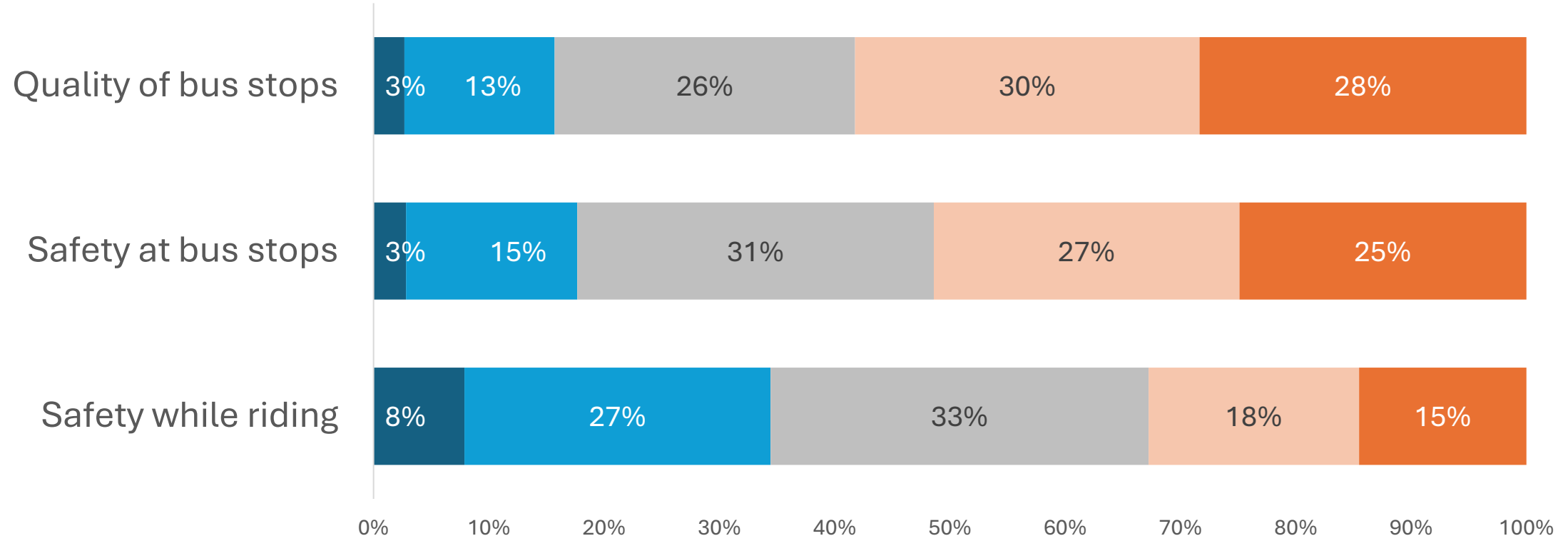
■ Excellent ■ Good ■ Average ■ Below Average ■ Poor



The bus riding environment (especially bus stop quality and safety) is also rated low by residents in the corridor

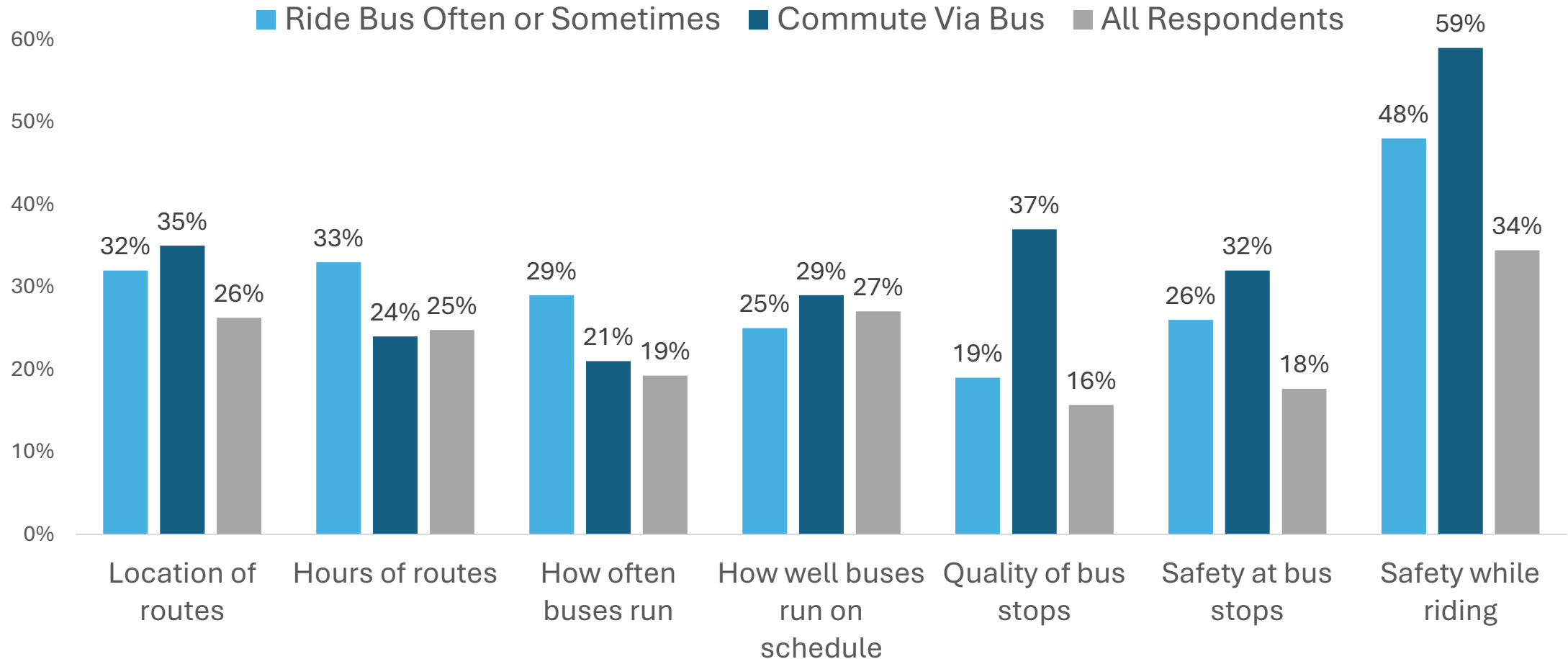
How would you rate the following elements of the bus system?

■ Excellent ■ Good ■ Average ■ Below Average ■ Poor

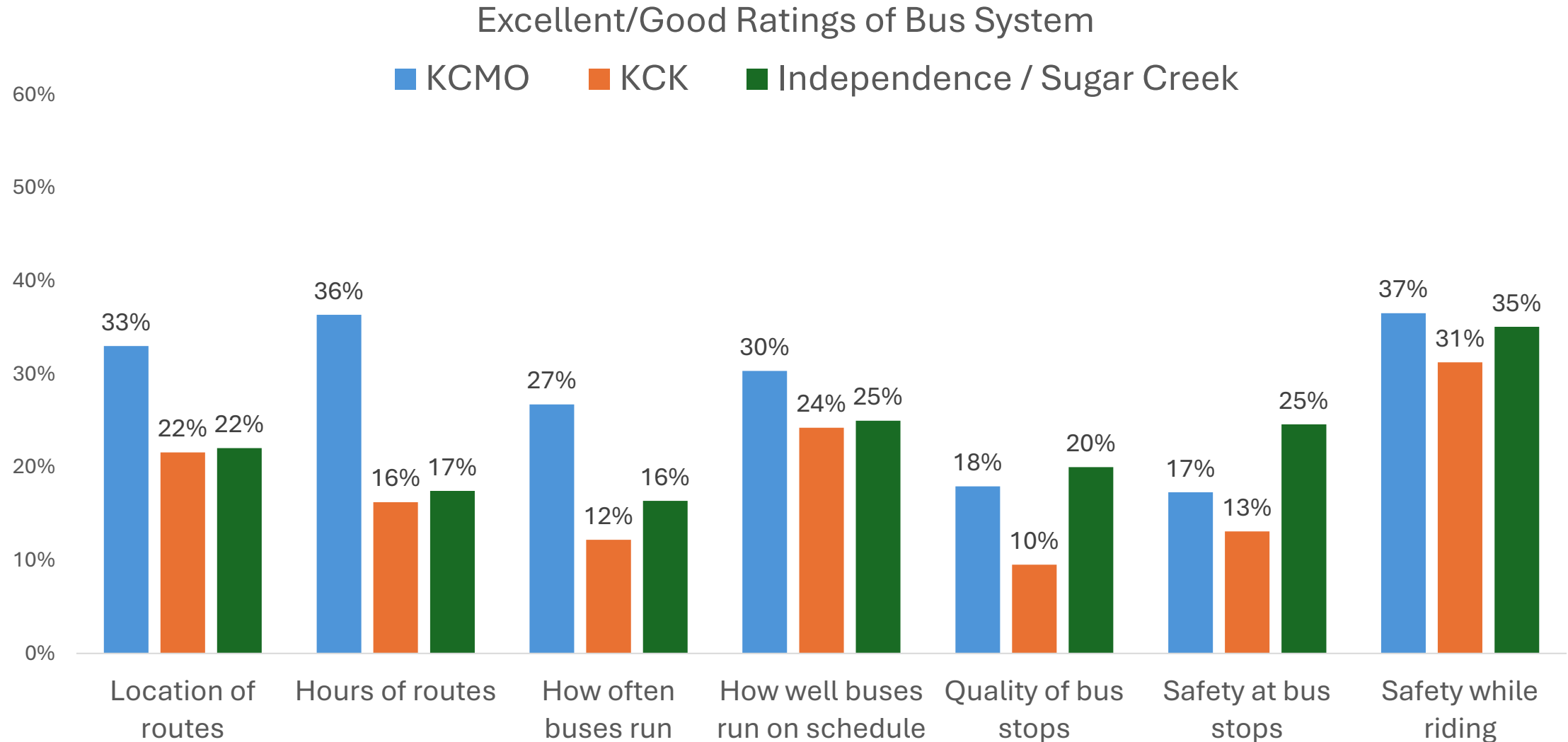


More frequent riders of the bus generally rate the system and safety higher

Excellent/Good Ratings of Bus System



KCMO residents have higher ratings of bus hours, frequency and location



A variety of bus routes are used by residents

In response to the survey question, “If you ride the bus, what route(s) do you typically use?”:

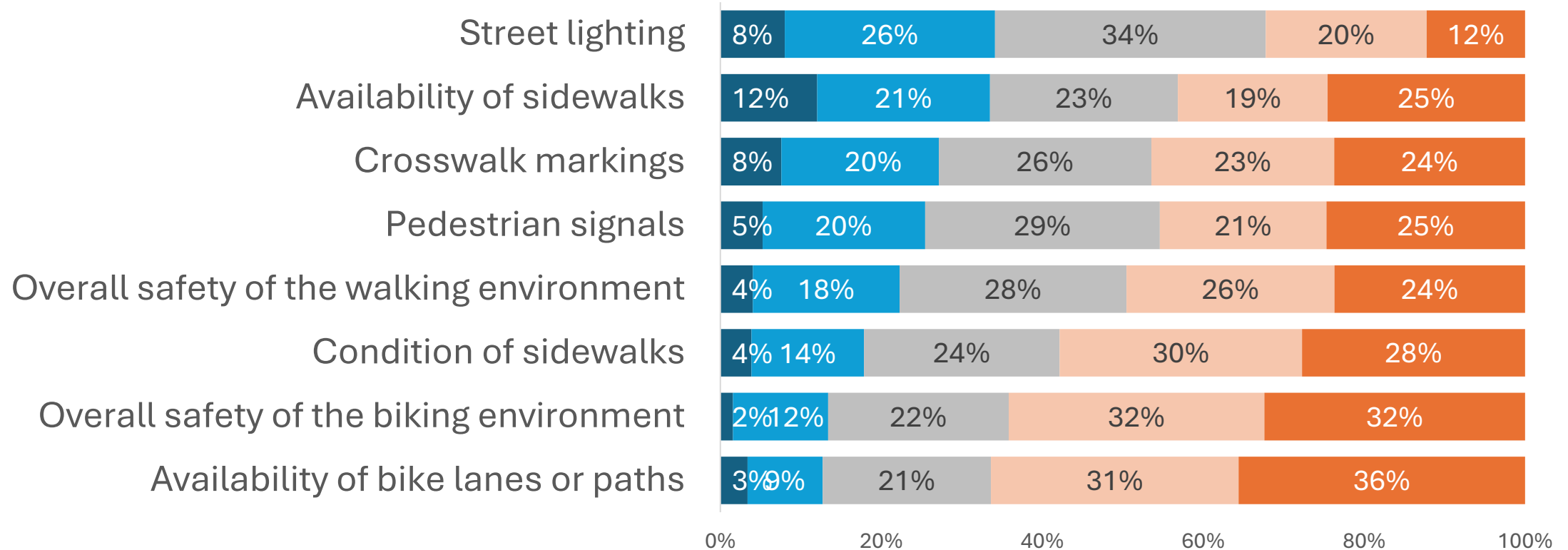
- A total of 63 respondents named 39 distinct bus routes plus the streetcar
- 14 routes were named by just 1 respondent
- The most common routes named were:
 - Main Street Max (19 times)
 - 11 (18 times)
 - 24 (18 times)
 - Troost Max (9 times)
 - 47 (7 times)
 - 101 (7 times)
 - 201 (7 times)

Infrastructure

More than half of residents in the corridor rate the walking and biking environment (and supporting infrastructure) below average or poor

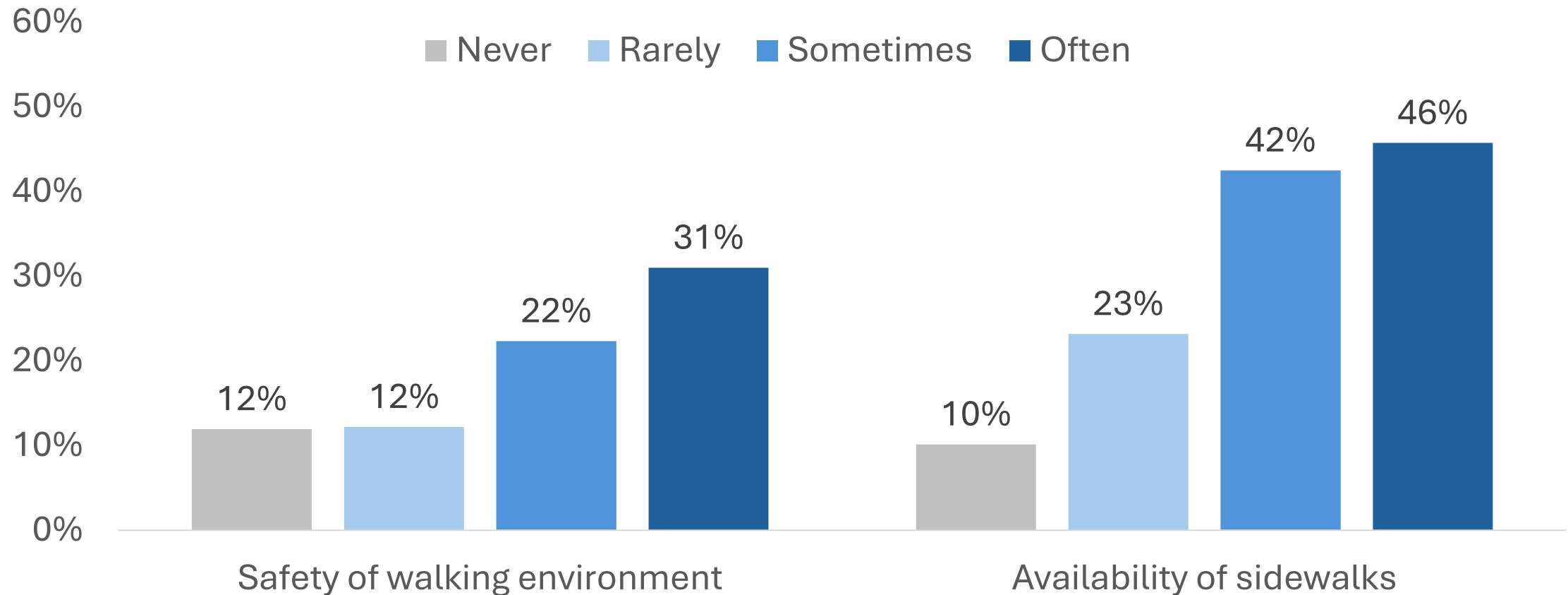
How would you rate the following elements related to biking and walking in your neighborhood?

■ Excellent ■ Good ■ Average ■ Below Average ■ Poor



Ratings are low regardless of walking or biking frequency, but for two questions, more frequent walkers have higher ratings

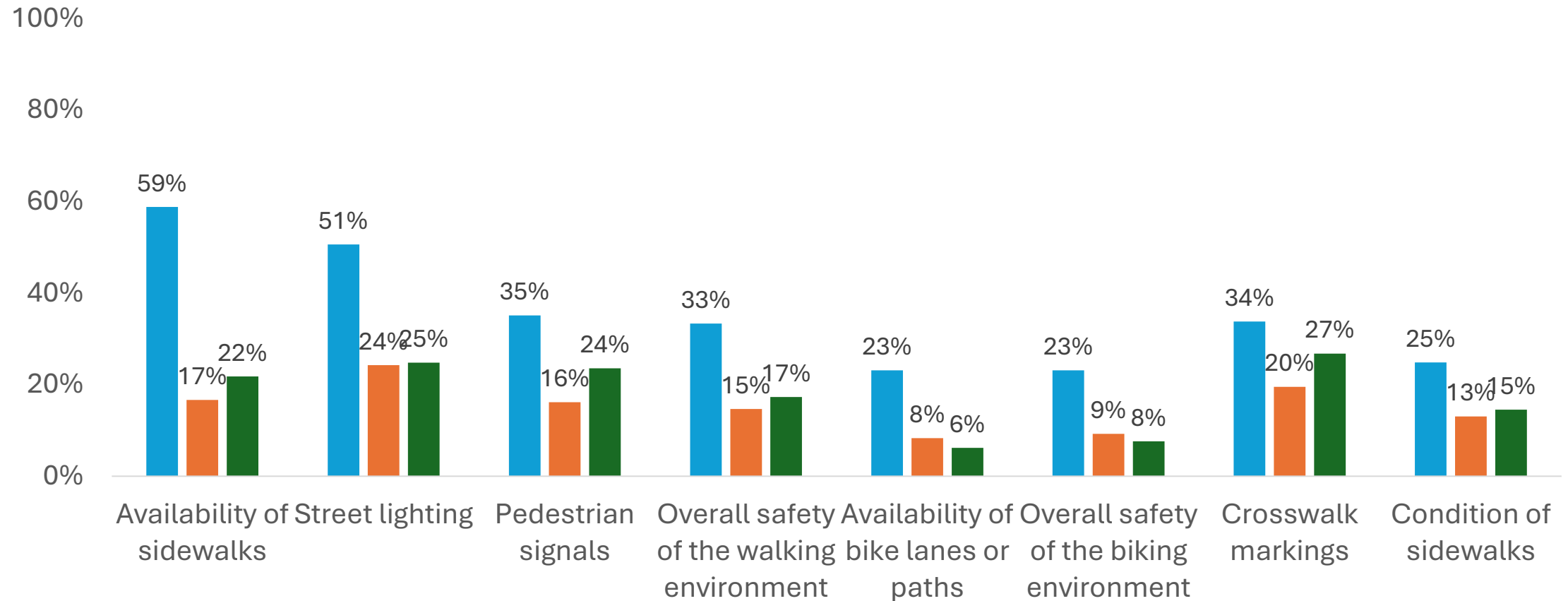
Excellent/Good Ratings of Walking Environment by Frequency of Walking



KCMO residents rate walking and biking infrastructure higher, but most ratings are low for all jurisdictions

Excellent/Good Ratings of Walking and Biking Environment

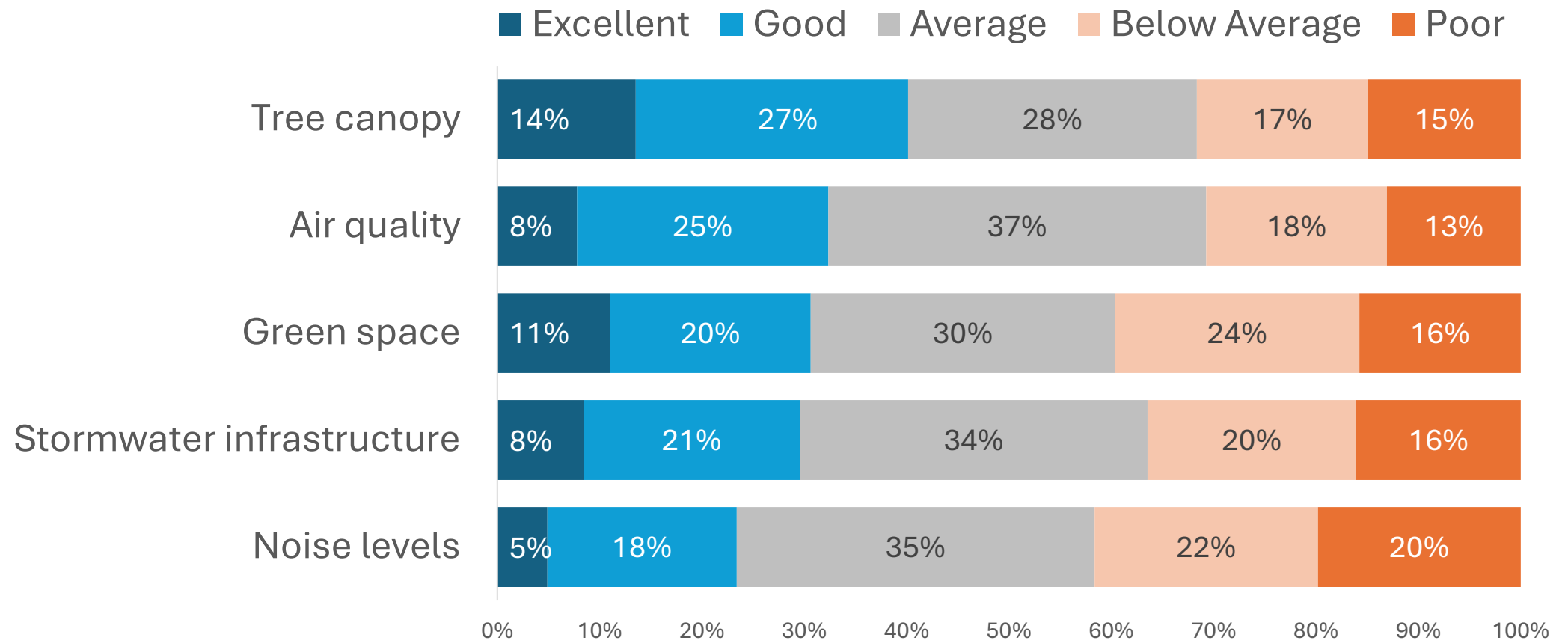
■ KCMO ■ KCK ■ Independence / Sugar Creek



Close to a third or more residents rate quality of life elements as below average or poor



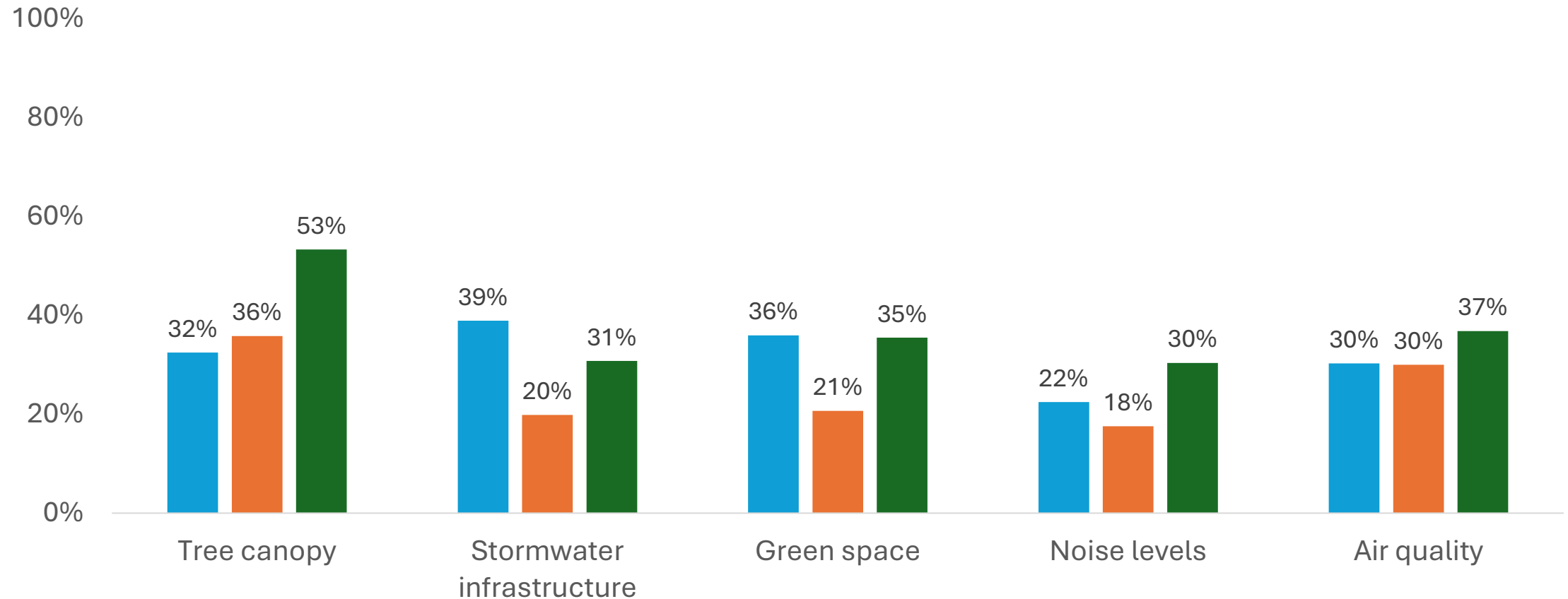
How would you rate the following elements related to quality of life in your neighborhood?



Ratings of quality of life elements are similar across jurisdictions, but KCMO and Independence tend to have higher ratings than KCK

Excellent/Good Ratings of Quality of Life Elements

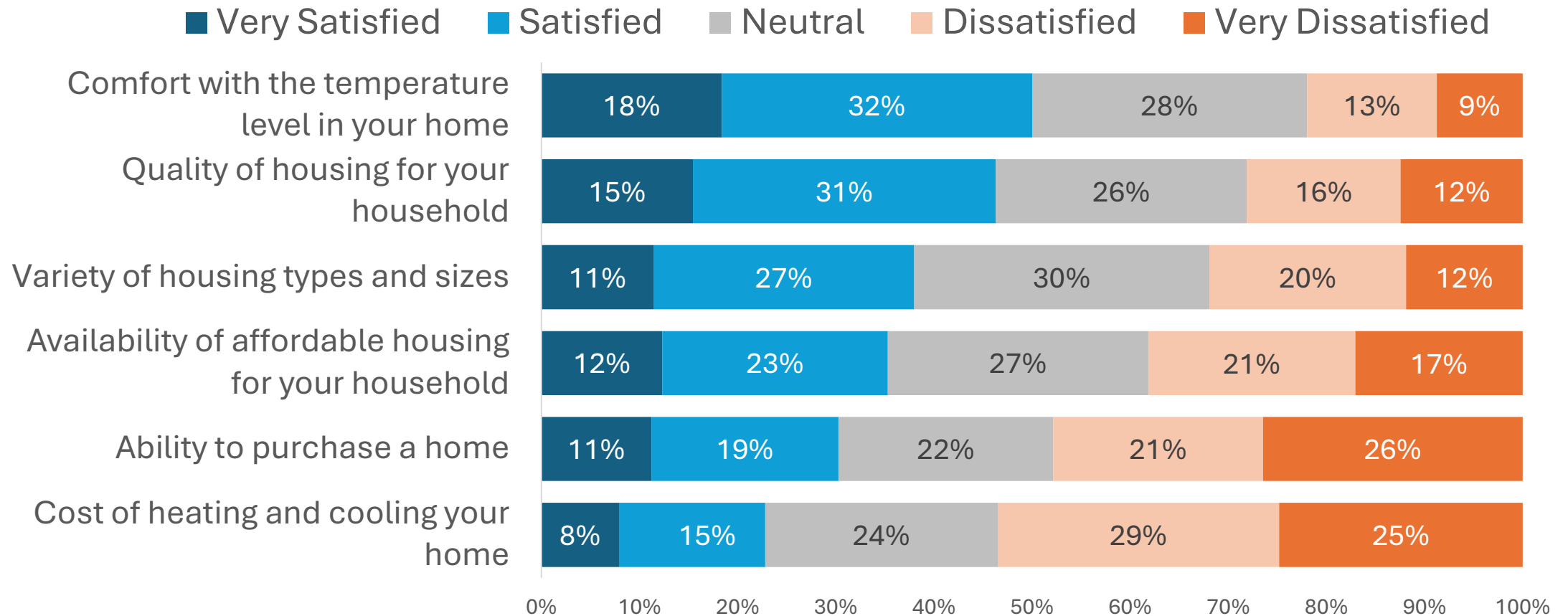
■ KCMO ■ KCK ■ Independence / Sugar Creek



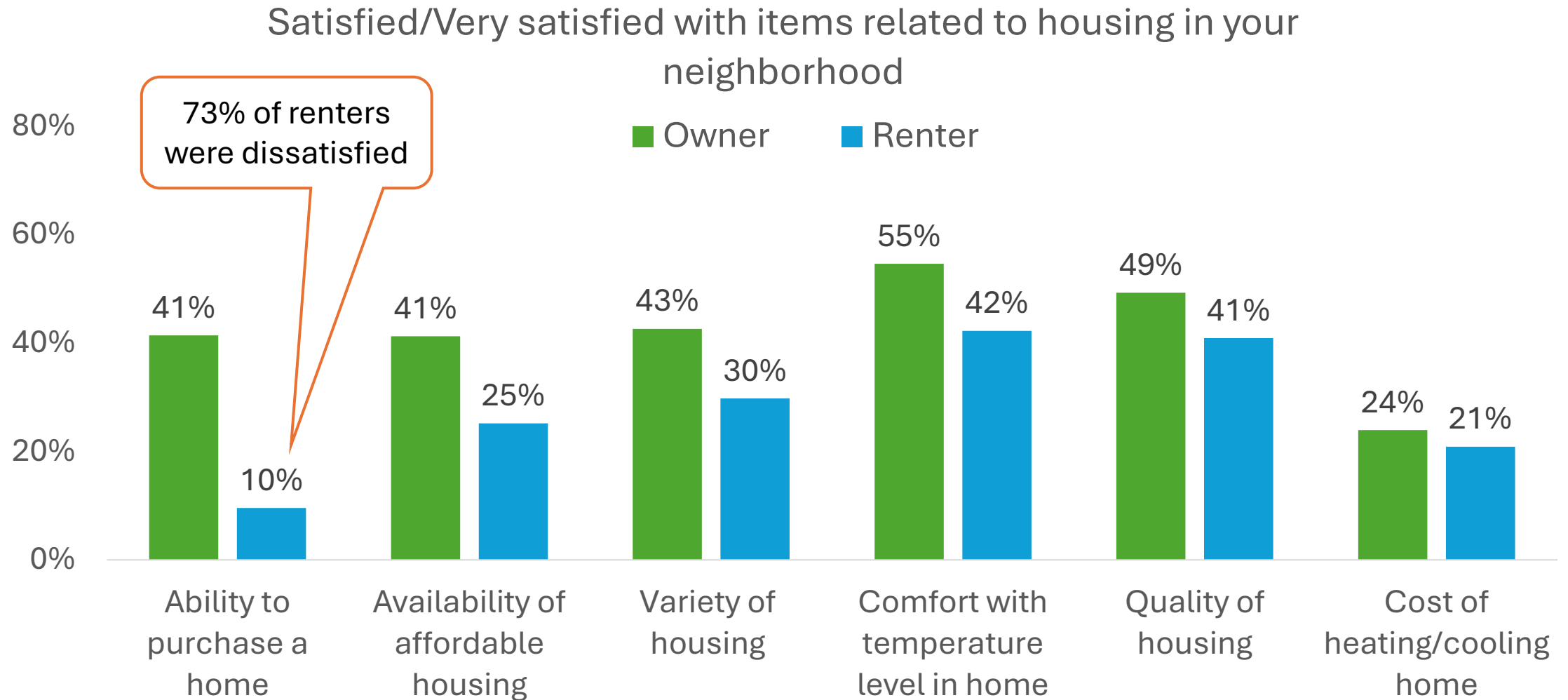
Housing

The lowest ratings related to housing are for the ability to purchase a home and the cost of heating/cooling your home

How satisfied are you with the following items related to housing in your neighborhood?

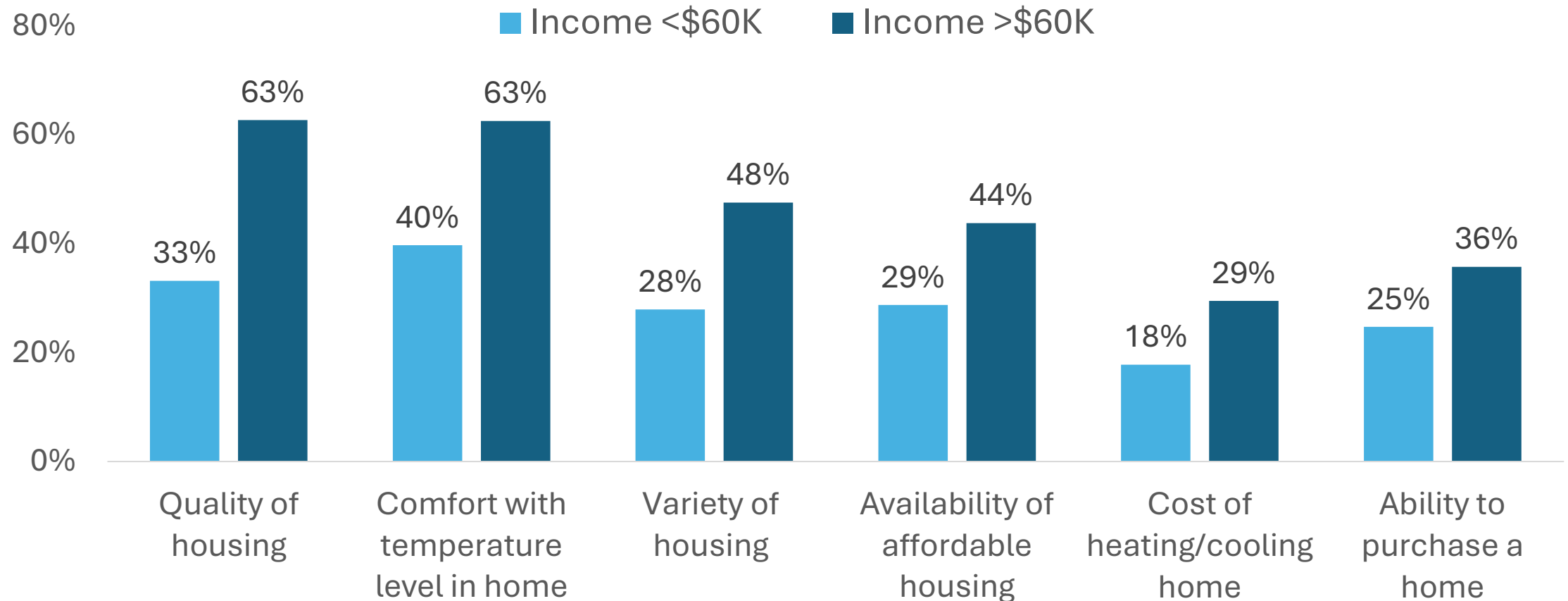


Renters are less satisfied with housing, especially ability to purchase home



Satisfaction with housing, especially around quality, is positively correlated with household income

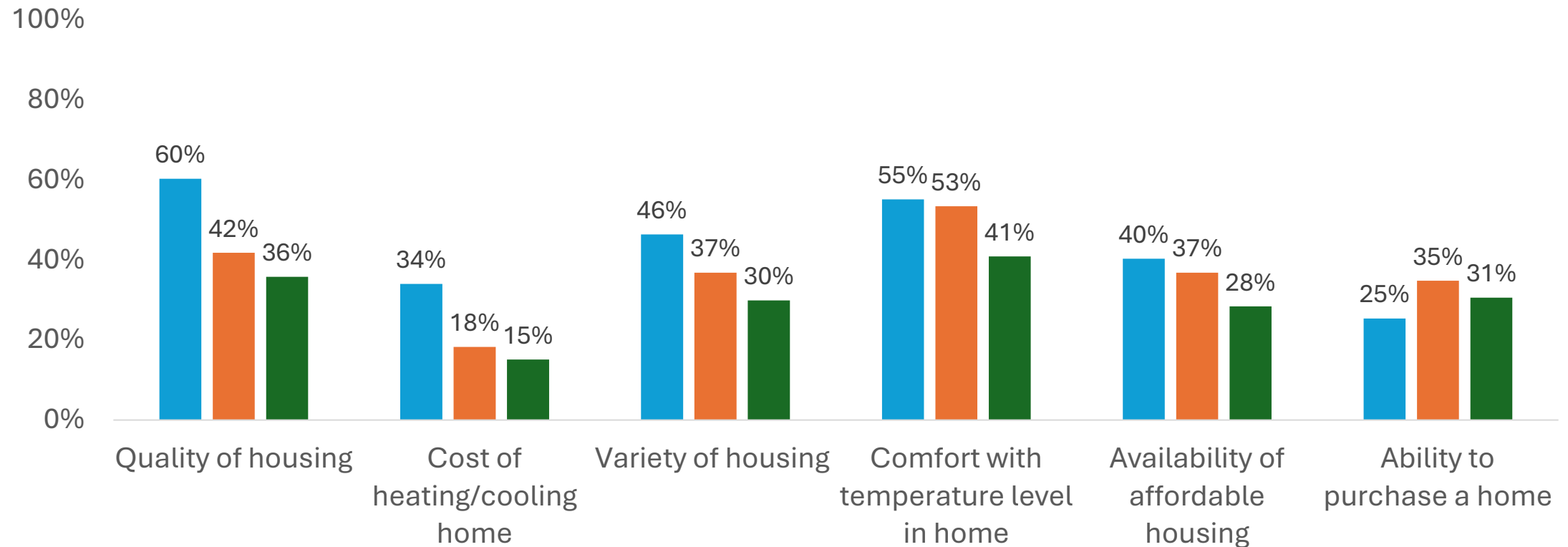
Satisfied/Very satisfied with items related to housing in your neighborhood



Satisfaction with housing is largely not related to jurisdiction, but KCMO has higher rating for some elements

Excellent/Good Ratings of Quality of Life Elements

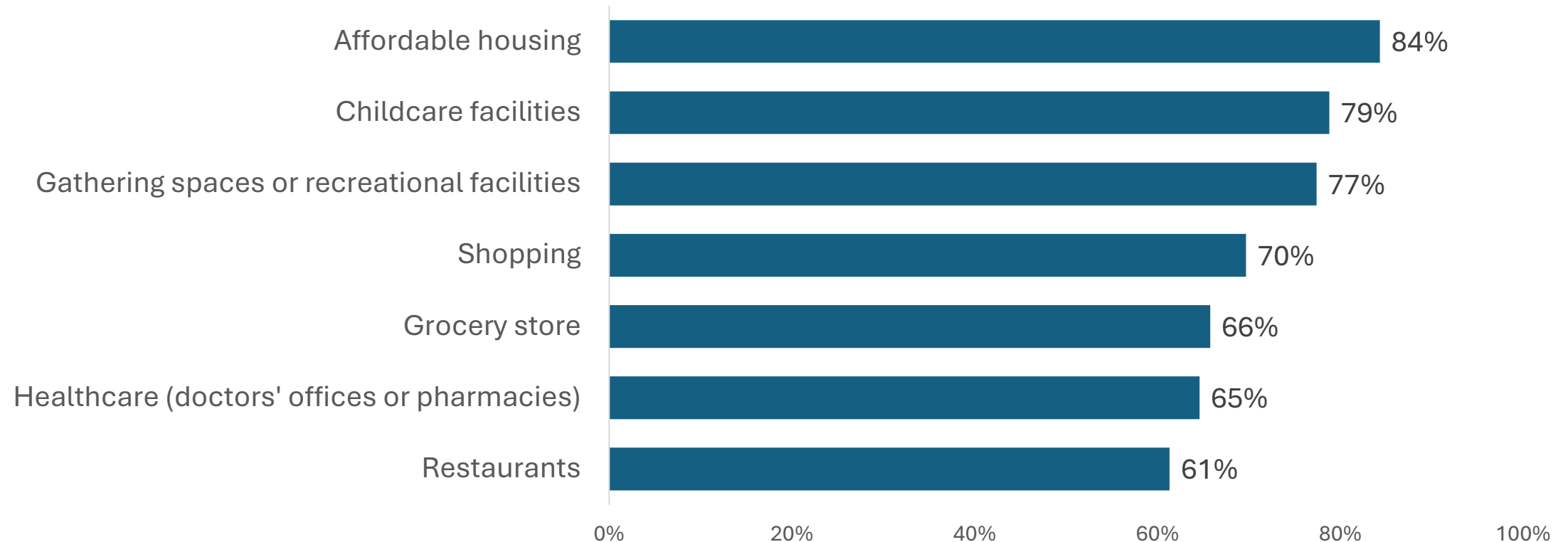
KCMO KCK Independence / Sugar Creek



Community Development Priorities

A majority of residents in the corridor support all types of suggested potential development

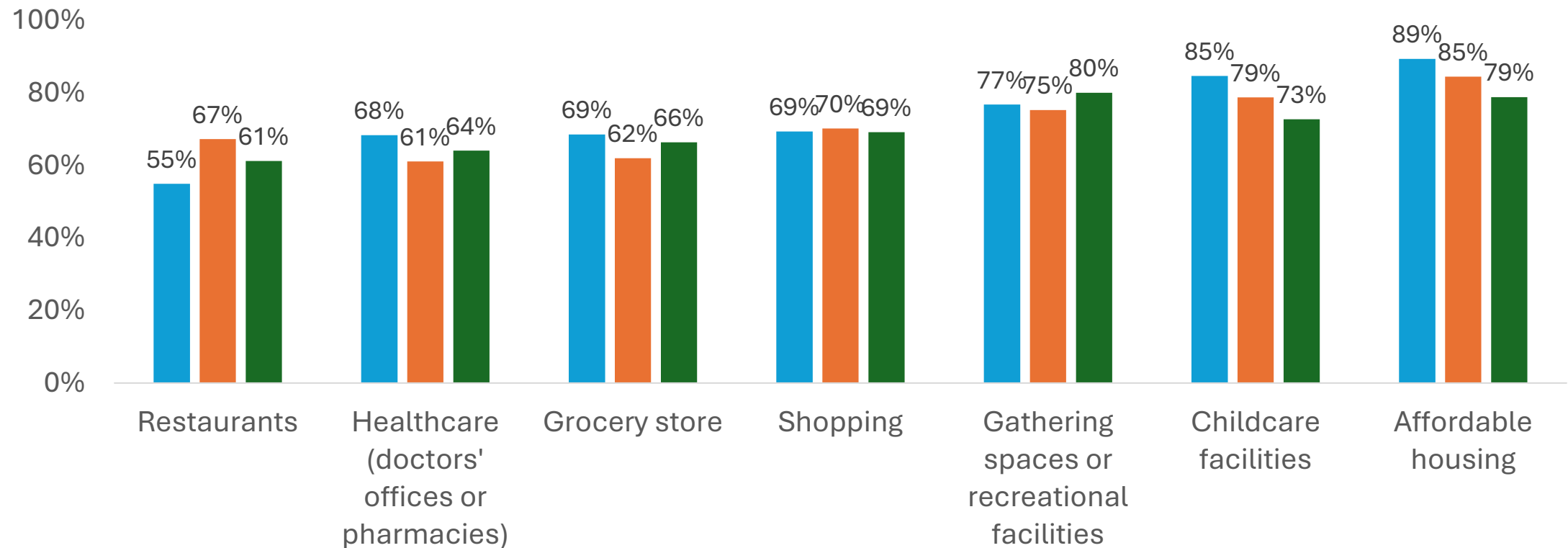
Do you think that any of the following types of development are needed in your community? (percent answering “yes”)



Preference for development types does not vary in a significant way by jurisdiction

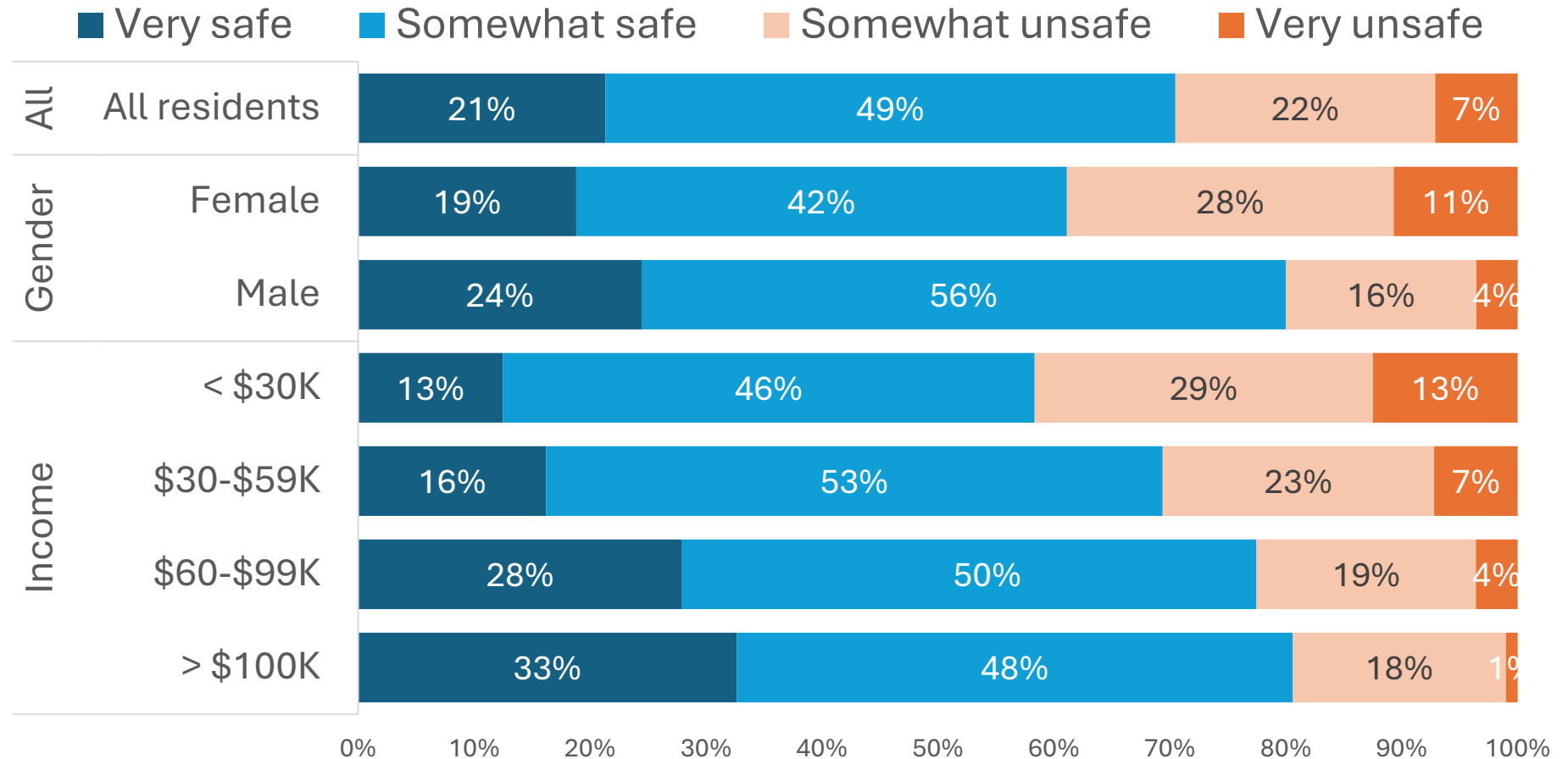
Do you think that any of the following types of development are needed in your community? (percent answering “yes”)

■ KCMO ■ KCK ■ Independence / Sugar Creek



Feeling of safety are not related to jurisdiction, race, or age, but are related to gender and income

How safe do you feel in your neighborhood?





PORCHLIGHT
INSIGHTS

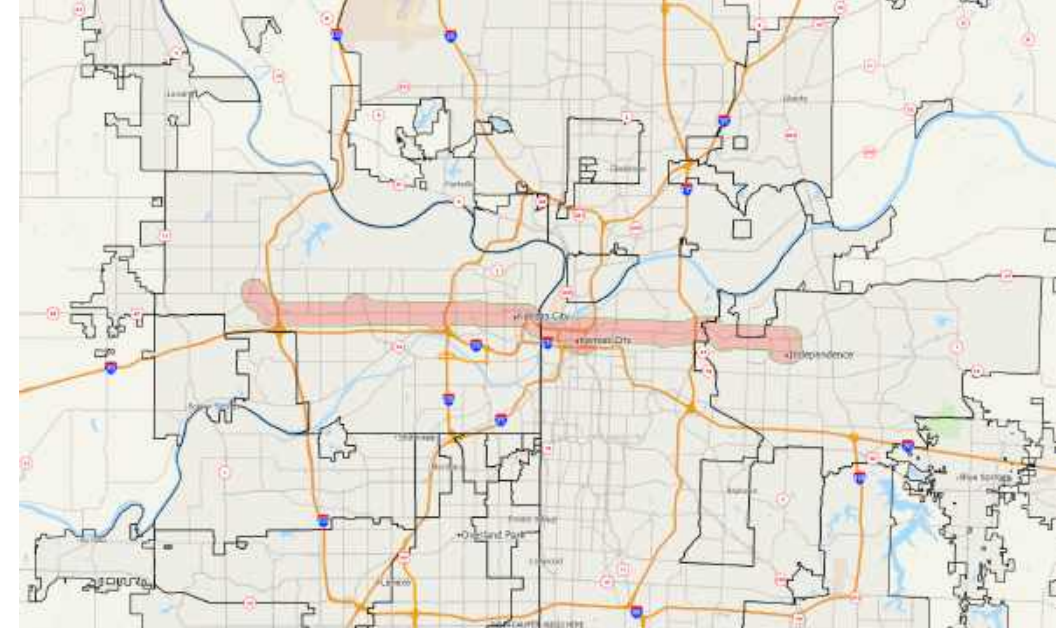
Community Survey #2 Results MARC Bi-State Sustainability Corridor

April – July 2025

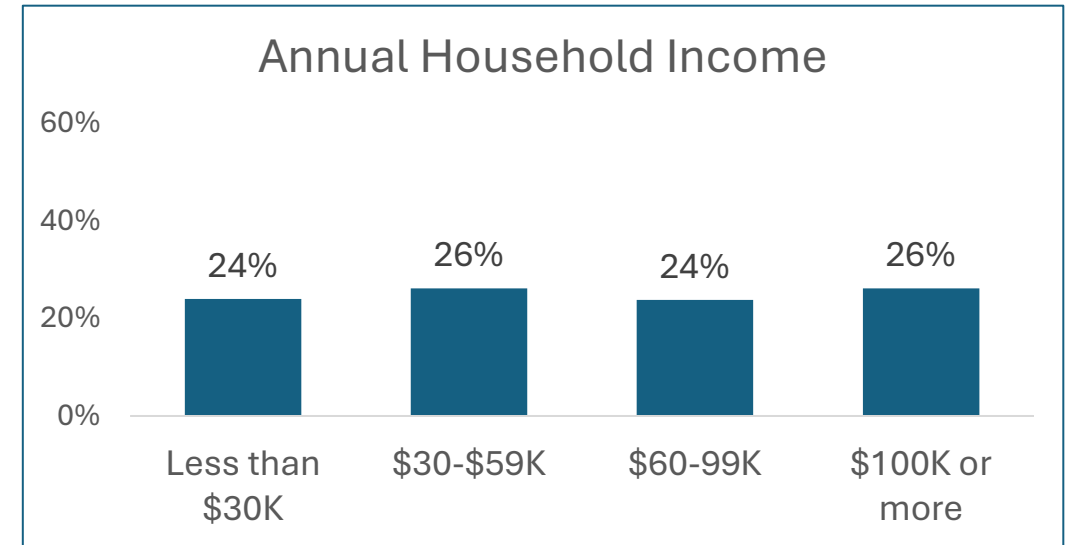
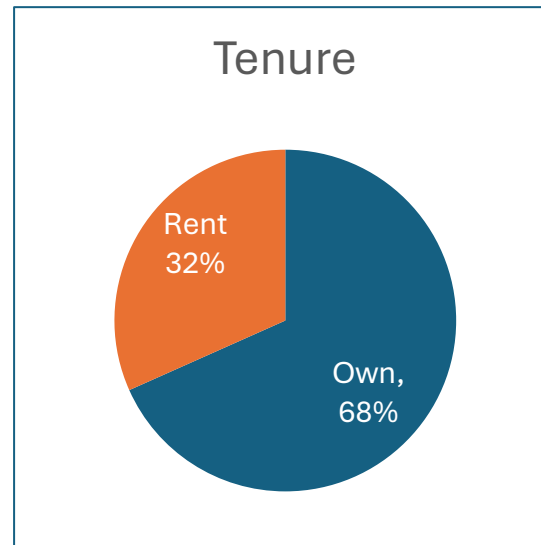
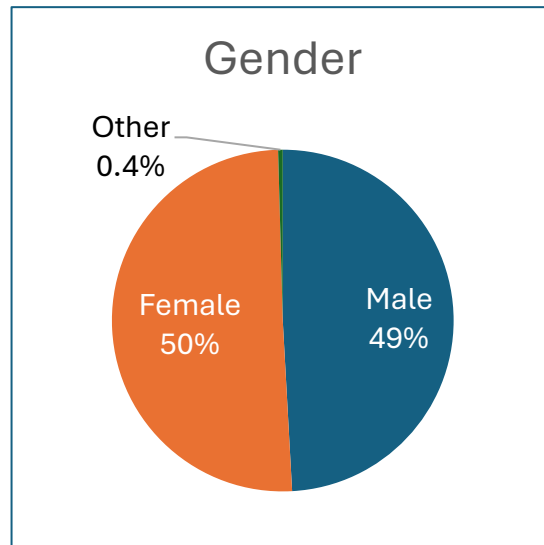
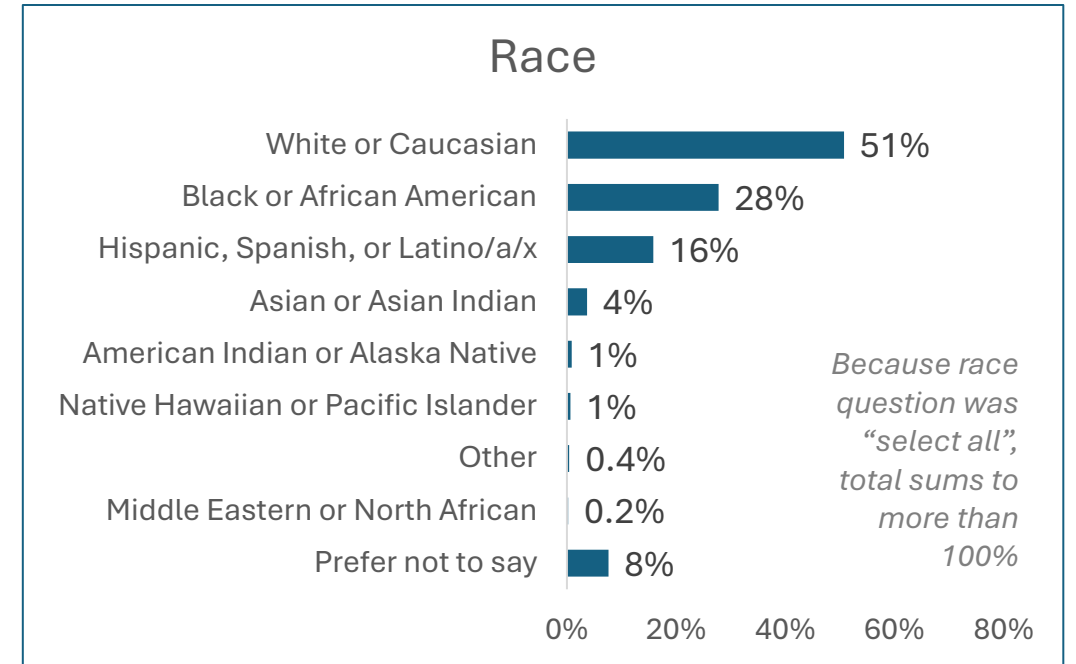
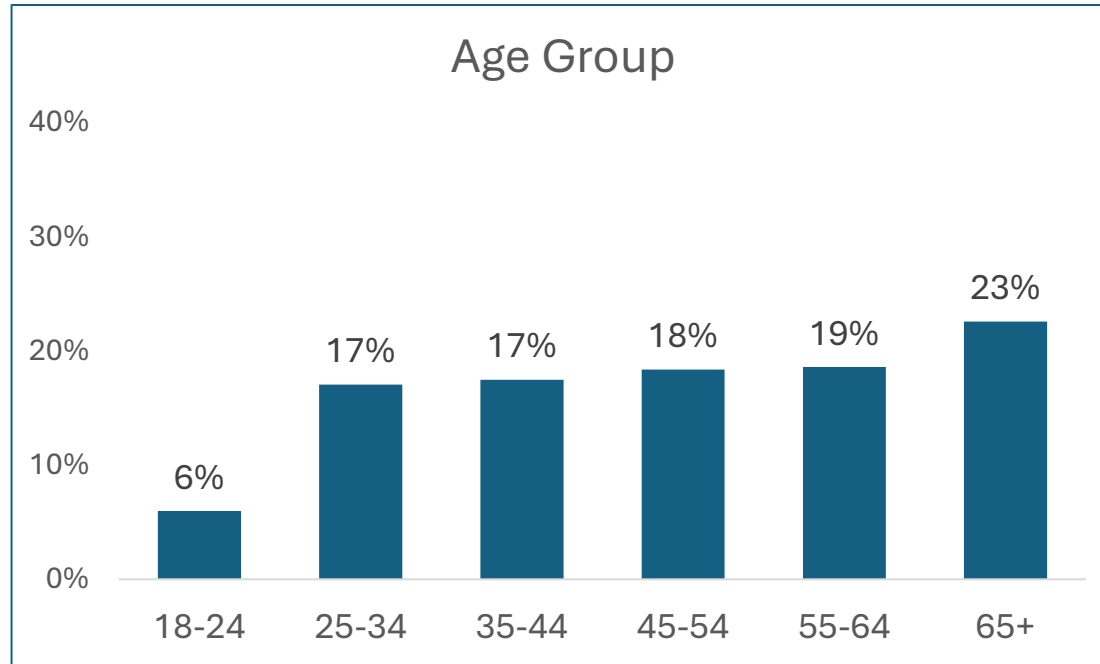
Timeline and Scope for Survey #2



- Survey topics: mode and route alternatives, revenue sources, branding
- Random sample administered by ETC Institute
 - Sampling area: ½ mile buffer around corridor
 - Goal: 450 random sample responses, stratified by jurisdiction (150 from each – KCK/UG, KCMO, Independence/Sugar Creek)
 - Final: 461 random sample responses (150 from Independence/Sugar Creek, 152 from KCK/UG, 159 from KCMO) and 232 non-random sample responses
- Charts are marked with the source (random, non-random or both)

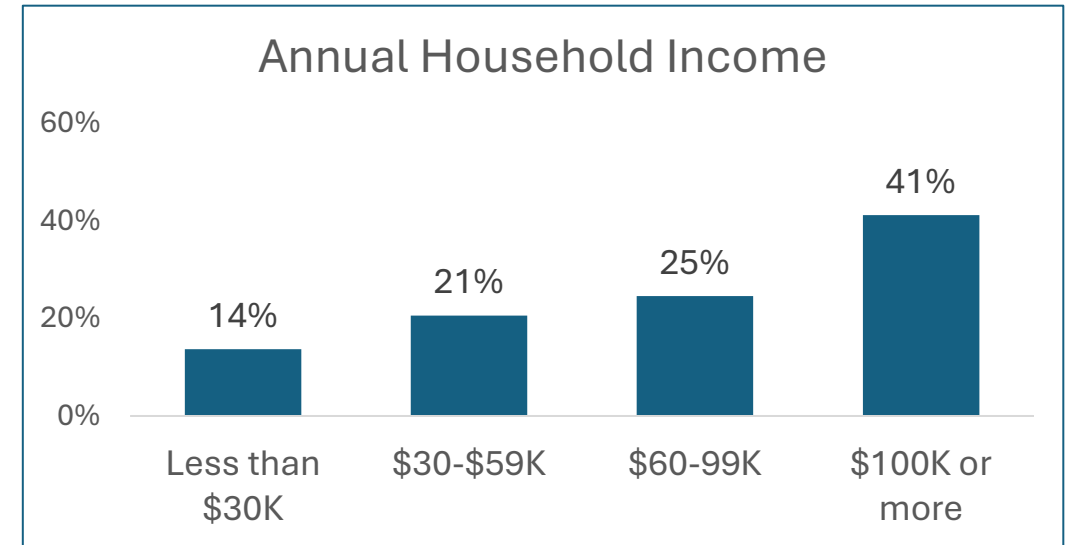
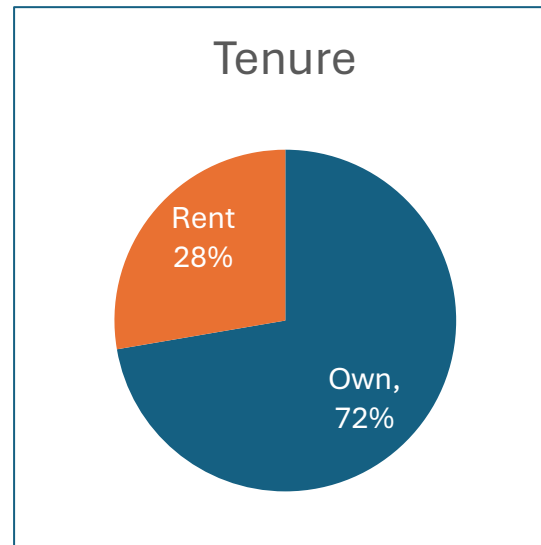
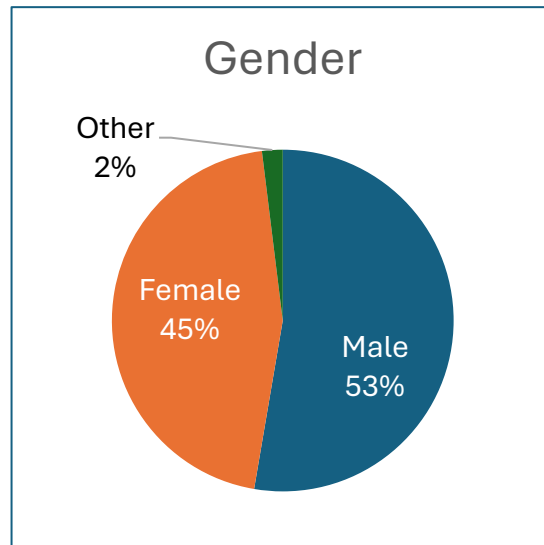
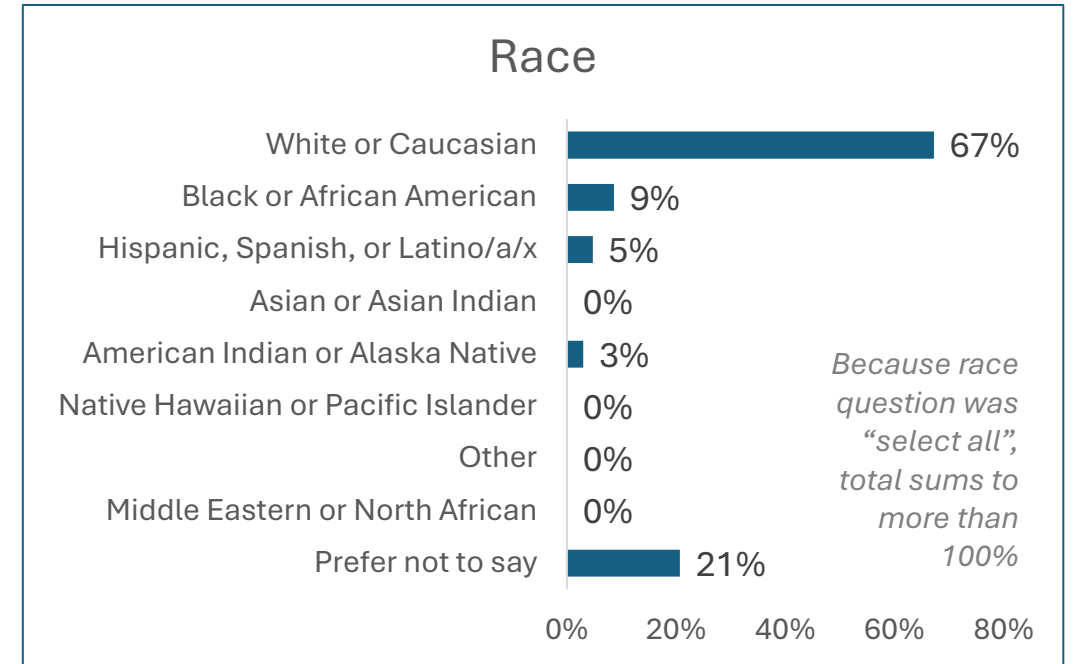
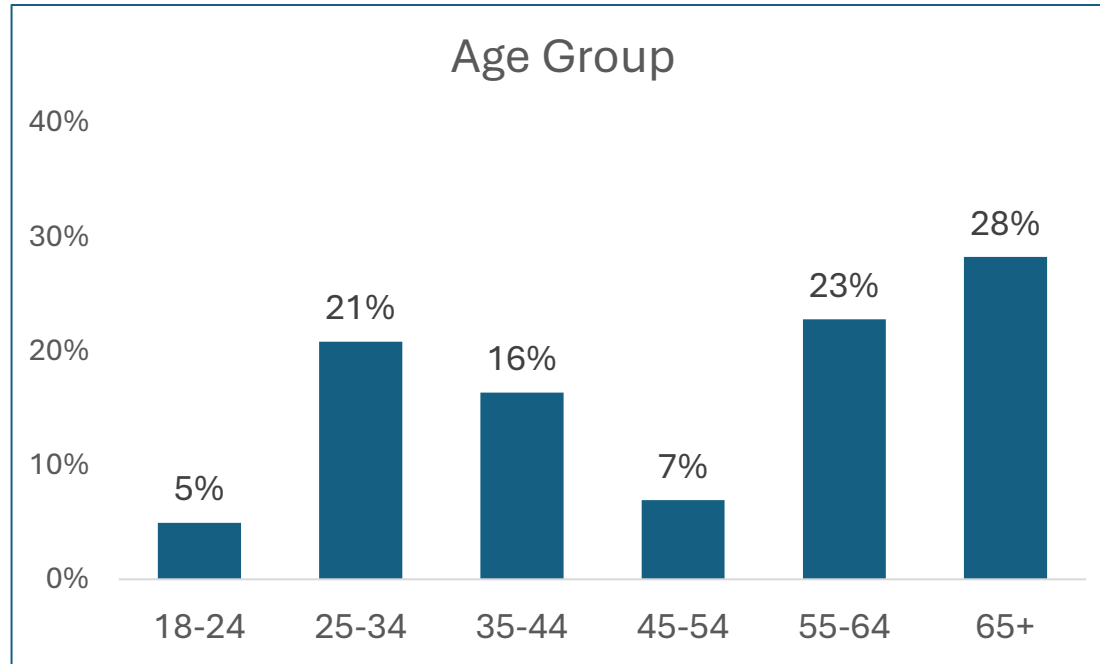


Demographics of survey respondents (random sample)



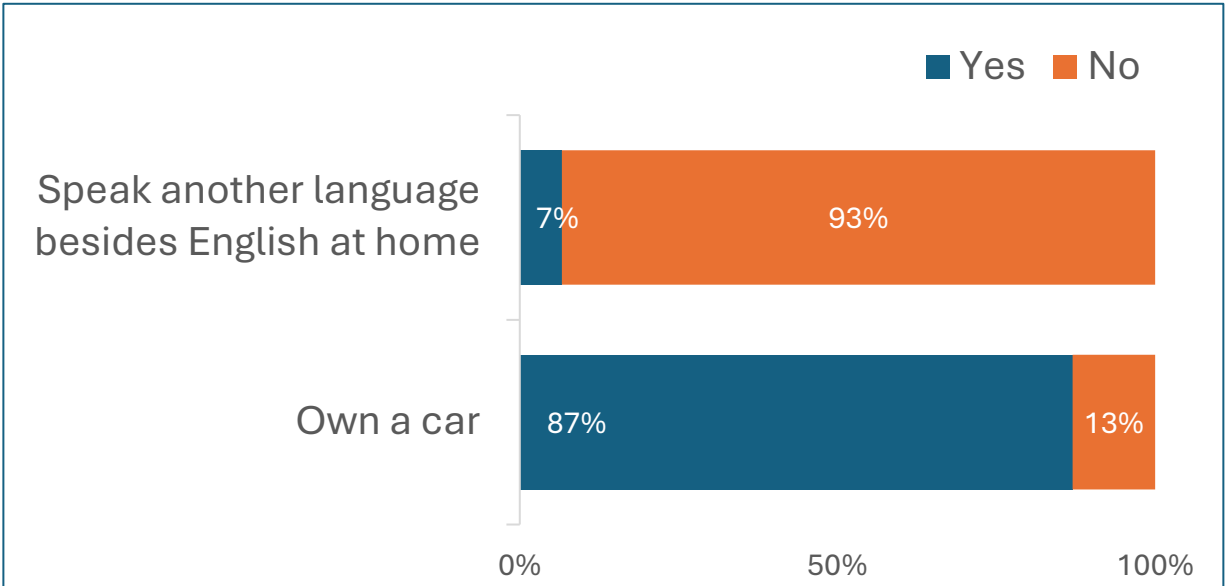
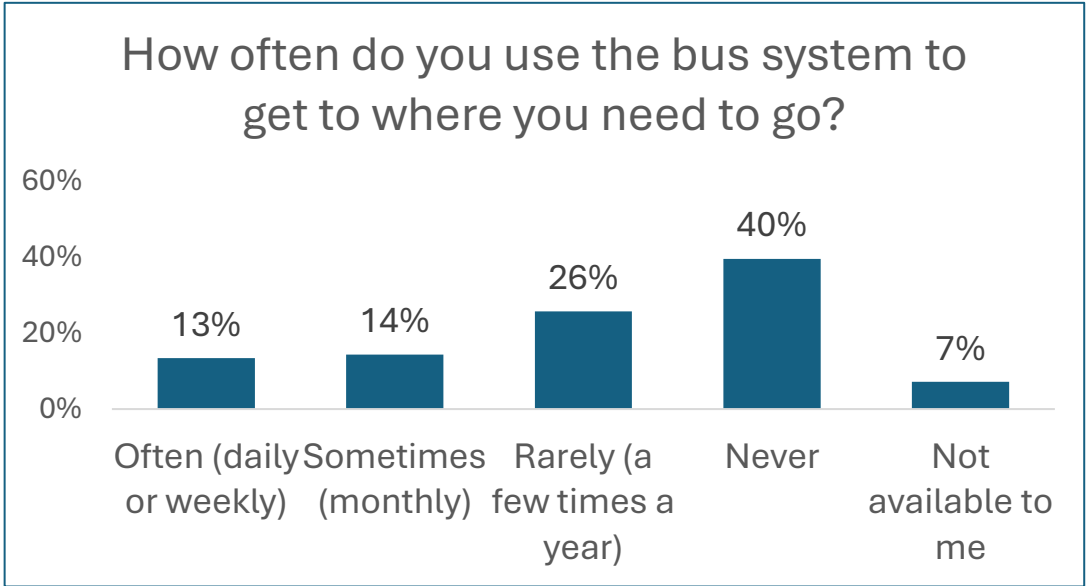
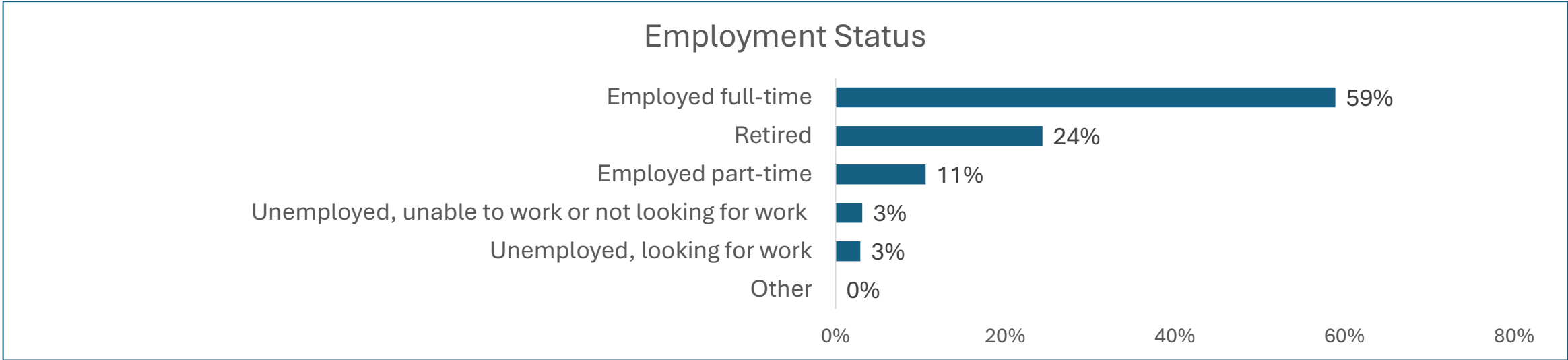
Source:
Random
sample
survey

Demographics of survey respondents (non-random sample)



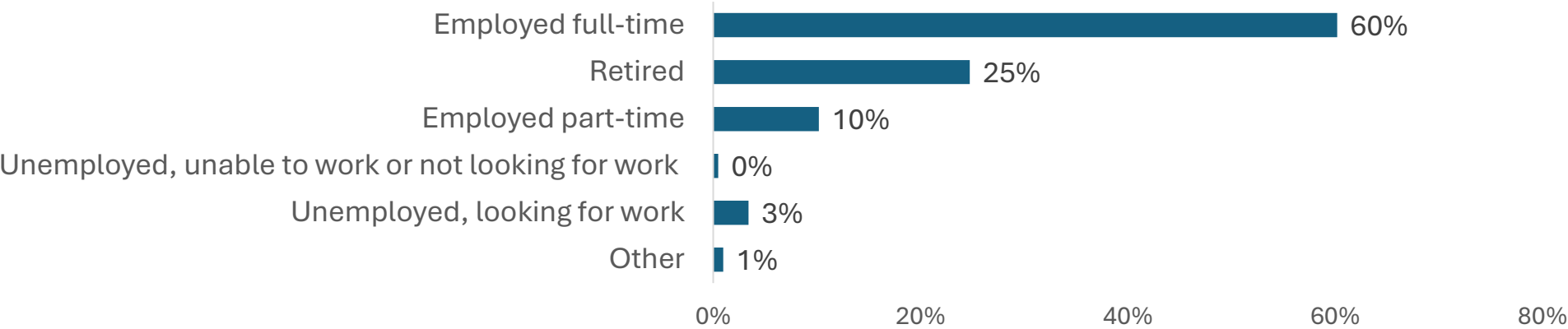
Source:
Non-
Random
sample
survey

Additional demographics of survey respondents (random sample)

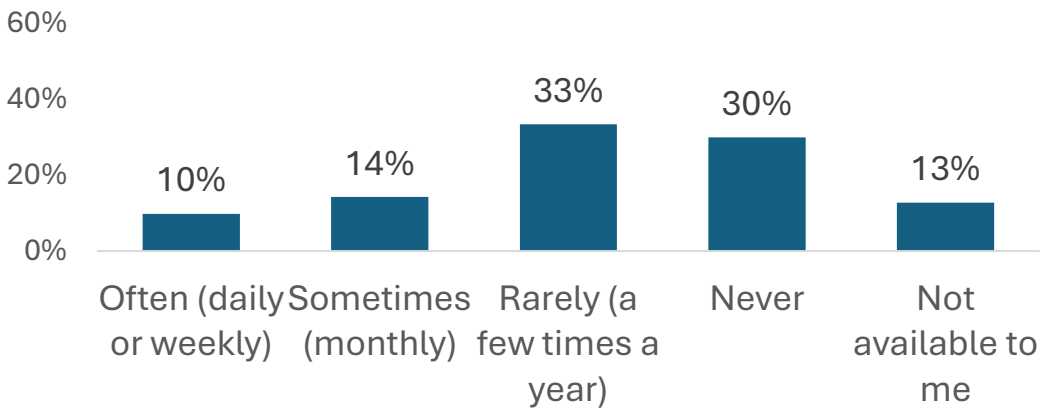


Additional demographics of survey respondents (non-random sample)

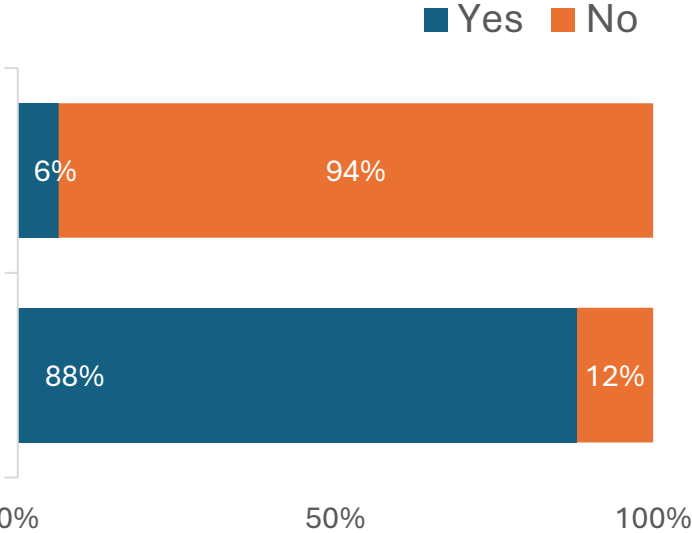
Employment Status



How often do you use the bus system to get to where you need to go?



Speak another language besides English at home



Transit Investment Options

The first page of the survey included an overview of transit investment options.

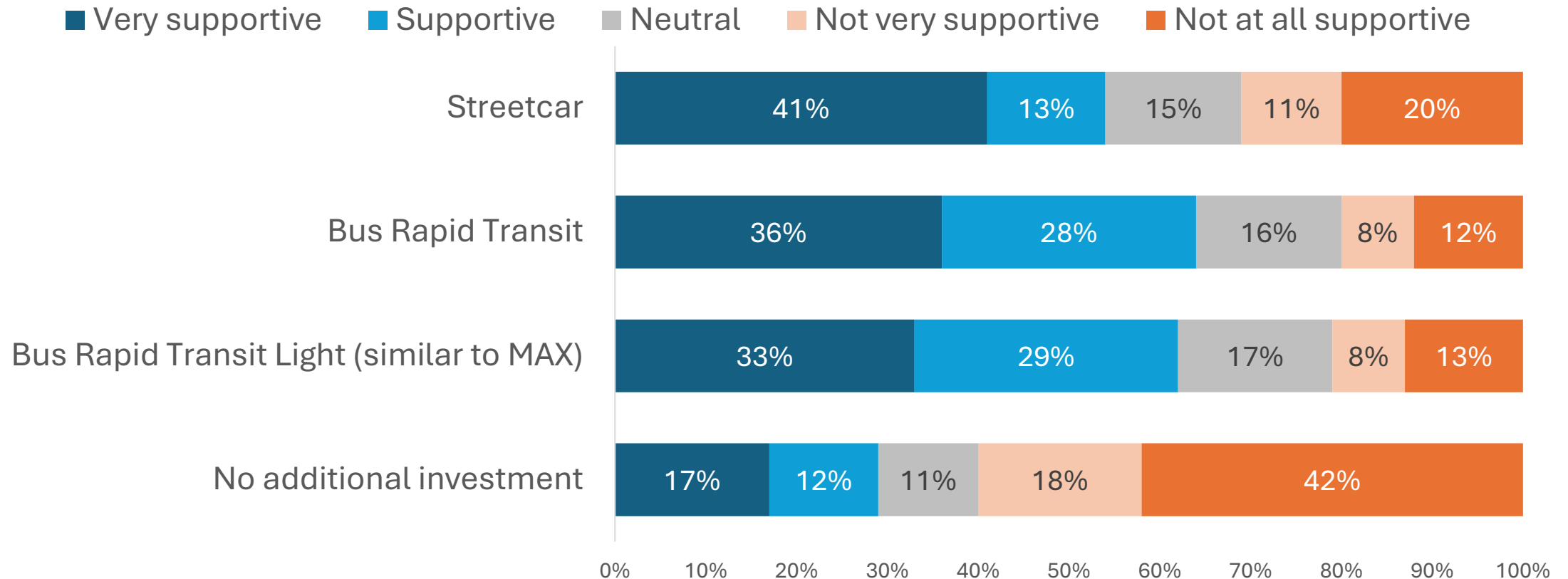
Participants were then asked to rate their support for each of these options

After conducting a thorough existing conditions analysis, the project team has recommended four potential alternatives (options) for investment in transit across the corridor. The options are:

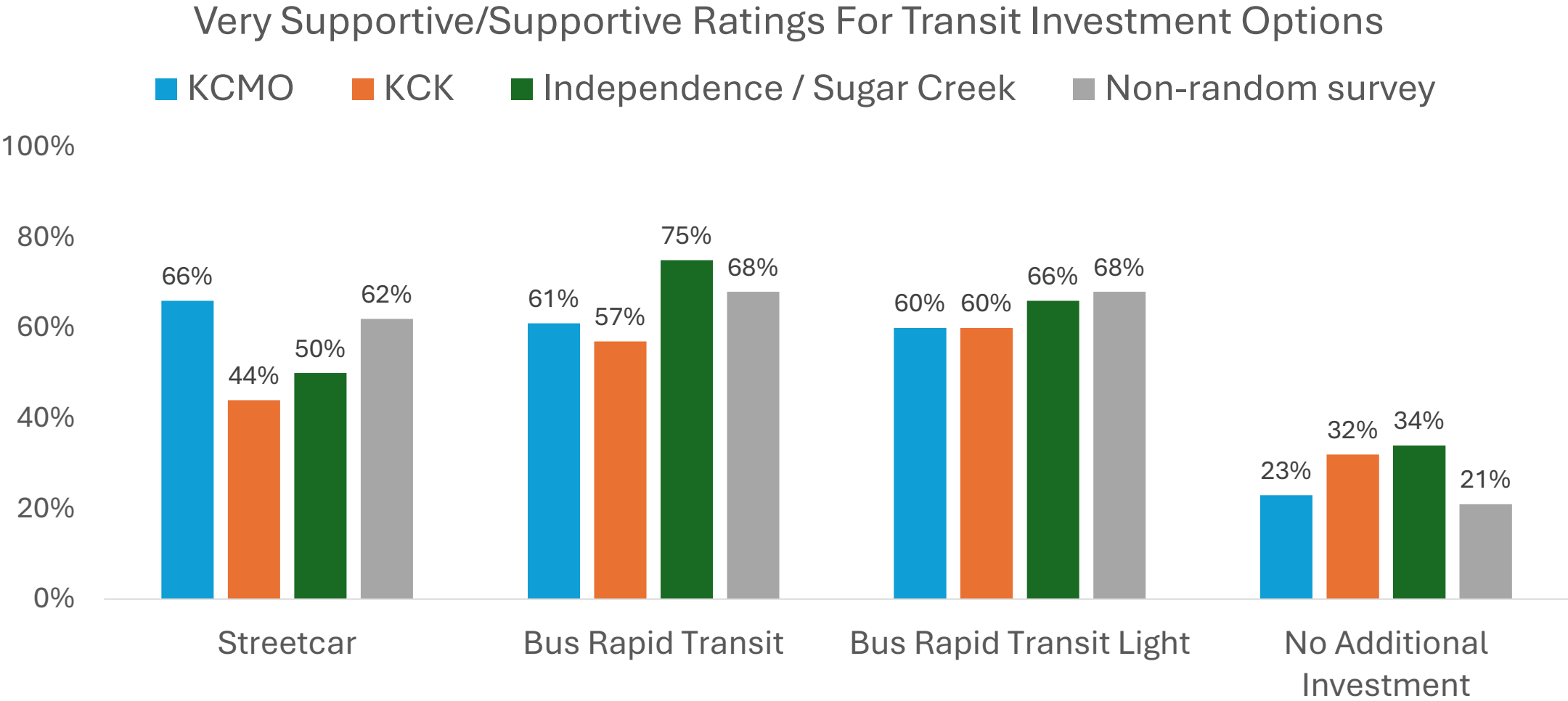
- A) **Bus Rapid Transit (BRT) Light:** Invest in a new BRT Light route on an east-west corridor (similar to a MAX line in Kansas City, MO, such as the Troost or Prospect MAX).
 - Location of stops: New route would have a stop every quarter-mile
 - Frequency of transit: New route would come approximately every 20 minutes
 - Costs: Approximately \$7 million per mile for construction; \$172 per hour of service for operations
- B) **Bus Rapid Transit:** Invest in a new Bus Rapid Transit route, a higher frequency route with longer stop spacing that operates in a dedicated travel lane, allowing it to move faster.
 - Location of stops: New route would have a stop every one-third to two-thirds of a mile
 - Frequency of transit: New route would come approximately every 8-10 minutes
 - Costs: Approximately \$11 million per mile for construction; \$172 per hour of service for operations
- C) **Streetcar:** Invest in a new streetcar route, a rail-based transit option that operates on fixed tracks and typically runs at street level in mixed traffic. This mode often attracts additional economic development, but it also requires more substantial upfront infrastructure than bus-based services.
 - Location of stops: New route would have a stop every one-third to two-thirds of a mile
 - Frequency of transit: New route would come approximately every 10-15 minutes
 - Costs: Approximately \$125 million per mile for construction; \$365 per hour of service for operations
- D) **No Additional Investment:** Move forward with currently planned changes in the project area, but make no additional investment in transit or redevelopment.
 - Location of stops: Unchanged
 - Frequency of transit: Unchanged
 - Costs: No additional cost

Residents strongly prefer transit investment over no investment; there is more overall support for BRT/BRT Light, while streetcar is more polarizing

Based on information provided above, how would you rate your support for these transit investment options?



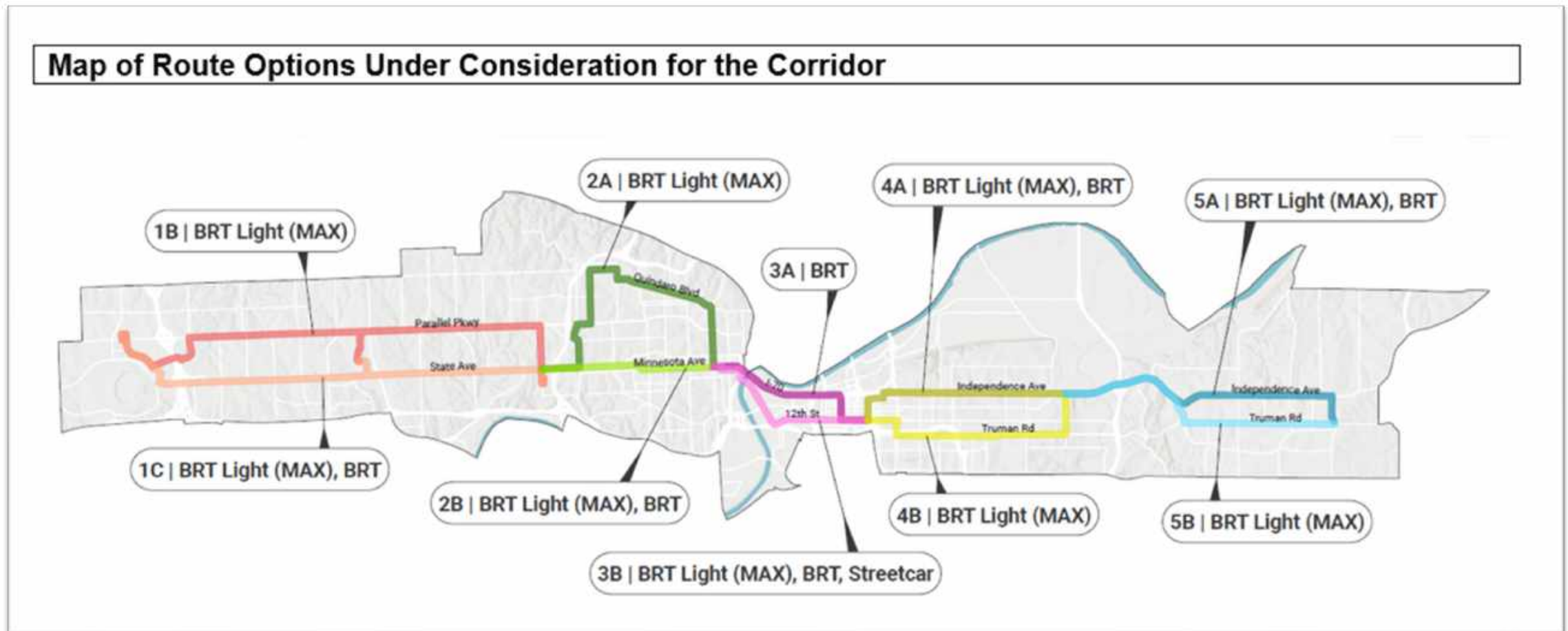
KCMO residents are relatively more supportive of streetcar and KCK and Independence are more supportive of BRT



Source: Random and non-random sample survey

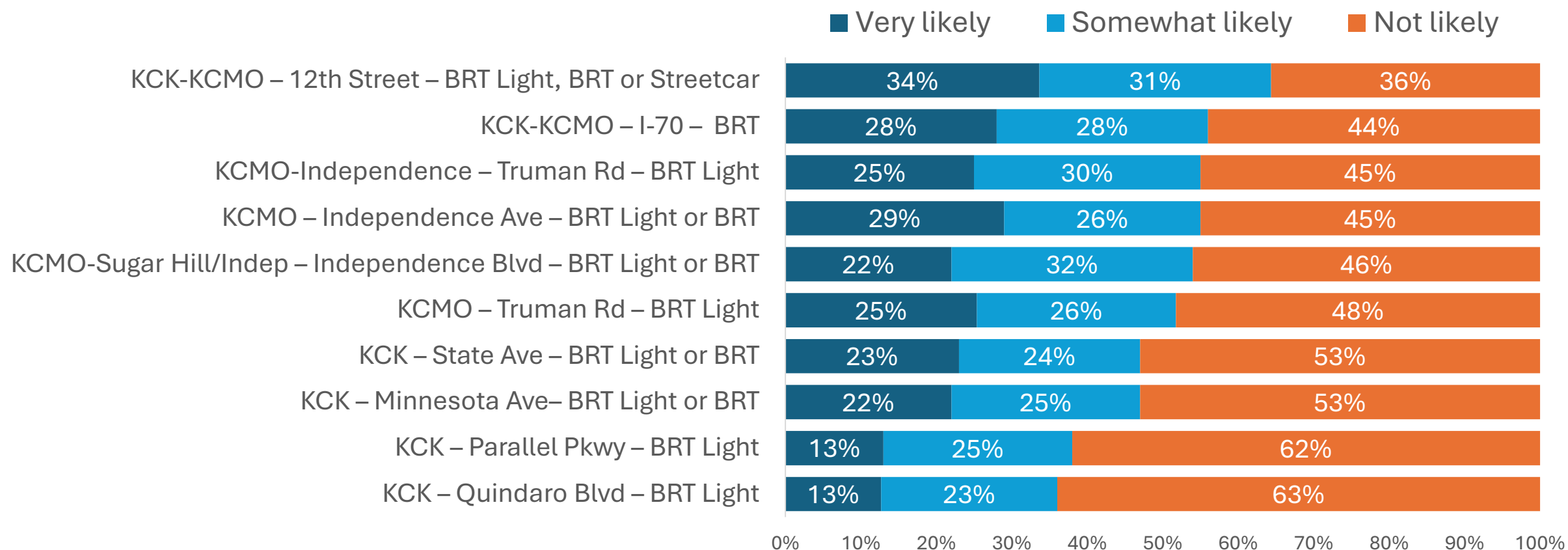
Route Options

The second page of the survey included the following map visual and then asked participants to rate their likeliness of use for each route.



Residents are more likely to ride routes located in the center of the corridor / KCMO

Based on the map above, rate how likely you would be to use the following transit routes if they were added to the system



Preference for routes is directly tied to location

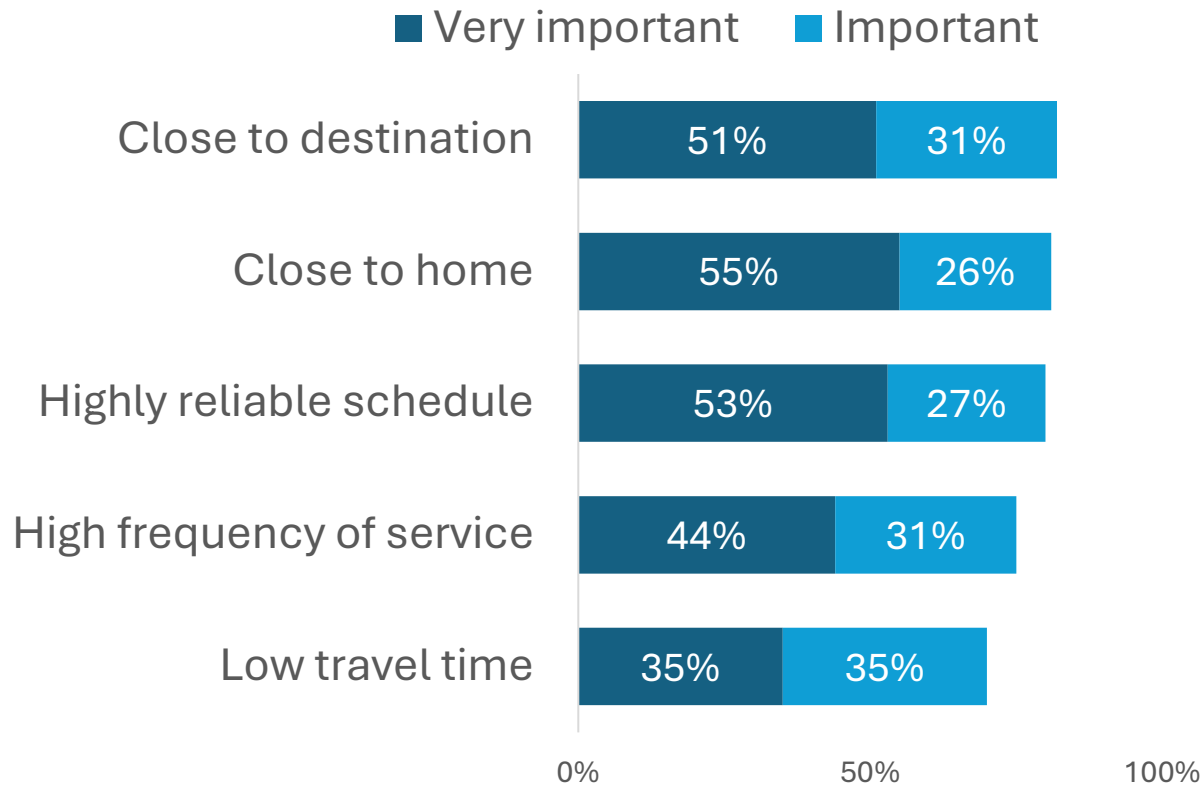
Percent of residents selecting “very likely” or “somewhat likely” in response to how likely you would be to use the following transit routes if they were added to the system. (Color-coded = above/below average of 50%)

	Independence	KCK	KCMO	Non-random sample
KCK-KCMO – 12th Street – BRT Light, BRT or Streetcar	48%	67%	76%	66%
KCK-KCMO – I-70 – BRT	44%	67%	56%	56%
KCMO-Independence – Truman Rd – BRT Light	77%	40%	47%	54%
KCMO-Sugar Hill/Indep – Independence Blvd – BRT Light or BRT	72%	35%	55%	52%
KCMO – Independence Ave – BRT Light or BRT	66%	41%	59%	58%
KCMO – Truman Rd – BRT Light	67%	32%	57%	58%
KCK – State Ave – BRT Light or BRT	28%	68%	41%	40%
KCK – Minnesota Ave– BRT Light or BRT	30%	65%	42%	40%
KCK – Parallel Pkwy – BRT Light	28%	54%	30%	35%
KCK – Quindaro Blvd – BRT Light	34%	42%	32%	31%

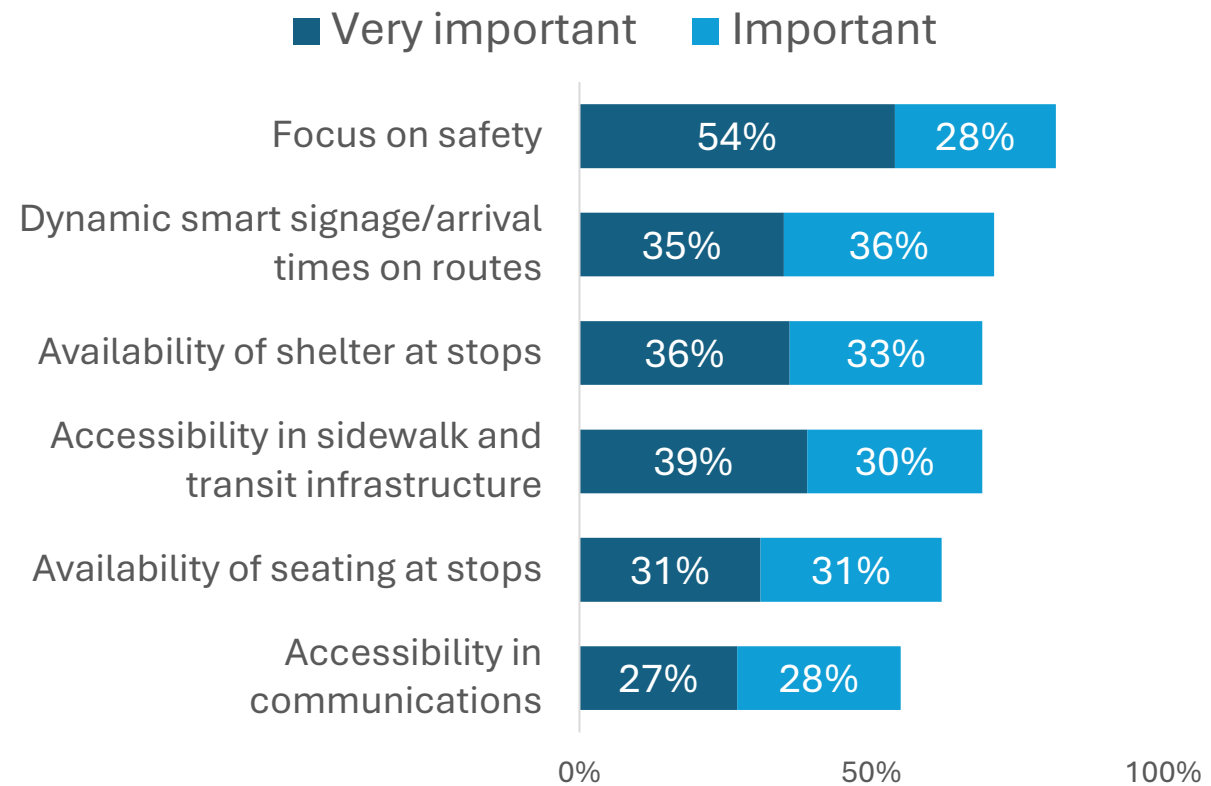
Source: Random and non-random sample survey

Proximity and time are similarly important to residents when deciding whether to use transit; among amenities, safety is most important

How important are the following factors to you in deciding whether to use a transit route?



How important are the following amenities to you in deciding whether to use a transit route?



When asked which factor was the MOST important in deciding to use a transit route, 45% of residents said close to home

Source: Random sample survey

Preferences for transit factors/amenities is consistent across jurisdictions

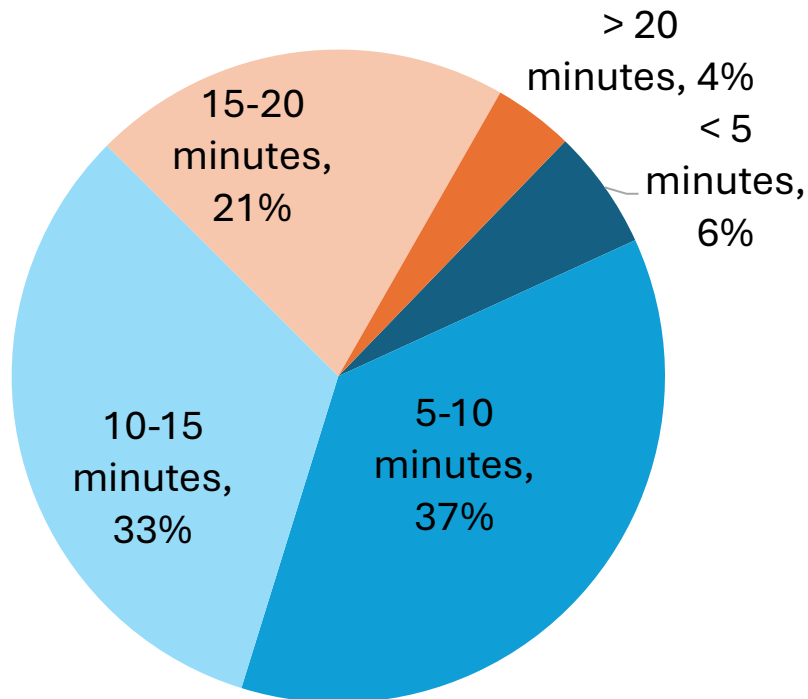
Percent of residents selecting “very important” or “important” in response to how important are the following factors / amenities to you in deciding whether to use a transit route (Color-coded = above/below average of 77%)

	Independence	KCK	KCMO	Non-random sample
Close to destination	82%	80%	85%	90%
Close to home	80%	76%	86%	85%
Highly reliable schedule	85%	77%	82%	92%
High frequency of service	80%	76%	86%	85%
Low travel time	72%	68%	70%	75%
MOST IMPORTANT FACTOR	Close to home – 43%	Close to home – 32%	Close to home – 40%	Highly reliable schedule – 27%
Focus on safety	85%	83%	79%	88%
Dynamic smart signage/arrival times on routes	74%	69%	69%	78%
Availability of shelter at stops	73%	78%	66%	80%
Accessibility in sidewalk and transit infrastructure	69%	74%	65%	81%
Availability of seating at stops	73%	66%	50%	64%
Accessibility in communications	59%	58%	48%	73%

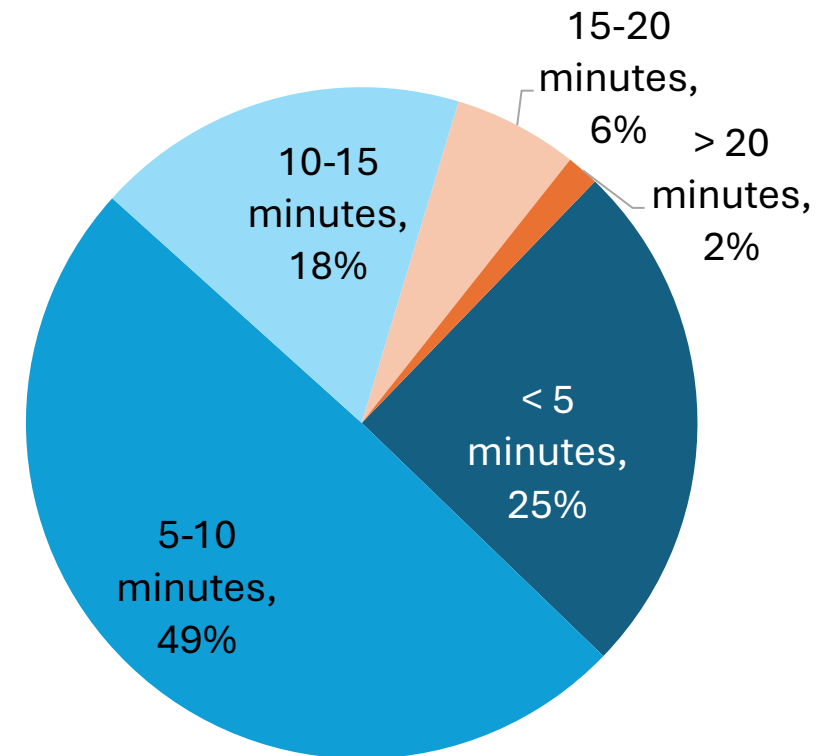
Source: Random and non-random sample survey

The majority of residents will wait 10-15 minutes for public transit to arrive and walk 5-10 minutes to reach a transit stop

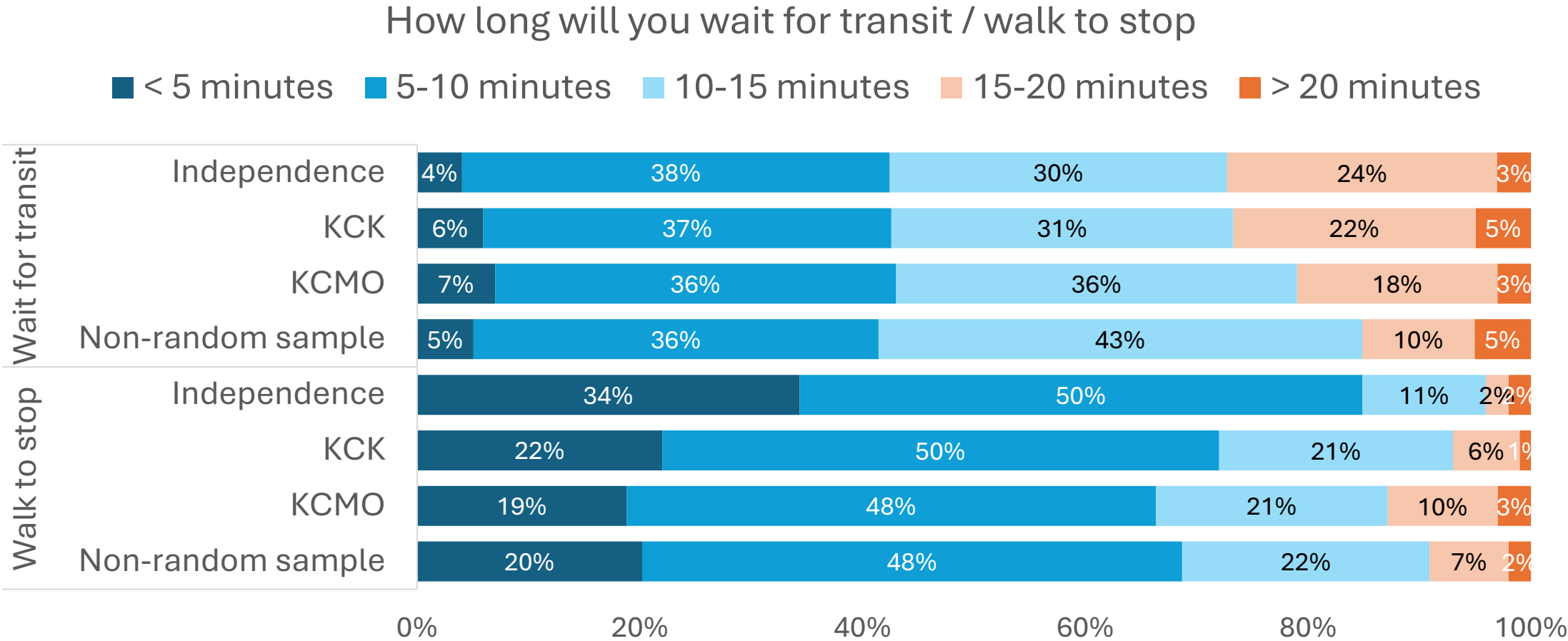
On average, how long are you willing to wait for public transit before considering another option?



On average, how far are you willing to walk to reach a transit stop?



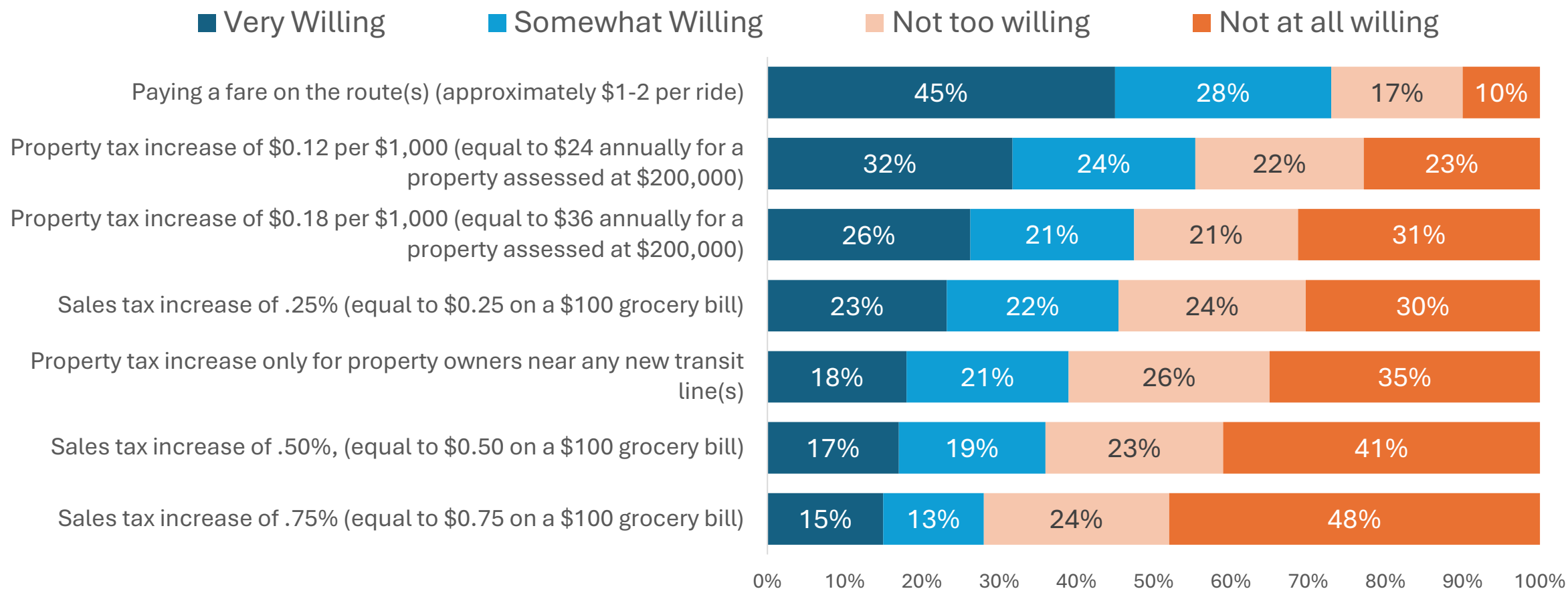
Waiting times are similar across jurisdictions; Independence residents are less willing to walk to stops



Source: Random and non-random sample survey

Residents are most supportive of revenue increases in the forms of fares and property tax increases

How willing would you be to support the following types of revenue increases to support new transit investment in the corridor?



Source: Random sample survey

Order of preference for revenue options is consistent across jurisdictions; KCMO is more willing to pay, followed by KCK and Independence

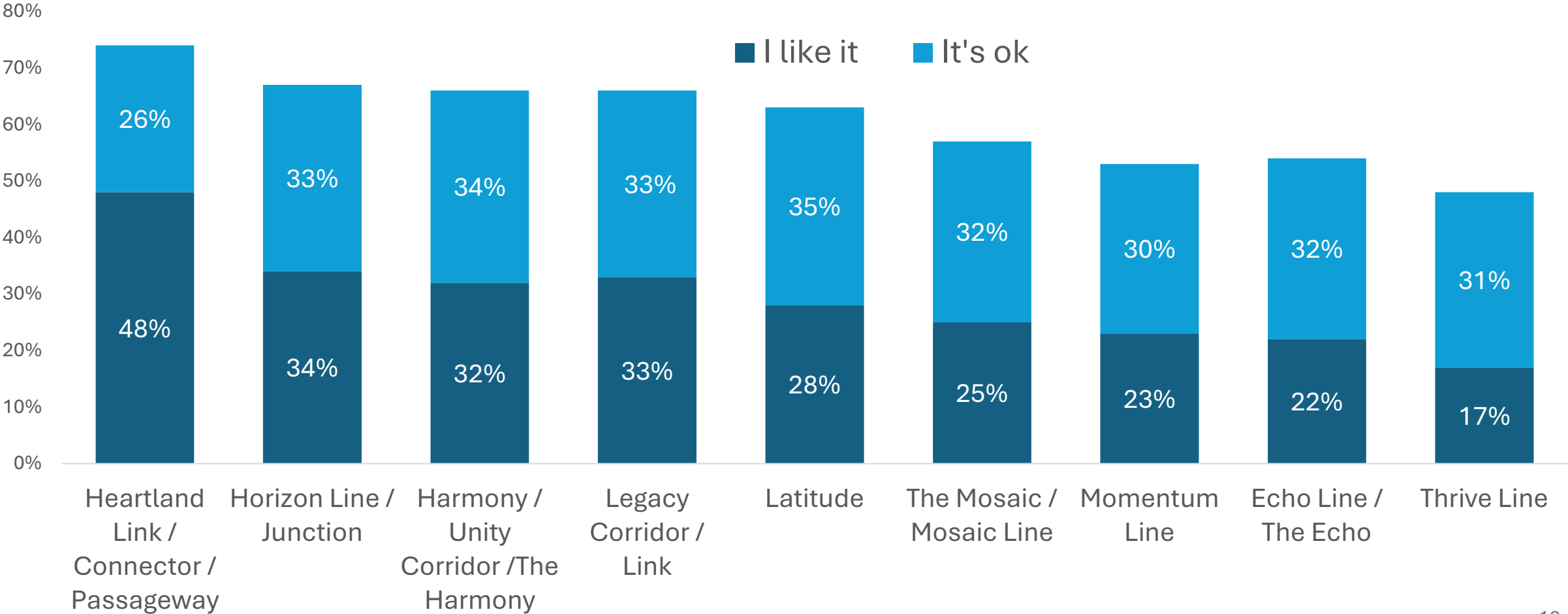
Percent of residents selecting “very willing” and “somewhat willing” in response to how willing you would be to support the following types of revenue increases to support new transit investment in the area (Color-coded = above/below 50%)

	Independence (very/somewhat)	KCK (very/somewhat)	KCMO (very/somewhat)	Non-random sample (very/somewhat)
Paying a fare on the route(s) (approximately \$1-2 per ride)	54% / 26%	41% / 31%	40% / 26%	48% / 30%
Property tax increase of \$0.12 per \$1,000 (equal to \$24 annually for a property assessed at \$200,000)	26% / 21%	32% / 23%	38% / 27%	46% / 25%
Property tax increase of \$0.18 per \$1,000 (equal to \$36 annually for a property assessed at \$200,000)	18% / 17%	28% / 22%	32% / 24%	41% / 21%
Sales tax increase of .25% (equal to \$0.25 on a \$100 grocery bill)	22% / 19%	19% / 20%	29% / 26%	30% / 28%
Property tax increase only for property owners near any new transit line(s)	17% / 17%	16% / 17%	19% / 28%	21% / 24%
Sales tax increase of .50%, (equal to \$0.50 on a \$100 grocery bill)	13% / 21%	14% / 14%	24% / 21%	24% / 24%
Sales tax increase of .75% (equal to \$0.75 on a \$100 grocery bill)	11% / 14%	14% / 10%	20% / 16%	19% / 18%

Heartland was the most popular corridor name choice

(25% of residents selected when asked if they could choose only one option)

To effectively plan and communicate about future projects, the corridor needs a name. Please rate your opinion of the following ideas for names.



Source: Random sample survey

Order of preference for revenue options is consistent across jurisdictions; KCMO is more willing to pay, followed by KCK and Independence

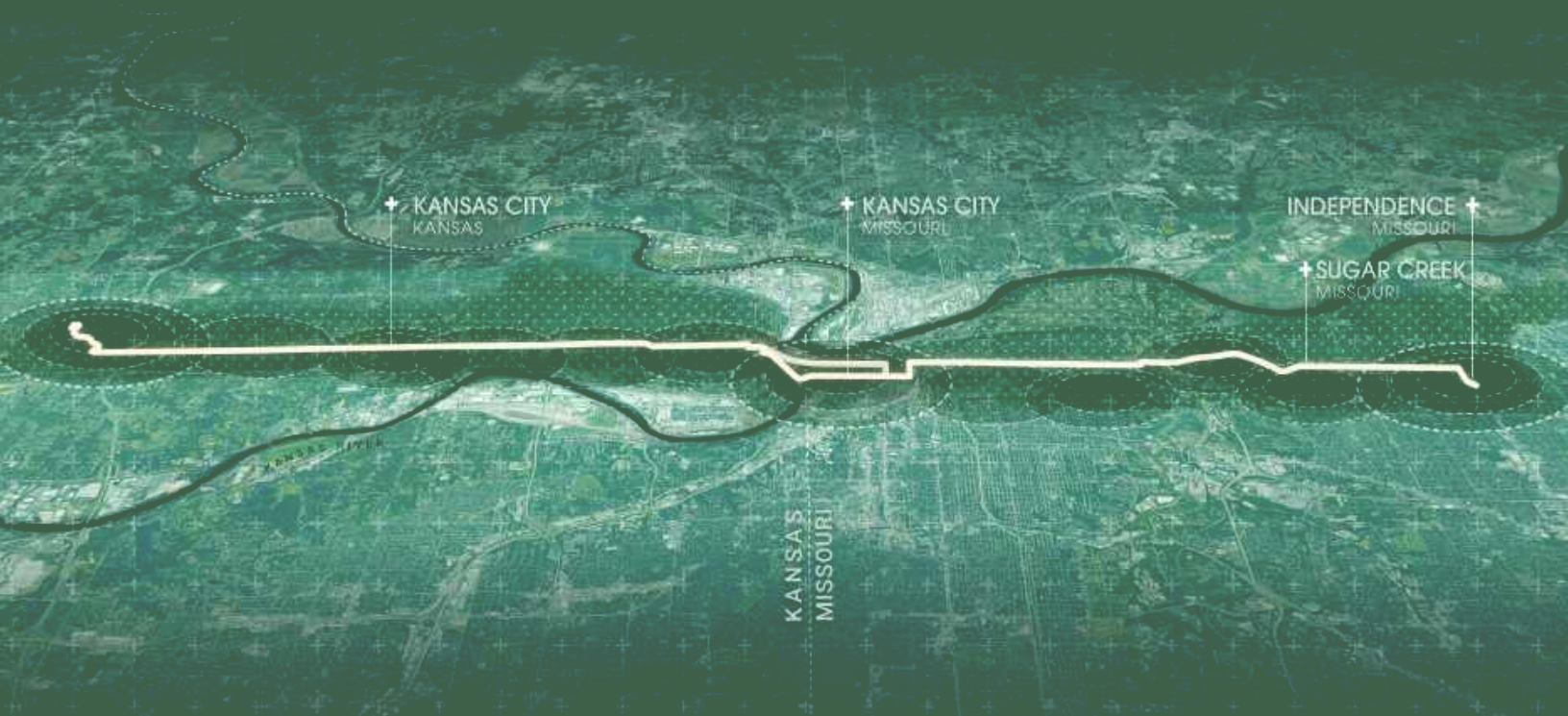
Percent of residents selecting “I like it” or “It’s ok” in response to request to rate the following ideas for names for the corridor (Color-coded = above/below 50%)

	Independence	KCK	KCMO	Non-random sample
Heartland Link / Connector / Passageway	74%	76%	73%	74%
Horizon Line / Junction	70%	77%	56%	66%
Harmony / Unity Corridor /The Harmony	65%	72%	62%	62%
Legacy Corridor / Link	65%	69%	62%	61%
Latitude	62%	64%	62%	59%
The Mosaic / Mosaic Line	52%	60%	58%	60%
Momentum Line	52%	59%	49%	55%
Echo Line / The Echo	52%	62%	49%	38%
Thrive Line	48%	56%	41%	39%
TOP SELECTION	Heartland (25%)	Heartland (26%)	Heartland (25%)	Heartland (24%)

APPENDIX C

RIVER CROSSINGS

STUDY





BSRC River Crossings Study

August 14, 2024

Prepared for:

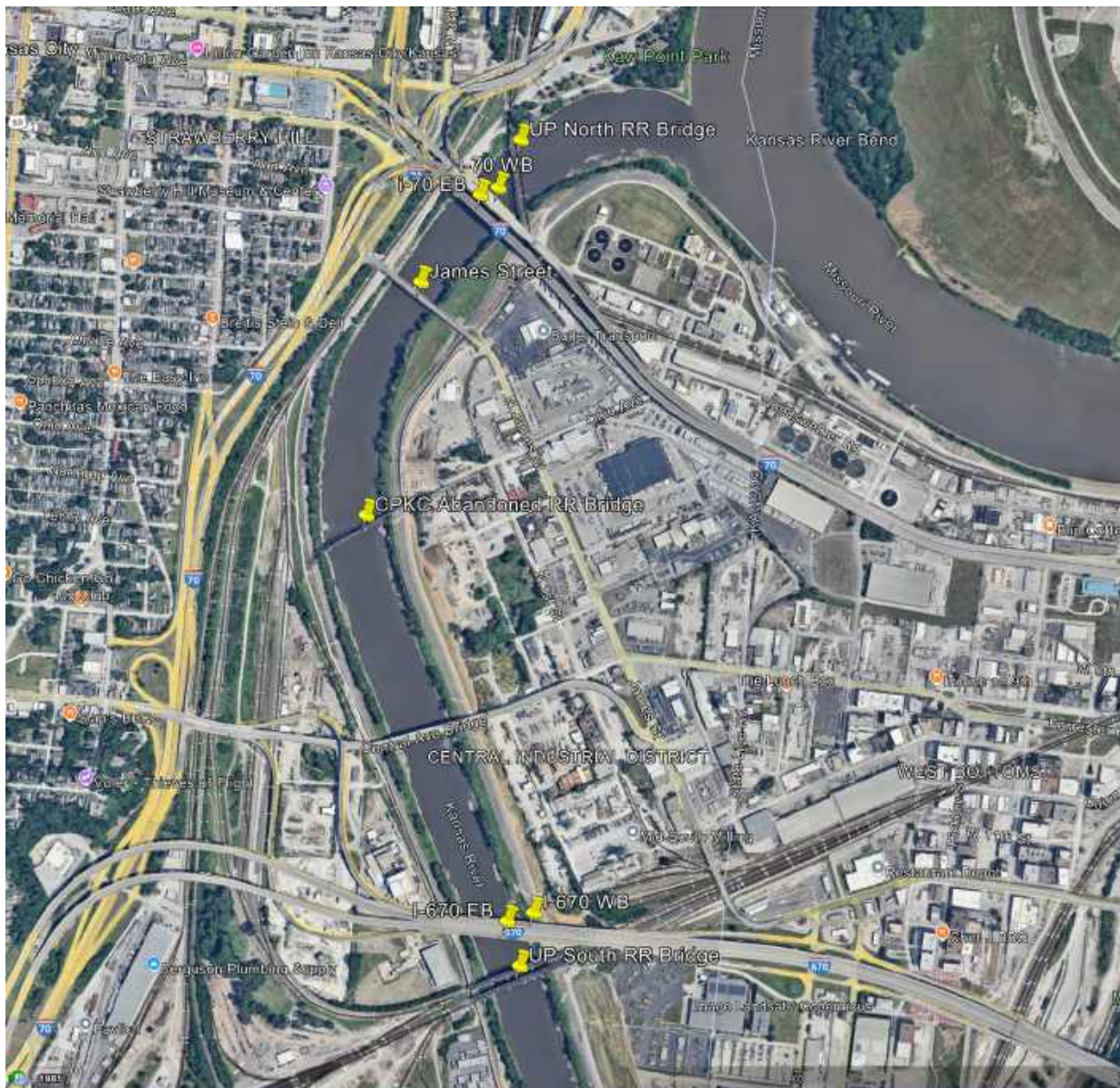
Prepared by:
Stantec

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Introduction

As part of the larger Bi-State Corridor (BSRC) study, the Mid-America Regional Council Transportation Department (MARC) has requested the design team to provide a structural assessment of the bridges crossing the Kansas River between I-70 and 7th Street. Considering the Kansas River serves as a significant barrier to existing and future sidewalk/trail connections, identifying practical opportunities to connect or improve connections between neighboring jurisdictions is fundamental. The information provided aims to deliver high-level planning insights for decision-makers to understand the challenges, opportunities, and approximate investment needed for pedestrian/multi-modal accommodations along the Kansas River Crossings.



Map of Bridges Investigated

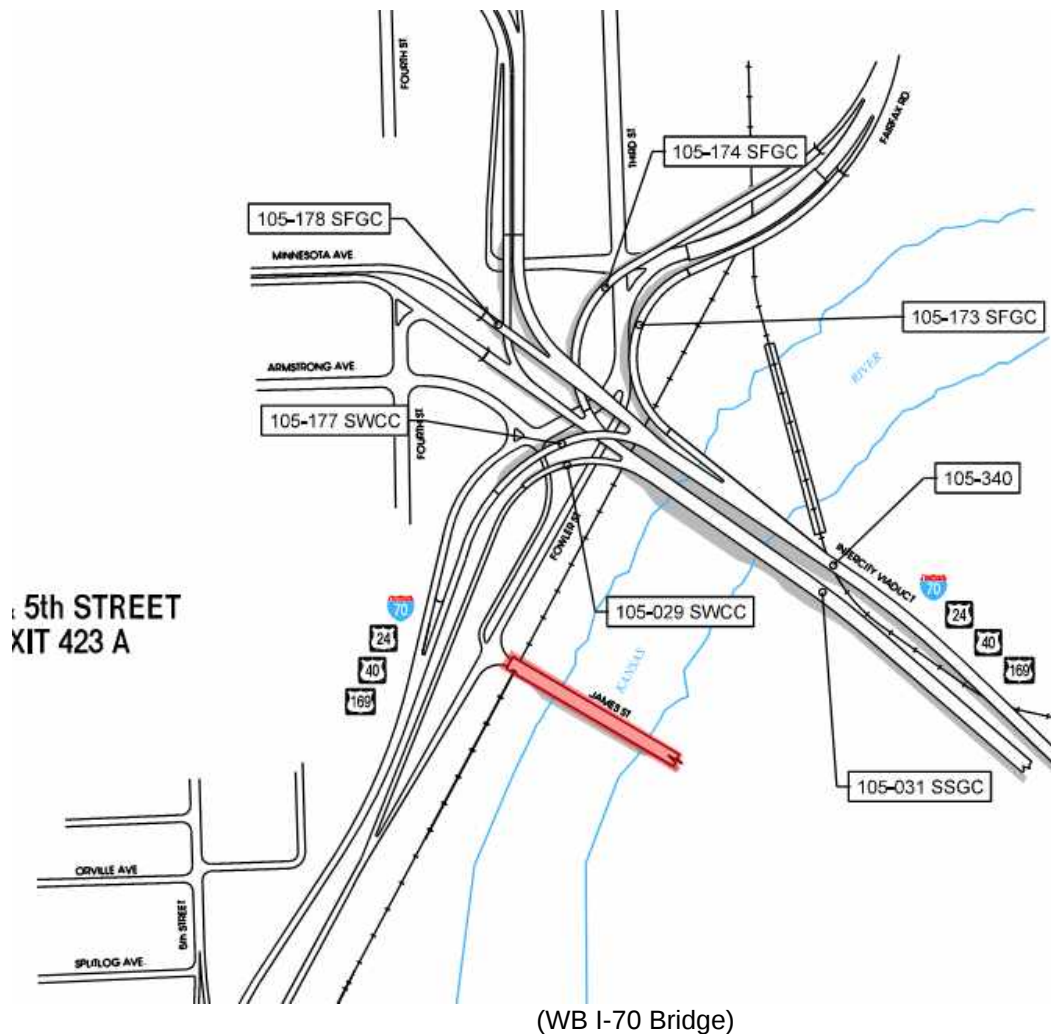
NBIS Rating System

NBIS Rating Definitions

1. **Rating 9: Excellent Condition**
 - o No deficiencies.
 - o Bridge components are as new.
2. **Rating 8: Very Good Condition**
 - o No noticeable deficiencies.
 - o Minor problems noted.
3. **Rating 7: Good Condition**
 - o Some minor problems.
 - o Minor maintenance needed.
4. **Rating 6: Satisfactory Condition**
 - o Structural elements show some minor deterioration.
 - o No significant impact on the overall performance.
5. **Rating 5: Fair Condition**
 - o All primary structural elements are sound.
 - o Some minor section loss, cracking, spalling, or scour.
6. **Rating 4: Poor Condition**
 - o Advanced section loss, deterioration, spalling, or scour.
 - o Requires attention and corrective action.
7. **Rating 3: Serious Condition**
 - o Loss of section, deterioration, spalling, or scour has seriously affected the primary structural components.
 - o Bridge is still safe for limited use but needs repair.
8. **Rating 2: Critical Condition**
 - o Advanced deterioration of primary structural elements.
 - o Bridge requires significant attention and corrective action.
 - o Could be closed to traffic but not necessarily.
9. **Rating 1: Imminent Failure Condition**
 - o Major deterioration or section loss present.
 - o Bridge is unsafe and could collapse.
 - o Bridge should be closed immediately if it isn't already.
10. **Rating 0: Failed Condition**
 - o Bridge is out of service and beyond corrective action.
 - o Collapse is imminent or has occurred.

These ratings are used by inspectors to assess the condition of a bridge and determine the need for maintenance, repair, or replacement.

James Street Bridge over the Kansas River



The existing James Street bridge supports one lane of traffic in each direction and was constructed in 1987. The roadway width is 32'-2", and it is a three-span structure with a total length of 890'-0" and a maximum span length of 288'-0". The structure is supported by five steel plate girders, which are made of weathering steel that has developed a good, consistent patina.

The deck surface shows minor wear with numerous transverse cracks and a few shallow pop-outs. The underside of the deck also exhibits transverse cracks with efflorescence, but there is no delamination or spalling. The overhangs have transverse cracks with some light efflorescence. The barrier walls are generally in good condition, with minor scaling on the north side. Deck drains are in good condition but are partially blocked by debris. The expansion joints are intact, but the membranes are torn, allowing water and debris to pass through, with the south expansion joint membrane hanging below the beam diaphragm. Light pole bases are also in good condition.



Photo 2 – Downstream (East) Elevation

(Typical Cross Section at River Span.)

The bridge is supported by two concrete abutments and five intermediate piers. Pier 4 consists of a solid concrete and stone masonry pier shaft, though the foundation type and configuration are unknown.

The substructure shows spalling with exposed rebar on the south end of the east abutment, along with spalling, delamination, and horizontal cracking under the beam seats on both abutments. The east abutment backwall has minor vertical and a few horizontal cracks. The west pier cap and columns exhibit spalling, with some exposed rebar showing minor rust, and vertical cracking. The first river pier from the west has both horizontal and vertical cracking, though detailed inspection was limited due to access issues. The two eastern piers have vertical and some horizontal cracks, with an epoxy coating that is cracking and flaking, though the condition of the concrete behind the coating couldn't be determined.

Timber cribbing surrounds the perimeter of the pier, extending from above the waterline to the channel bottom, with extensive voiding on all faces and corners of the exposed concrete encasement. Pier 4 shows deterioration at the top of the retrofit on the downstream end, from the northeast to southeast corner, with delamination, voiding, and missing concrete in an area up to 16 inches high by 3 inches deep.

According to the last inspection report, there were no critical findings. The deck received a rating of 6, the superstructure 8, and the substructure a rating of 5. The structure has an inventory rating of HS-36 (80% higher capacity than the AASHTO HS-20 design truck).

NBI Item	2021 Rating	2017 Rating
60 Sub	5	5
61 Channel	6	7
62 Culvert	N	N
92B UW Inspection Interval	Y60	Y48
93B UW Last Inspection	1021	1117
111 Pier Protection	1	1
113 Scour	5	5

Condition Ratings:

Deck:	6
Superstructure:	8
Substructure:	5
Culvert:	N
Channel:	6

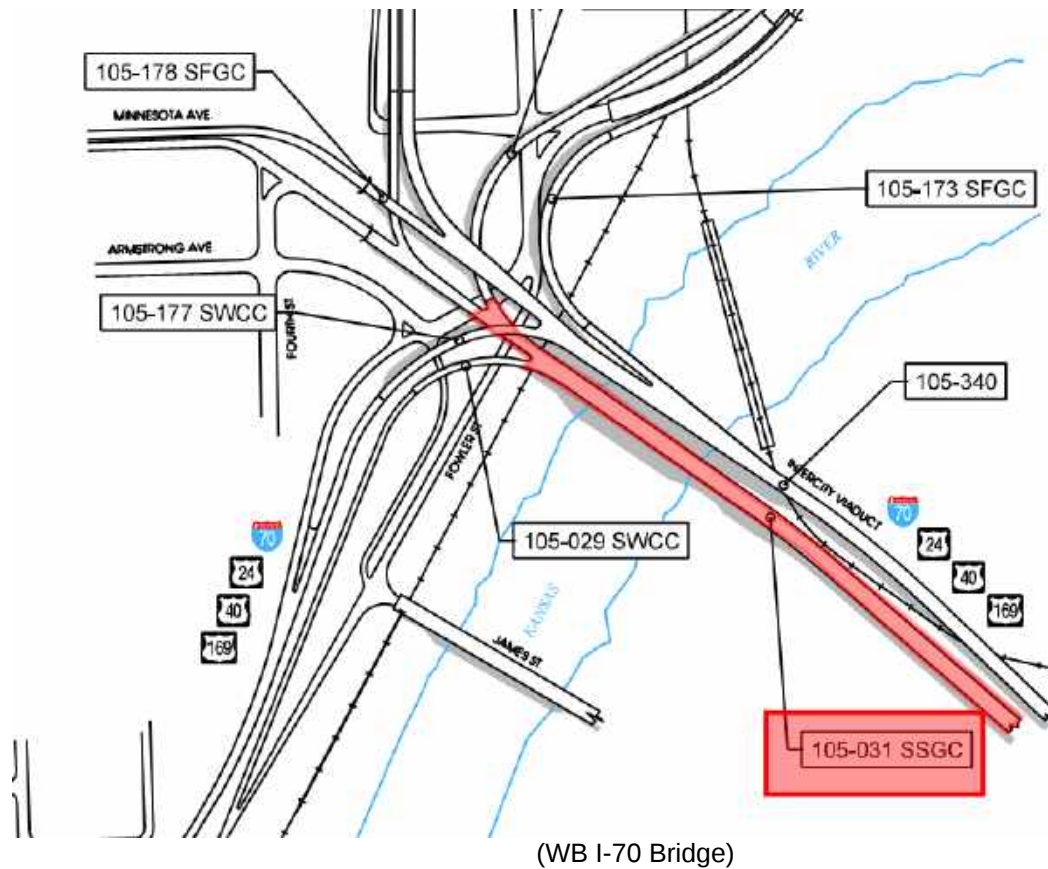
Historical bridge rating

These ratings are used by inspectors to assess the condition of a bridge and determine the need for maintenance, repair, or replacement.

Deferred Maintenance

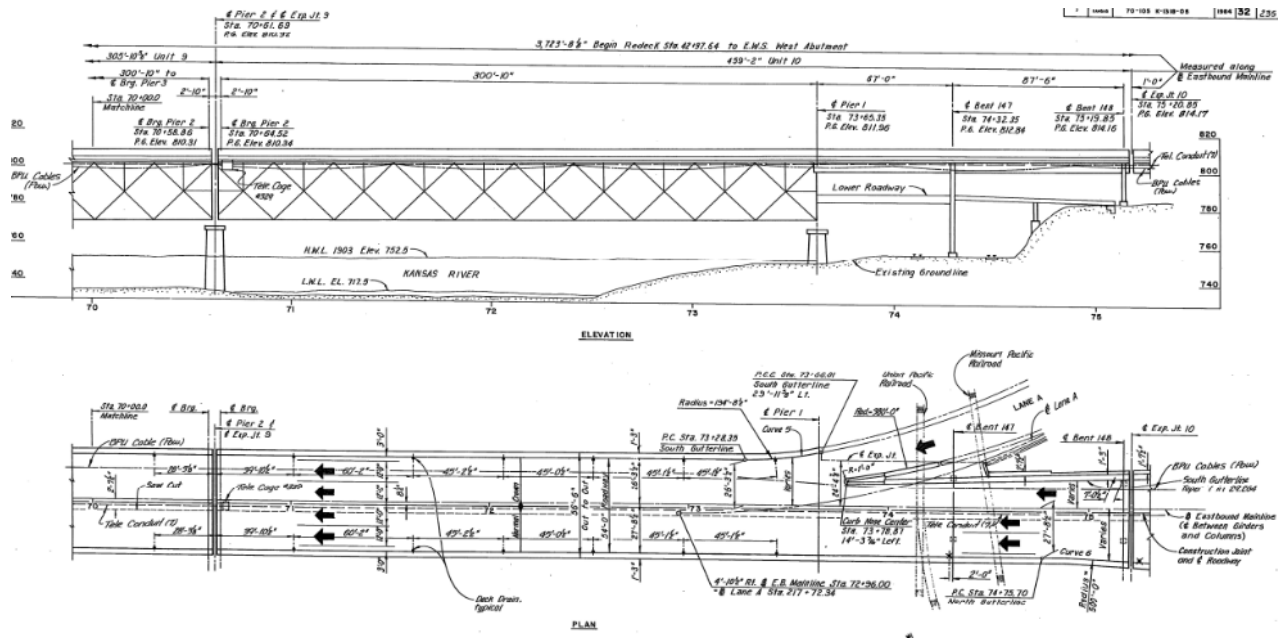
\$1,000,000

I-70 EB structure over the Kansas River (105-031 SSGC)



The existing I-70 EB bridge supports three lanes of traffic and includes a ramp lane over its river span. The structure was originally built in 1907, with a new superstructure added in 1972 to support highway traffic. The roadway width is 52'-0", with a 28'-0" ramp width at its west end. All units, except for Unit 9, are plate girder bridges supported on steel bent supports.

The major river span comprises Unit 9 and a portion of Unit 10, which are supported by a steel truss structure that carries the roadway above and pedestrians along the bottom chord of the truss. Combined, these two units have a total length of 609'-6 5/8" with a maximum span length of 300'-10". The structure is supported by a unique double-Warren truss. In 1930, the bridge was converted to allow a single lane of traffic to pass through the lower deck of the truss. Today, the lower deck supports pedestrian traffic. The truss has a depth of 37'-6".



(Plan and Elevation of River Span)

The substructure in the river consists of hammerhead piers supported on masonry blocks. There does not appear to be any fender or dolphin protection system around the piers, based on a search on Google Earth.

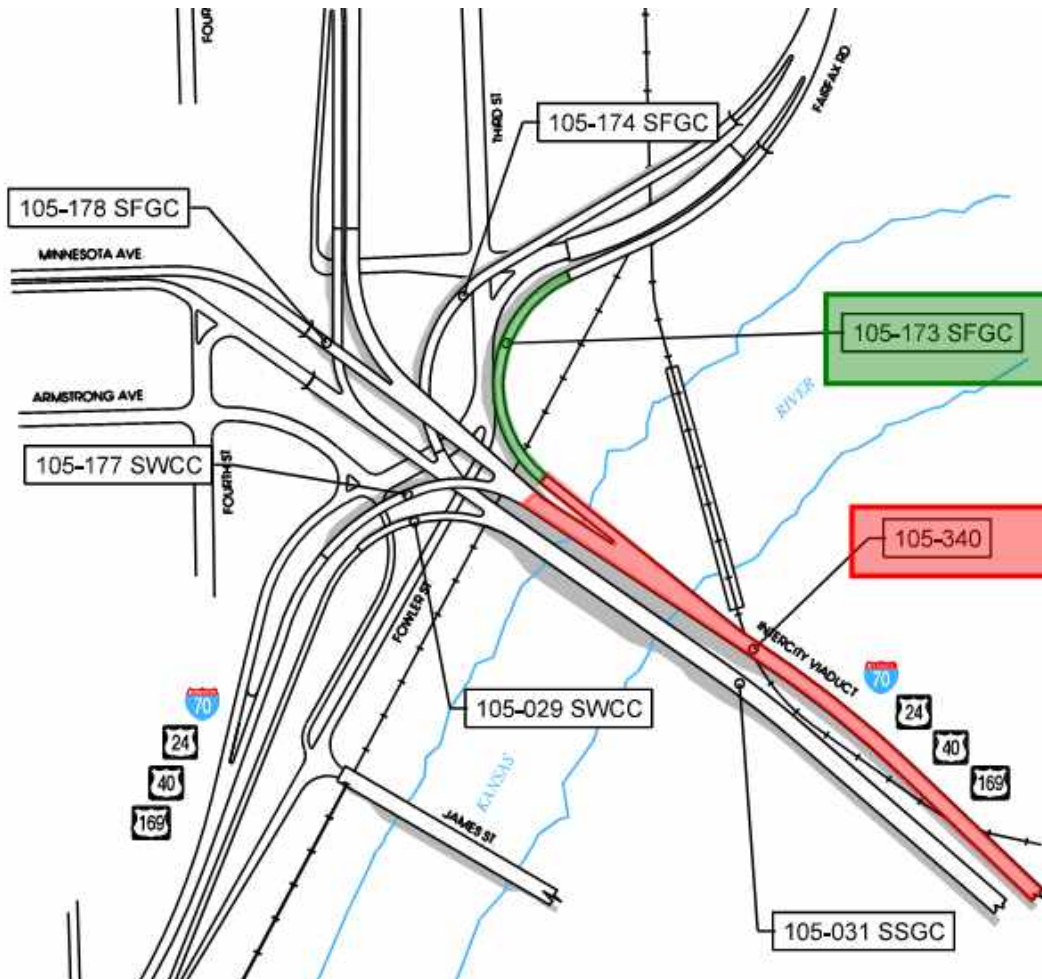
The structure has been marked as a replacement candidate in its latest inspection report. The WB structure to the north was just replaced in 2018, and do the age of the truss structure and several gusset plate repairs leading to a serious condition rating of 3 for the superstructure. The structure has an inventory rating of HS-23 (15% higher capacity than AASHTO HS-20 design truck). The bridge was shut down the week of 9/2 for emergency repairs, likely reducing its condition rating from the previous inspection to no higher than a 2. It was reopened in December 2024 following a gusset plate repair. Given the recent survey and the age of the structure, it appears to be a candidate for replacement.

Historical Bridge Inspection Ratings

	2022	2021	2020	2019	2018
Deck	7	7	7	7	7
Super	4	4	4	4	4
Sub	5	5	5	5	5
Culvert	N	N	N	N	N

Historical bridge rating

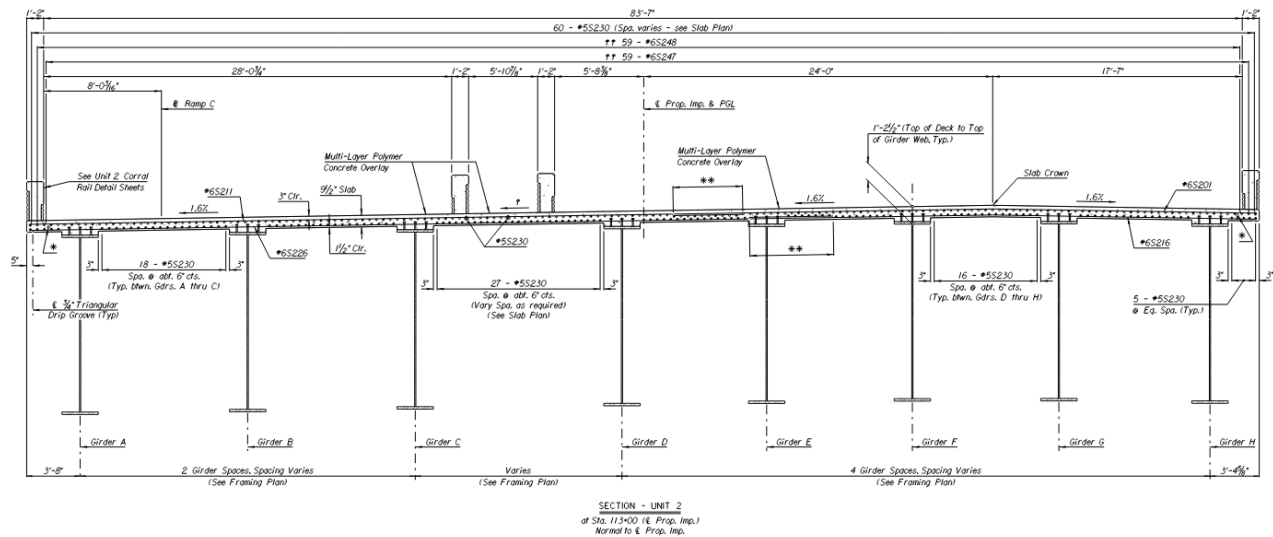
I-70 WB structure over the Kansas River (105-340 & 105-0173)



(WB I-70 Bridge)

The existing I-70 WB bridge supports three lanes of traffic and includes a ramp lane over its river span. The structure, built in 2018 to replace the original 1907 bridge, was constructed by American Bridge Company with a winning bid of \$64,888,888.71. The roadway width at the east end of the river span is 46'-1/2", and at the west end, it is 48'-1 3/4", with a 28'-0" ramp width. Units 1-4, including Unit 2, the river span, are supported by steel plate girders, while the two eastern units are supported by PPC beams.

The major river span is Unit 2, a two-span structure with a total length of 747'-0" and a maximum span length of 373'-6". The structure is supported by eight steel plate girders spaced 5'-10 15/16" apart at the east end and 12'-5 15/16" at the west end. The three northernmost girders taper away at the west end to independently support ramp traffic. The girder web depth is 12'-0".



(Typical Cross Section at River Span.)

The substructure in the river consists of hammerhead piers supported on deep drilled shaft foundations. Based on a search on Google Earth, there does not appear to be any fender or dolphin protection system around the piers.

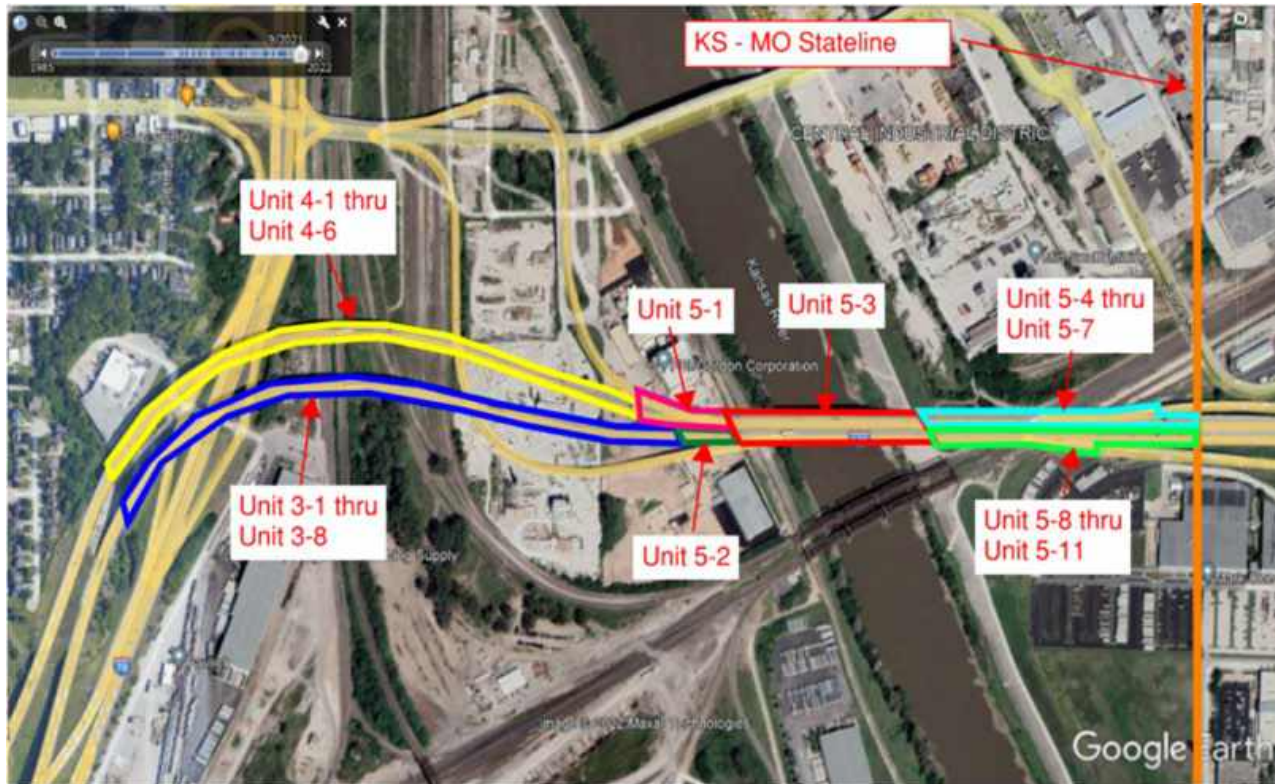
Being relatively new, the structure is in very good condition, with an inventory rating of HS-43 (115% higher capacity than the AASHTO HS-20 design truck) and condition ratings of 8 for the deck, superstructure, and substructure.

Historical Bridge Inspection Ratings

	2021				
Deck	8				
Super	8				
Sub	8				
Culvert	N				

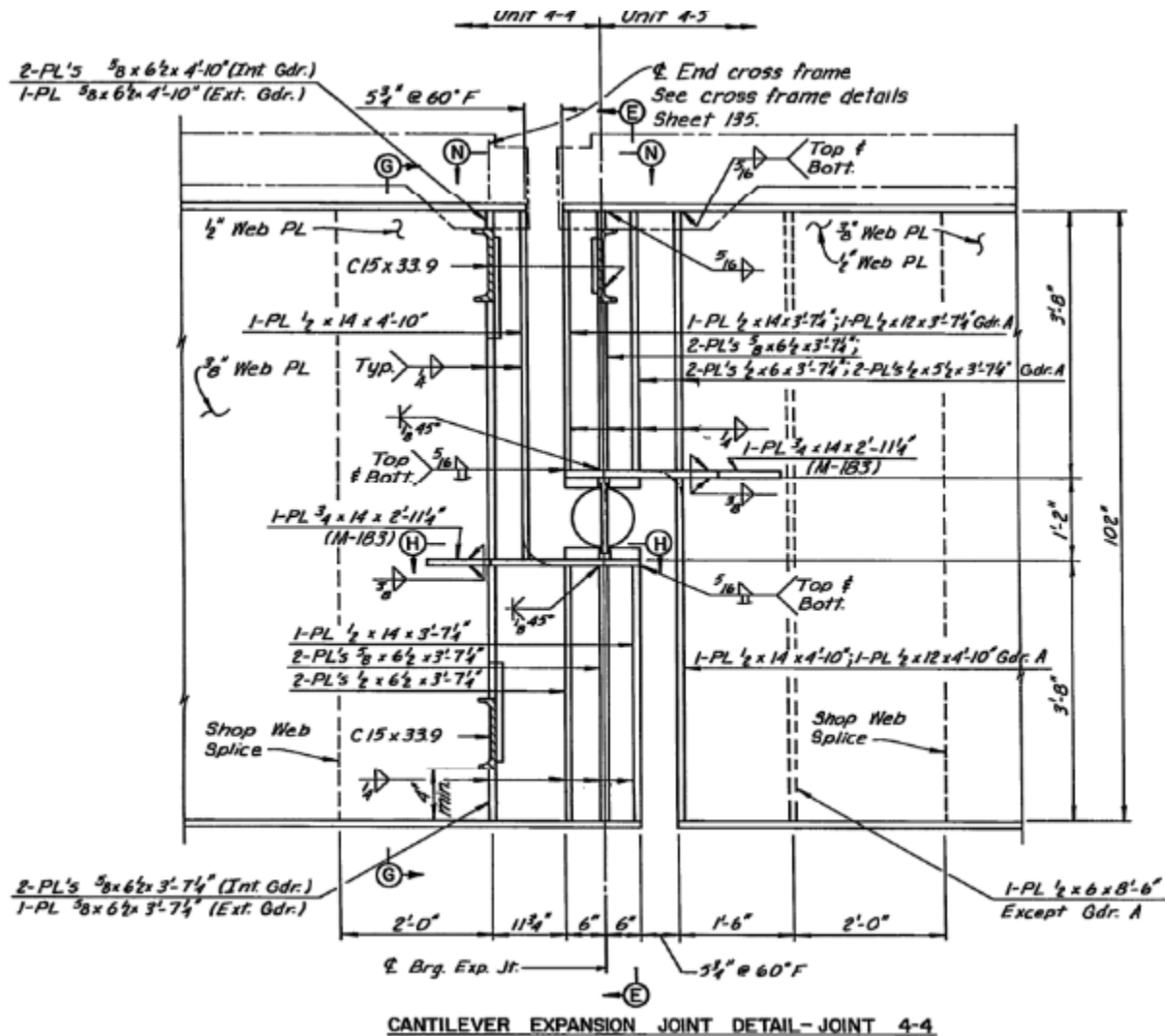
Historical bridge rating

I-670 structure over the Kansas River (105-243 EB & 105-244 WB)



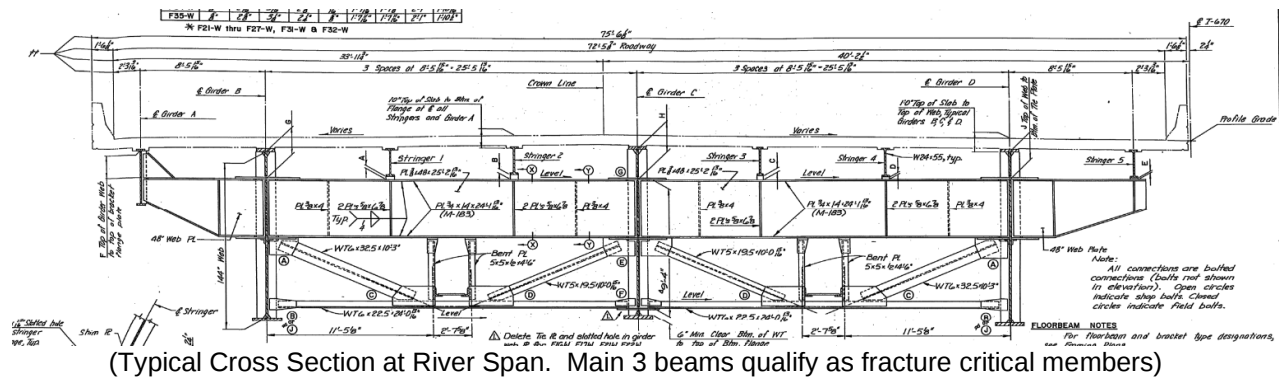
(Original Unit Definitions for I-670 Bridge Located in Kansas)

The existing I-670 bridges are dual structures supporting 4 lanes in both directions, built in 1984. The structure crosses the Missouri-Kansas border, with the majority of the bridge and major river span located in Kansas. The typical roadway width is 72'-5 7/8" for both WB and EB, with on and off-ramp structures along its length. The approach spans are steel plate girder bridges, typically spaced between 8 and 9 feet, with hinge supports between each unit.



(Unique Hinge supports in approach spans units 3-1 thru 3-8, units 4-1 thru 4-6, and units 5-4 thru 5-11. Support would need to be replicated along any beams lines that need to be widened.)

West of the river, units 5-1 and 5-2 are plate girder and floor beam superstructures similar to the river bridge structure. The major river span is unit 5-3, a 4-span structure with a total length of 881'-3 1/8" and a maximum span length of 250 feet. Each direction is supported by 3 haunched steel plate girders spaced at 25'-5 13/16" with 12'-0" webs, and two shallower girders cantilevered at each end. River piers support the main 3 interior girders. Due to the wide spacing and having only 3 beams, the river girders are considered fracture-critical. Fracture-critical members (FCMs) are defined as tension members or components whose failure would likely cause part or all of the bridge to collapse. Longitudinal stiffeners are welded to the girders, considered fatigue category E at the stiffener's termination.



The substructure in the river consists of hammerhead piers supported on deep drilled shaft foundations. There does not appear to be any fender or dolphin protection system around the piers, based on a search on Google Earth.

Overall, the structure appears to be in good condition, with an inventory rating of HS-27 (35% higher capacity than AASHTO HS-20 design truck) and condition ratings for the deck and superstructure all above 7. Only a single unit substructure has a good rating of 6 due to some isolated delaminations under a drain.

Historical Bridge Inspection Ratings

	2022	2021	2020	2019	2018
Deck	7	7	7	7	7
Super	7	7	7	7	7
Sub	7	7	7	7	7
Culvert	N	N	N	N	N

WB historical bridge rating

Historical Bridge Inspection Ratings

	2021	2019	2017	2015	2013
Deck	7	7	7	7	7
Super	7	7	7	7	7
Sub	6	6	7	7	7
Culvert	N	N	N	N	N

EB historical bridge rating

Kansas Avenue / Cesar E. Chavez Bridge over the Kansas River

The existing Kansas Avenue / Cesar E. Chavez Bridge is a steel deck truss structure originally constructed in 1921 and rehabilitated in 1961. The bridge spans the Kansas River at the Kansas–Missouri state line and historically carried four lanes of traffic as a vital freight and community link between Armourdale, KS, and the Westside neighborhood of Kansas City, MO
Kansas Ave Bridge - 4. Project ...

The bridge has exceeded 100 years of service life and was closed in 2022 due to poor structural conditions that compromised user safety. Interim rehabilitation work is underway to reopen the bridge in 2024 with traffic lane restrictions and load postings, but the structure is considered functionally obsolete and structurally deficient. The deck exhibits severe wear, spalling, and deterioration consistent with repeated emergency closures. The superstructure, composed of fracture-critical truss members, shows section loss and fatigue cracking at gusset plates and connections. The substructure piers and abutments have visible cracking and surface deterioration, worsened by repeated flood events and over a century of service
Kansas Ave Bridge - 4. Project ...

Replacement is proposed as part of the KC Connect Bi-State River Bridge Replacement project, which seeks \$69.9 million in federal INFRA/Mega grant funding. The new structure will be approximately 3,100 feet long on a parallel alignment, designed with Complete Streets cross-sections including a 12-foot multi-use path, 10-foot bike/maintenance shoulders, and 12-foot travel lanes. Corridor work will modernize drainage, enhance ADA accessibility, and integrate green infrastructure
Kansas Ave Bridge - 4. Project ...

According to inspection data, the bridge is in poor condition with ratings in the 3–4 range for deck, superstructure, and substructure. The facility is a designated Critical Urban Freight Corridor (CUFC), and its closure has resulted in significant detours for commercial freight and isolation of nearby disadvantaged communities.

Deferred Maintenance / Replacement Cost

Full replacement cost is estimated at \$69.9 million. Continued rehabilitation would require recurring investment and is not a long-term solution.

Central Avenue Bridge over the Kansas River

The Central Avenue Bridge is a four-lane divided roadway structure over the Kansas River, located in the West Bottoms area of Kansas City, KS. The bridge was closed in 2022 due to deterioration of the lower structural elements and fracture-critical truss members

The deck surface showed extensive wear and cracking prior to closure. The truss superstructure, classified as fracture-critical, had significant section loss and deterioration at key load paths, warranting immediate closure. The substructure, composed of concrete piers and abutments, exhibited cracking, spalling, and evidence of scour at pier foundations. No major rehabilitation was undertaken before closure due to cost inefficiencies of extending service life.

A traffic study conducted in 2022 indicated that closure of the bridge resulted in modest diversion to I-70 and I-670, with limited impact on overall corridor Level of Service (LOS). However, the loss of the crossing reduced redundancy and local access options, increasing travel times between Central Avenue and James Street from 2 minutes to 3–4 minutes via alternate routes

Appendix A - Central Ave Bridge...

Future use of the structure footprint has been studied, with alternatives ranging from full replacement (estimated at \$60 million) to re-purposing as a pedestrian and multi-modal facility. Re-purposing concepts include:

- **12-foot pedestrian truss** – \$6–7 million, 50+ year service life.
- **25-foot multi-modal truss or plate girder structure** – \$7.5–9 million, 50+ year service life

Deferred Maintenance / Replacement Cost

Full vehicular replacement is estimated at ~\$60 million. Re-purposing for pedestrian/multi-modal use would cost between \$6–12 million depending on cross-section.

Railroad Bridge Structures

There are three railroad bridge structures that cross the Kansas River. Latest inspection report data is not readily available from the RR companies, so a high-level visual analysis was performed.

<Potential disclaimer – no deferred maintenance figures/estimates will be provided in this section>>



(RR Bridges in Study Area)

Three bridges were identified within the study area. The website fragis.fra.dot.gov/gisfrasafety/ was used to determine the ownership of these bridges. Each bridge has a clear river span of approximately 450 to 600 feet and is supported by steel trusses with a structure depth of around 30 feet. The bridges need to be able to raise if they do not provide the necessary vertical clearance above the water. The three structures are as follows:

Bridge	Ownership	Active/Abandoned
North UP Bridge	UP	Active
Abandoned UP Bridge	CPKC	Abandoned
South UP Bridge	UP	EB Active, WB unclear

The railroad bridges are likely designed to accommodate heavier freight loads than those imposed by BRT or streetcar vehicles, suggesting they could structurally support such systems; however, without further study, the scope of deferred maintenance is unknown but would likely exceed the maintenance costs identified for the vehicular bridges evaluated as likely alternatives.

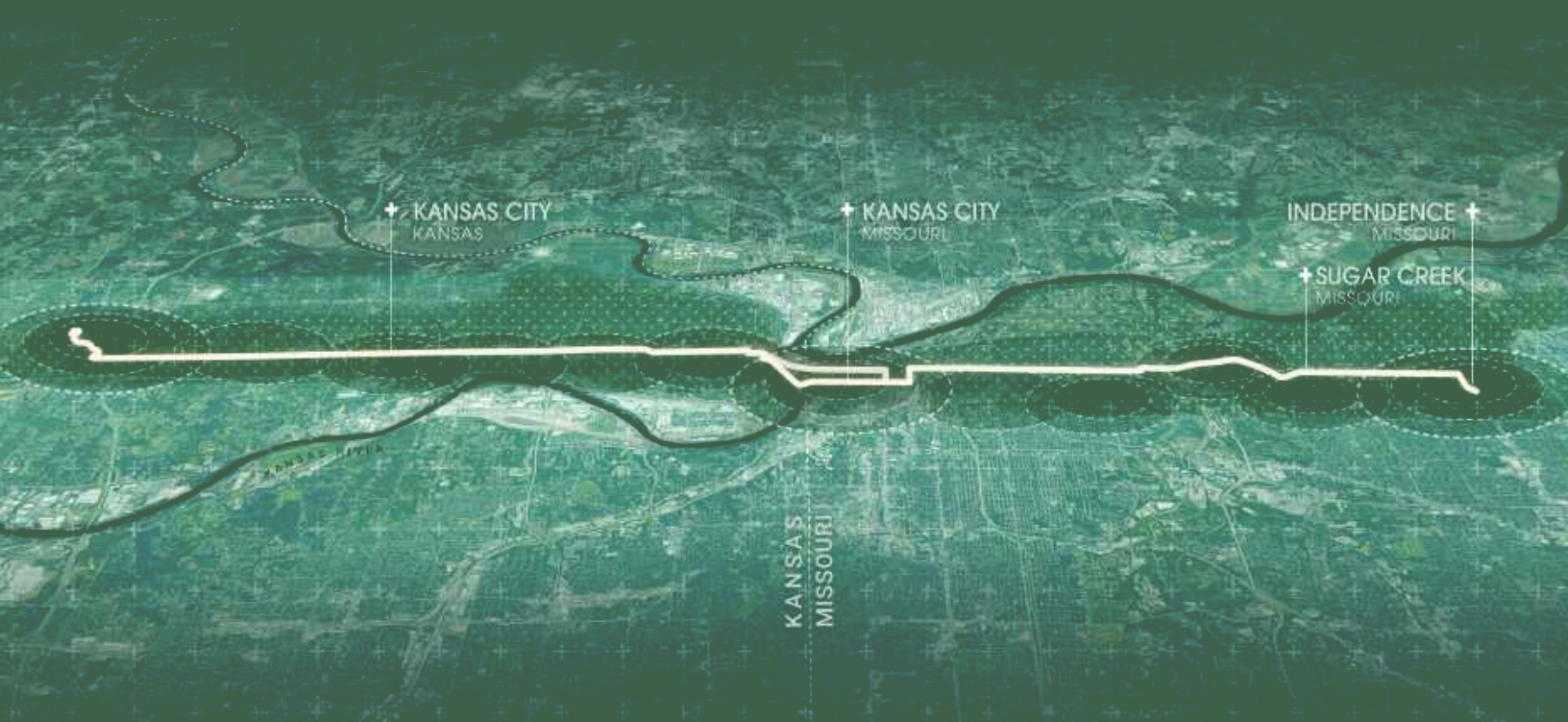
While all three bridges are physically located within the study area, only the Rock Island Bridge has been actively considered for repurposing. Because it is abandoned and no longer serves active rail, the structure may offer potential for multimodal conversion, though significant steps would be required. These include:

- Confirming ownership and negotiating with CPKC
- Coordination with the U.S. Army Corps of Engineers (USACE) and U.S. Coast Guard regarding vertical clearance and navigability requirements
- Addressing right-of-way access constraints and adjacent land use on both banks
- Potential relocation or accommodation of existing utilities

Acquiring rights to the structure would likely require a lengthy and costly negotiation process. Recent precedent from the nearby Rock Island Bridge redevelopment estimated costs around \$14M to install a closed-deck system with utilities and connections, which again is greater cross than adding multi-modal transportation to the James Street bridge already in service.

APPENDIX D

AERIAL LIFT FEASIBILITY STUDY

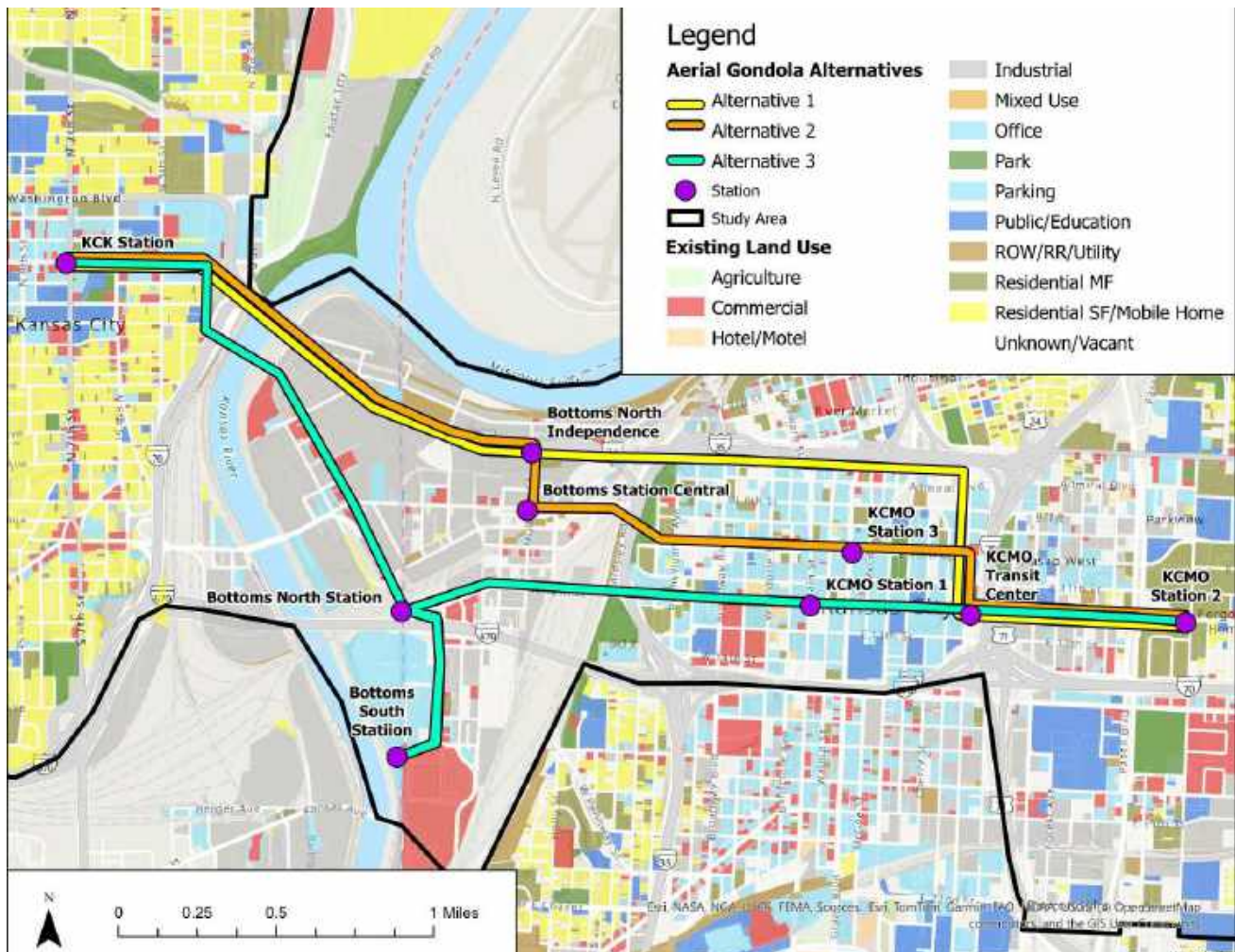


AERIAL LIFT MEMO

The operating environment for aerial lifts is suitable for Kansas City. The grade differential between Kansas City, Kansas, the Bottoms and Kansas City, Missouri ranges from 100 feet (west end) to nearly 300 feet (east end). These grade changes are favorable because this technology is well-suited for steep inclines, and even the modest grade changes for this application create opportunities for meeting vertical clearance requirements (19 feet per KC Streetcar Design Criteria Manual) with ease over the water crossings and also opportunities to use either at-grade or elevated station configurations. The use of public rights-of-way adds capacity and provides additional water crossings without the need to acquire additional land rights.

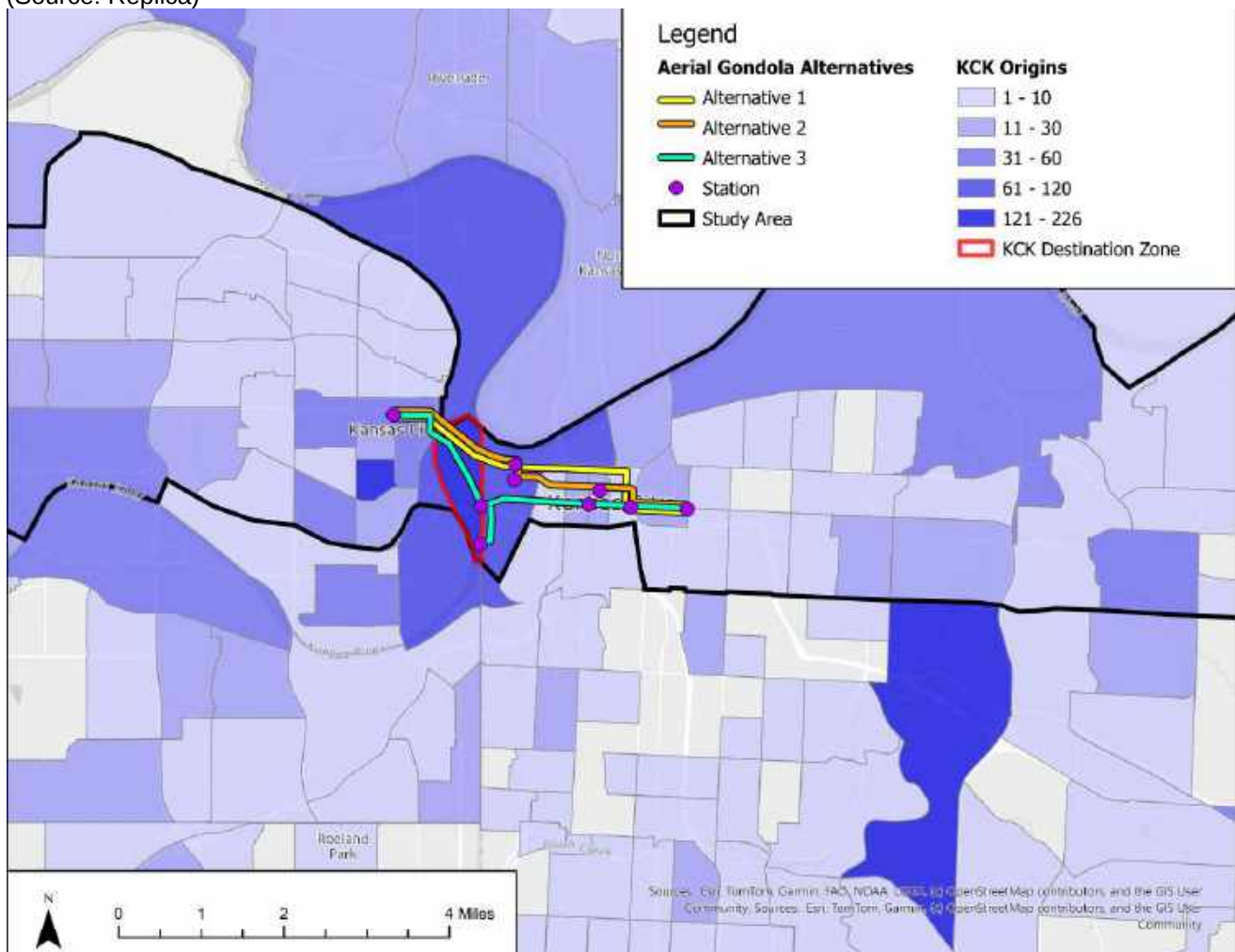
Aerial lifts are commonly used in a wide range of weather conditions that occur in this part of the country. This form of transportation has been used for decades in areas ranging from hot/wet climates such as Indonesia and Vietnam, cold climates in Colorado and Switzerland and cities like Singapore which has the most annual lightning strikes. From a safety perspective, the provision of air conditioning for hotter temperatures and heating for colder conditions is generally recommended in case the system stops. Including heating and cooling will likely require either batteries or supercapacitors to power air conditioning or ventilation fans to maintain cabin temperatures at acceptable levels in the event of system stoppage.

Route Alternatives with Stations and Land Uses



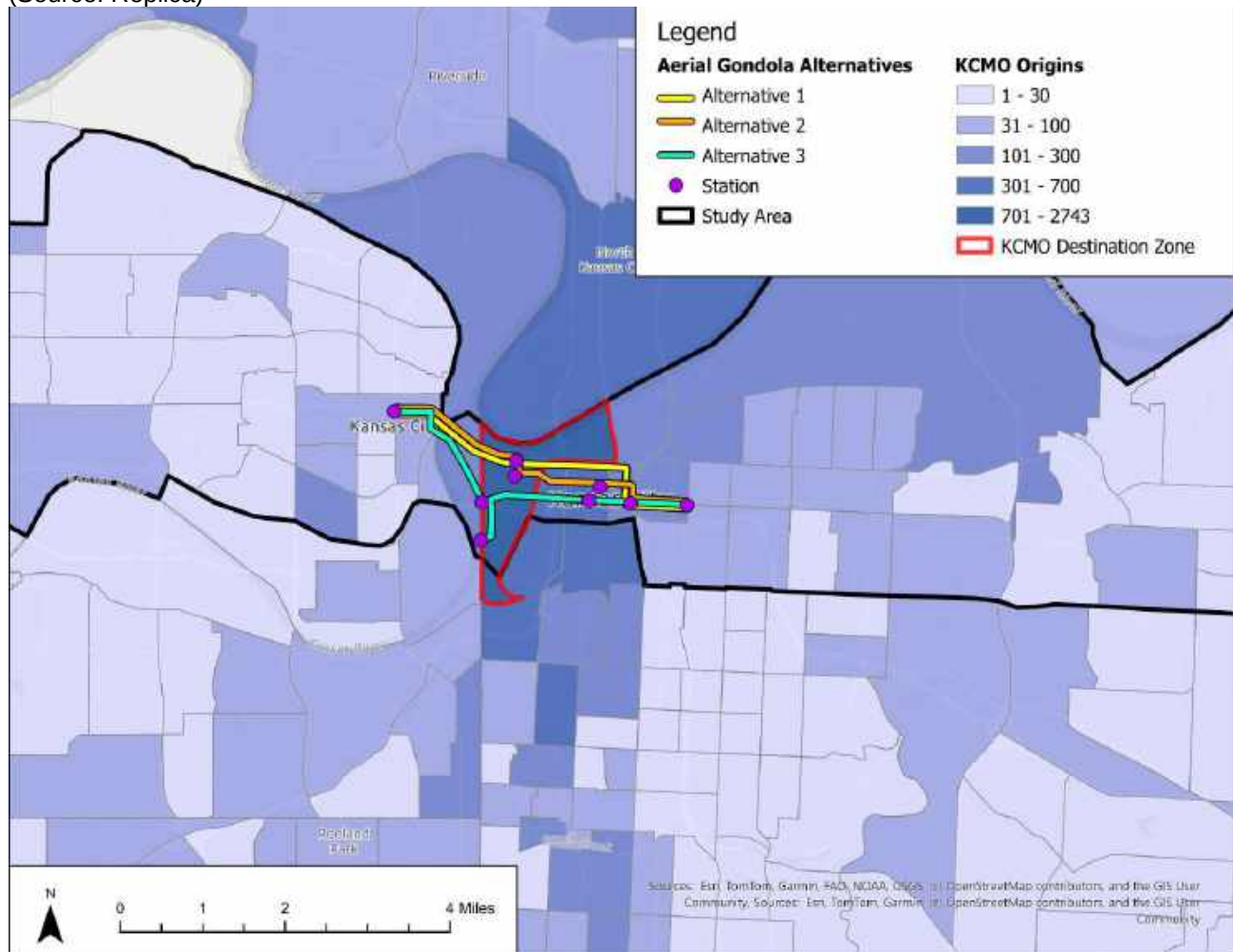
The available origin-destination (O-D) data from Replica provides broader travel patterns to help inform potential demand and routing. For the East Bottoms zone, the largest number of trips originates within the East Bottoms but also are primarily in the zones immediately adjacent to the east, north, and south all within Missouri. The West Bottoms zone has the largest number of trips from within the West Bottoms but also draws from the zones from the east including the East Bottoms and a zone 6.5 miles away adjacent to I-435. There is also a concentration of travel originating in the zones immediately to the west. These demand patterns support a potential aerial lift service. The suggested route alternatives align with the demand illustrated by the O-D data; moreover, the planned future land use designations speak to the destination points. West Bottoms has an Urban Redevelopment (UR) zoning designation allowing for a mix of residential, commercial and industrial land uses. The East Bottoms has mixed residential and commercial zoning. The proposed routes and station locations were selected to align with both likely desired destinations and links to other forms of transportation such as transit.

Origin-Destination West Bottoms (Source: Replica)



Origin-Destination East Bottoms

(Source: Replica)



The routes are planned to follow existing public rights-of-way where transportation uses are already established and where the public air rights should already be put in place. Verification of the air rights over the rail roads and Kansas River will need to be verified. As the routes coincide with either an existing roadway or bridge crossing, they are more likely to include air rights.

From a compatibility perspective, the alignments that follow limited access rights-of-way (interstate) should be compatible regarding impacts, but use of the interstate lands will likely require additional process and permissions. As the aerial lifts follow the local surface streets, consideration of impacts such as view sheds, noise and privacy concerns will need to be addressed.

The planning level assumptions, Capital Cost (CAPEX) and Operating Costs (OPEX) are summarized in the following tables.

Assumptions

Total Length	4.15 to 4.89 miles
Riders per day	30,000
Speed (mph)	11 to 17
Route Headway	30-32 minutes

Basis of Estimate

		2025
Gondola System Equipment		\$50,099,523.54
10,000 ft		
Speed: 17 mph		
Cabin Capacity 28		
3,600 riders/hr/direction		
Trip Time 11 minutes minimum		

Towers	13	
Earthwork		\$886,717.23
Shoring (land towers)		\$2,105,953.42
Pile Caps		\$1,662,594.81
Piles (14.5 ft drilled shaft)		\$19,396,939.42
Tower Structures (basic tubular)		\$29,039,989.31
Sub-Total		\$53,092,194.20

Cost per mile	\$31,982,176.23
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Stations		
Angle Station (Optional/Elevated)		\$13,854,956.73

CAPEx

	Alternative		
	1	2	3
Route Length (miles)	4.21	4.15	4.89
Total	\$121,477,248.68	\$119,745,981.48	\$141,098,276.97

Stations:	4	5	5
Station Costs	\$55,419,826.93	\$69,274,783.66	\$69,274,783.66
Maintenance Facility	\$8,202,134.39	\$8,202,134.39	\$8,202,134.39

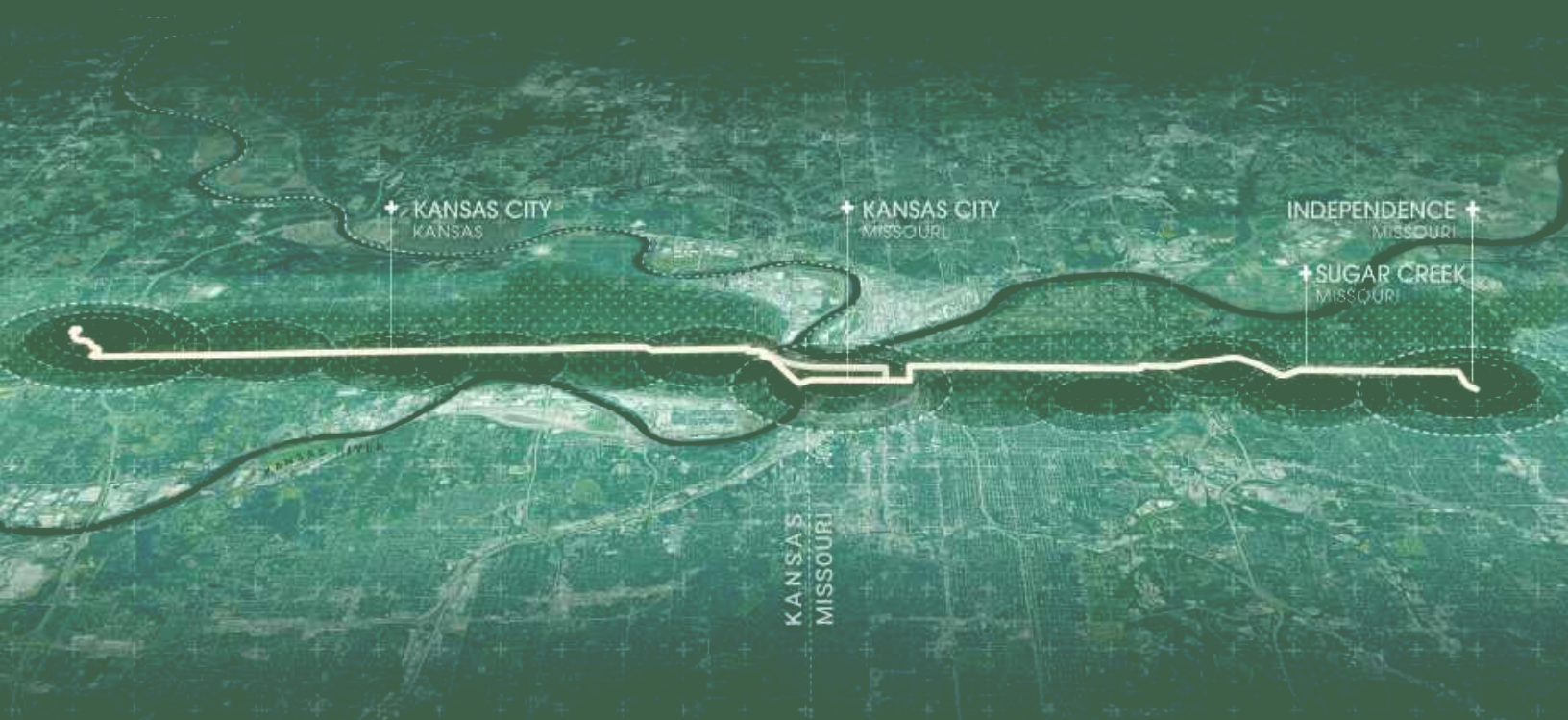
TOTAL	\$185,099,209.99	\$197,222,899.52	\$218,575,195.01
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OPEx

Operating Cost per Year
\$11,083,965.39

APPENDIX E

RECOMMENDED TRANSIT SERVICE IMPROVEMENTS



Study Area Transit Service Enhancements

Multiple routes on the BSRC corridor exhibit the demand for additional service frequency. Both of the primary routes on the corridor—24 Independence and 101 State Avenue—consistently exhibit higher utilization on a per service hour basis than the systemwide average. In fact, using this metric, 24 Independence is the highest-performing route in the entire RideKC system, with more than 50 boardings per vehicle revenue hour.

However, service improvements should not only be limited to the specific BRT/BRT-lite corridor. Other service improvements are needed for other routes currently operating in the study area. Additionally, due to reductions in service since the COVID-19 pandemic, some routes are operating below the standard for their service type, either in terms of frequency and/or span of service. As such, selected routes in the BSRC study area should be upgraded in coordination with BRT service and capital improvements on the recommended State Avenue-Independence Avenue BRT and BRT-Lite corridor.

Table 1: Recommended Transit Service Improvements

	Recommended Improvement	
Route	Immediate	Future
Primary Corridor Routes		
24 Independence (to Winner)	Improve frequency to 15 minutes on weekdays.	Implement BRT service and capital improvements.
24 Independence (to Noland)	Improve frequency to 30 minutes on weekdays and Saturdays. Extend service until 11 p.m. Add Sunday service at hourly frequency.	Implement BRT-Lite service and capital improvements.
101 State Avenue (to 47 th & State)	Improve frequency to 15 minutes on weekdays and to 30 minutes on Saturday and Sunday. Extend hours on Saturday and Sunday to 11 p.m.	Implement BRT service and capital improvements.
101 State Avenue (to Village West)	Extend hours on Saturday and Sunday to 11 p.m.	Implement BRT-Lite service and capital improvements.
Connecting Routes		
102 Central Avenue	No recommended action.	Add Saturday and Sunday service. Review route ridership and operating statistics for potential frequency improvements.
103 3rd Street-Fairfax	No recommended action.	Add Saturday and Sunday service. Review route ridership and operating statistics for potential frequency improvements.
104 Argentine	Improve Saturday service frequency to 60 minutes.	Improve frequency to 30 minutes on weekdays. Add Saturday and Sunday service.
106 Quindaro-Amazon	No recommended action.	Review route ridership and operating statistics for potential frequency improvements, particularly the segment of the route east of 47 th & State.

107 7th Street-KU Med	No recommended action.	Review route ridership and operating statistics for potential frequency improvements. Route is classified as a SmartMoves Fast & Frequent corridor warranting significant service level increases in the longer term.
113 Leavenworth Road	Improve Weekday service frequency to 60 minutes.	Add Saturday and Sunday service. Review route ridership and operating statistics for potential frequency improvements.
116 West Parallel	Improve Weekday service frequency to 60 minutes.	Add Saturday and Sunday service. Review route ridership and operating statistics for potential frequency improvements.
118 18th Street	No recommended action.	Add Saturday and Sunday service. Review route ridership and operating statistics for potential frequency improvements.
199 Micro Transit	No recommended action.	Review ridership and operating statistics for potential zone changes, vehicles provided, hours or service, or other parameters.
402 Johnson-Quivira	No recommended action.	Operate all-day service on weekdays (currently it offers peak-only service).
KC Streetcar	No recommended action. Main Street and Riverfront extensions are scheduled to open in late 2025.	No recommended action within BSRC study area.
1 Main MAX	No recommended action. Route to be replaced (as it impacts BSRC area) by KC Streetcar extension in late 2025.	N/A
2 Troost MAX	Improve Weekday service frequency to 15 minutes.	Review route ridership and operating statistics for potential frequency improvements.
3 Prospect MAX	No recommended action.	Review route ridership and operating statistics for potential frequency improvements.
9 9th Street	No recommended action.	Review route ridership and operating statistics for potential frequency improvements.
11 Northeast-Westside	No recommended action.	Improve frequency on Saturday and/or Sunday. Review route ridership and operating statistics for potential frequency improvements.
12 12th Street	Improve Weekday service frequency to 30 minutes.	Review route ridership and operating statistics for potential frequency improvements.
18 Indiana	No recommended action.	Review route ridership and operating statistics for potential frequency improvements.
21 Cleveland-Antioch	No recommended action.	Add Sunday service. Review route ridership and operating statistics for potential frequency improvements.
23 23rd Street	No recommended action.	Review route ridership and operating statistics for potential frequency improvements.
25 Troost	Review and consider consolidation with Troost MAX.	N/A

28 Blue Ridge	Add Sunday service.	Improve weekday frequency to 30 minutes. Review route ridership and operating statistics for potential frequency improvements.
29 Blue Ridge Limited	Review and consider consolidation with 28 Blue Ridge.	N/A
47 Broadway	Enact alignment changes as part of Bus-Streetcar connectivity improvements.	Review route ridership and operating statistics for potential frequency improvements.
71 Prospect	Review and consider consolidation with Prospect MAX.	N/A
85 Paseo	Improve Weekday service frequency to 30 minutes.	Review route ridership and operating statistics for potential frequency improvements.
201 North Oak	Improve Weekday midday service frequency to 30 minutes (already 30 min during peak hours)	Review route ridership and operating statistics for potential frequency improvements. Route is classified as a SmartMoves Fast & Frequent corridor warranting significant service level increases in the longer term.
210 Front Street	No recommended action.	Review route ridership and operating statistics for potential frequency improvements.
229 Boardwalk-KCI	No recommended action.	Review route ridership and operating statistics for potential frequency improvements.
238 Meadowbrook	No recommended action.	Review route ridership and operating statistics for potential frequency improvements.
404 Metcalf-Downtown	No recommended action.	Review route ridership and operating statistics for potential frequency improvements.
KCATA and JCT Express Routes (520, 550, 569, 570)	No recommended action.	Review route ridership and operating statistics for potential frequency improvements.
IRIS (Kansas City, MO & Independence, MO)	No recommended action.	Review ridership and operating statistics for potential zone changes, vehicles provided, hours or service, or other parameters.

Study Area Bus Stop Enhancements

While BRT capital infrastructure is focused on the recommended BSRC corridor alignment, bus stop improvements along connecting routes will greatly enhance safety and access for transit customers throughout the study area and extend the impact of BSRC investments. Bus stop improvements should be focused on stops where these improvements will be most utilized and provide the greatest community benefits. Factors include:

- Existing ridership (boardings and alighting, but with a focus on boardings due to time spent waiting at the stop).
- Existing service levels, and/or recommended future service levels in this plan or other relevant local and regional plans.
- Stops near major transit destinations. Certain location may not exhibit existing high ridership levels but have the potential for significant ridership increases with improved service levels.
- Stops in higher density neighborhoods, and neighborhoods with a high level of transit propensity (likelihood of needing or utilizing transit services).
- Stops in most need of improvement, where no passenger amenities are currently provided, or where the stop is in an especially poor condition.

Locations along primary routes connecting to the BSRC corridor have been identified as high priority for bus stop improvements. The appropriate mix and scale of improvement will vary by location and should be informed by up-to-date ridership data and service level expectations. In all cases, stops should be upgraded to ADA compliance, with the required clear zone for boarding connected to an accessible path.

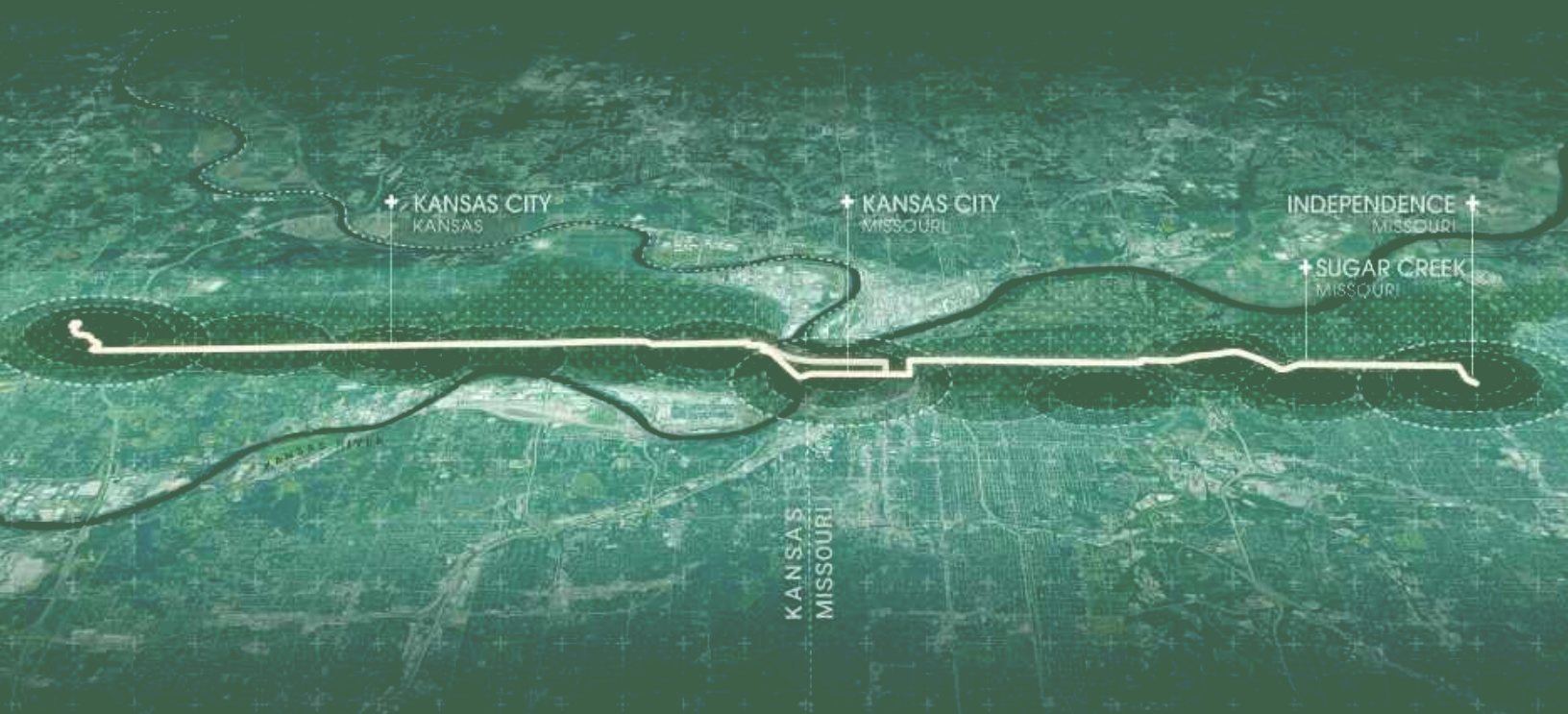
Independence & Winner Mobility Hub

In addition to providing capital improvements along the BRT corridors such as BRT stations and bus priority treatments—a major transit capital need along the corridor is a mobility hub in the vicinity of Independence Avenue & Winner Road. Currently, layovers occur at unsuitable locations without facilities for passengers or drivers, and with limited visibility and comfort. This facility would serve multiple functions:

- Provide a terminus location for trips along the route not extending to Independence.
- Provide multiple bays for a new MAX service as well as realigned connecting routes (e.g. 9th Street and/or 21 Cleveland-Antioch), with convenient transfers between routes.
- Provide passenger facilities for riders to wait for a bus, and to make transfers, in a safe and comfortable environment.
- Provide facilities for bus operators, including a restroom and potentially a break area and/or office space to be utilized by KCATA operations staff.
- Provide space for connections to publicly and privately-operated on-demand and rideshare services.
- Provide space for micromobility devices such as bicycles and/or scooters.
- Serve as an amenity for the Sheffield neighborhood. Potential opportunities should be determined and evaluated through community engagement.
- The mobility hub could be a component of a larger Transit-Oriented Development, including space for businesses, public space, or other uses benefiting the community.

APPENDIX F

NATURAL HAZARDS IMPACTS AND CONSIDERATIONS



Appendix F: Natural Hazards Impacts and Considerations



Flooding

Key Impacts from Flooding

Infrastructure Impacts	• Inundation of roads and transit routes • Utility and shelter damage • Road washouts and structural stress • Bridge failure, weakening of abutments, and scour • Storm sewer overflows • Signal and communication failures • Increased potential for soil shrinkage and swelling¹ • Accelerated corrosion of metal components of structures • Flooding of underground infrastructure such as tunnels and basements
Operational and Service Impacts	• Transit service delays and rerouting • Reduced reliability and ridership • Increased operations and maintenance costs • Evacuations and emergency use needs • Reduced surface friction and skidding • Reduced driving visibility
Socio-Economic Impacts	• Disruption of access to essential services and employment • Injury, drowning, and displacement

Key Considerations for Flood-Resilient Design

- Avoid flood-prone areas when siting new transit infrastructure including stations, shelters, and depots.
- Use floodplain mapping and future projections to guide alignment and elevation decisions.
- Use future projections to design stormwater infrastructure.
- Preserve natural drainage paths and use green infrastructure solutions for stormwater management.
- Elevate critical infrastructure such as stations, shelters, EV charging systems, and electrical systems above future projections of flood levels.
- Implement backup power from renewable energy and battery storage to maintain charging during hazard outages.
- Equip electric buses with emergency shutoff systems for electrical components.
- Install permeable surfaces to reduce runoff.
- Develop rerouting and contingency plans for service disruptions.
- Confirm ADA access features such as curb cuts and ramps remain functional during floods.
- Install sensors and monitoring systems for flood warning.
- Design key transit shelters and stations and emergency resilience hubs offering drinking water fountains and charging stations.

¹ FHWA. (2023). Pavement Resilience – State of the Practice. Retrieved from <https://www.fhwa.dot.gov/pavement/concrete/pubs/hif23006.pdf>



Extreme Heat

Key Impacts from Extreme Heat

Infrastructure Impacts	• Pavement buckling and rutting due to thermal expansion² • Long-term pavement deterioration • Rail track warping and buckling³ • Overheating of electrical systems in signals, control boxes, and buses⁴ • Damage to landscaping elements from heat-stress and drought
Operational and Service Impacts	• Maintenance strains through increased cooling demands • Power outages from grid stress due to cooling demands • Reduced vehicle performance and battery efficiency in electric vehicles⁵
Socio-Economic Impacts	• Heat-related illnesses such as heat exhaustion and stroke • Lower preference for walking and transit use • Lower air quality from increased ground level ozone and particulate matter⁶

Key Considerations for Heat-Resilient Design

- Use heat resistant paving materials such as high-temperature asphalt binders.
- Incorporate cool pavements and reflective coatings to lower surface temperatures.
- Integrate green infrastructure such as green roofs and trees to reduce ambient heat.
- Incorporate shelters at all stations and consider climate-controlled transit shelters at key locations.
- Consider passive cooling strategies for ventilation and shading in shelter design.
- Incorporate heat and drought tolerant species in landscaping design.
- Ensure redundant power supply for all electric equipment and charging facilities.
- Ensure cool-shaded walking paths within intended transit service areas.
- Incorporate drinking water fountains at all transit shelters.

² FHWA. (2023). Pavement Resilience – State of the Practice. Retrieved from <https://www.fhwa.dot.gov/pavement/concrete/pubs/hif23006.pdf>

³ FHWA. (2023). Pavement Resilience – State of the Practice. Retrieved from <https://www.fhwa.dot.gov/pavement/concrete/pubs/hif23006.pdf>

⁴ Sacramento Air Quality Management District. (n.d.) Electric vehicle charging and extreme heat. Retrieved from <https://www.airquality.org/LandUseTransportation/Documents/UHI%20EV%20charging%20and%20extreme%20heat.pdf>

⁵ Pacific Northwest National Library. (2023). Extreme Heat, Hurricanes, Wildfires: How Summer's Extremes Disrupt the Power Grid. <https://www.pnnl.gov/news-media/extreme-heat-hurricanes-wildfires-how-summers-extremes-disrupt-power-grid>

⁶ NCA5 (2023). Chapter 24 – Midwest. Retrieved from <https://repository.library.noaa.gov/view/noaa/61592>



Extreme Cold and Winter Storms

Key Impacts from Extreme Cold and Winter Storms

Infrastructure Impacts	• Pavement cracking from more frequent freeze thaw changes⁷ • Strain on heating systems and insulation in transit shelters and stations.
Operational and Service Impacts	• Delays and service interruptions from snow, ice, and freezing rain. • Increased risk of crashes and hazardous driving conditions, including poor visibility and skidding. • Power outages from grid stress due to heating demands.
Socio-Economic Impacts	• Health risks from prolonged exposure to cold, especially when waiting for transit. • Reduced walkability and decreased use of multimodal infrastructure. • Injuries from slips and falls on icy surfaces. • Disruption of access to essential services and employment. • Barriers to ADA accessibility if sidewalks, curb ramps, and transit boarding areas are not cleared of snow and ice.

Key Considerations for Cold-Resilient Design

- Install heated or treated surfaces at high-traffic transit stops and platforms.
- Provide real-time weather alerts and service updates to transit users.
- Maintain emergency power backup systems for critical transit infrastructure and electric vehicle charging facilities.
- Prioritize snow and ice removal on pedestrian paths and multimodal routes.
- Incorporate non-slip surfaces and tactile warning for icy conditions.

⁷ FHWA. (2023). Pavement Resilience – State of the Practice. Retrieved from <https://www.fhwa.dot.gov/pavement/concrete/pubs/hif23006.pdf>



Extreme Winds

Key Impacts from Extreme Wind

Infrastructure Impacts	• Structural damage from flying debris • Damage to roofs and siding including detachment • Train derailments • Downed overhead utility lines
Operational and Service Impacts	• Transit shutdowns due to unsafe conditions • Emergency rerouting and service delays • Disruptions to power and communication systems • Blocked routes from debris and fallen trees
Socio-Economic Impacts	• Risk of injury from flying debris and structural collapse • Lack of access to safe rooms and shelters

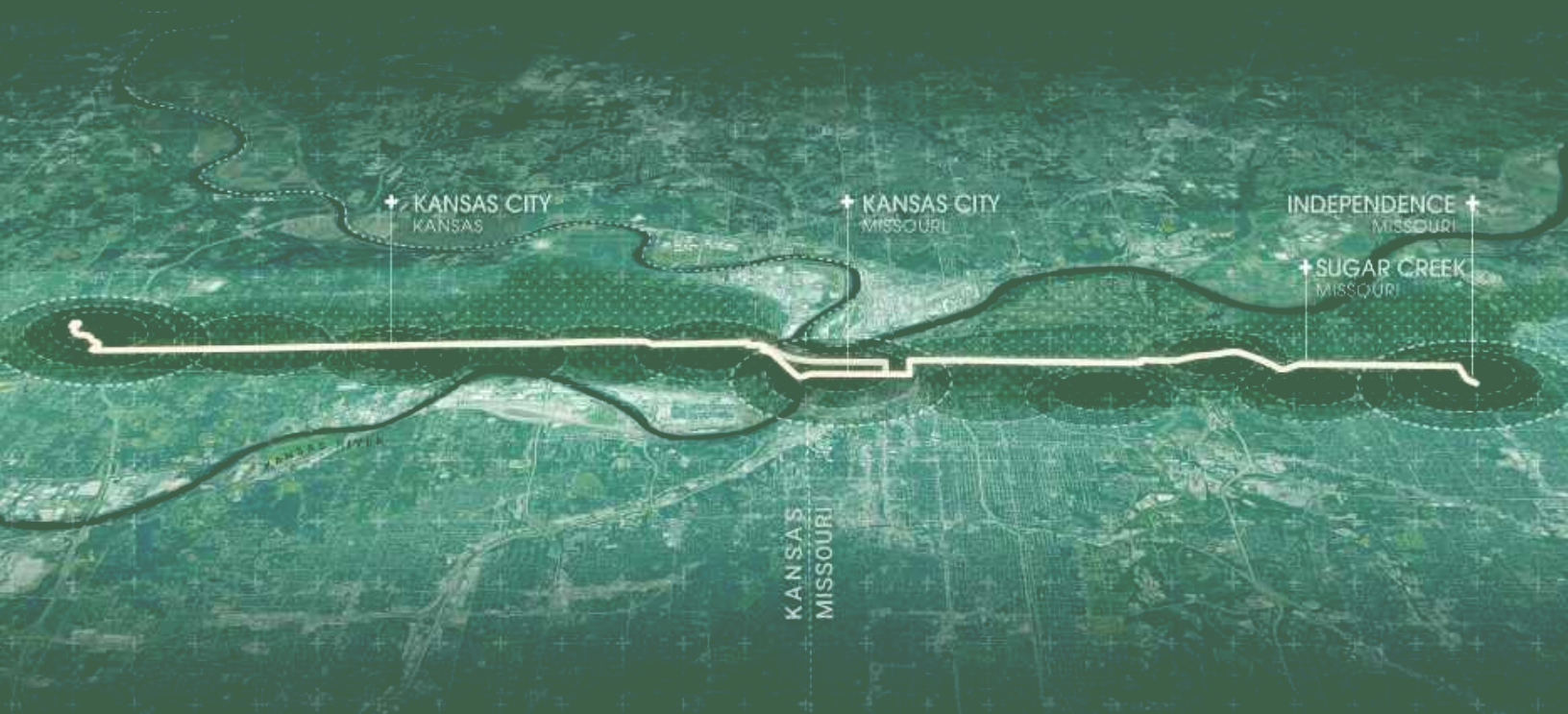
Key Considerations for Wind-Resilient Design

- Anchor sign poles, transit shelter roofs, and other vertical elements to withstand high winds.
- Use impact-resistant materials for shelters, signage, and windows.
- Design low-profile, aerodynamic structures to reduce wind load.
- Protect and strategically place trees and landscaping to avoid wind hazards.
- Include tornado shelter access points along transit corridors.
- Use FEMA – P361 design guidelines for safe rooms and shelters.⁸

⁸ FEMA (2021) Safe Rooms for Tornadoes and Hurricanes. FEMA P-361. Retrieved from https://www.fema.gov/sites/default/files/documents/fema_safe-rooms-for-tornadoes-and-hurricanes_p-361.pdf

APPENDIX G

EV SITE ASSESSMENT CRITERIA WEIGHTING

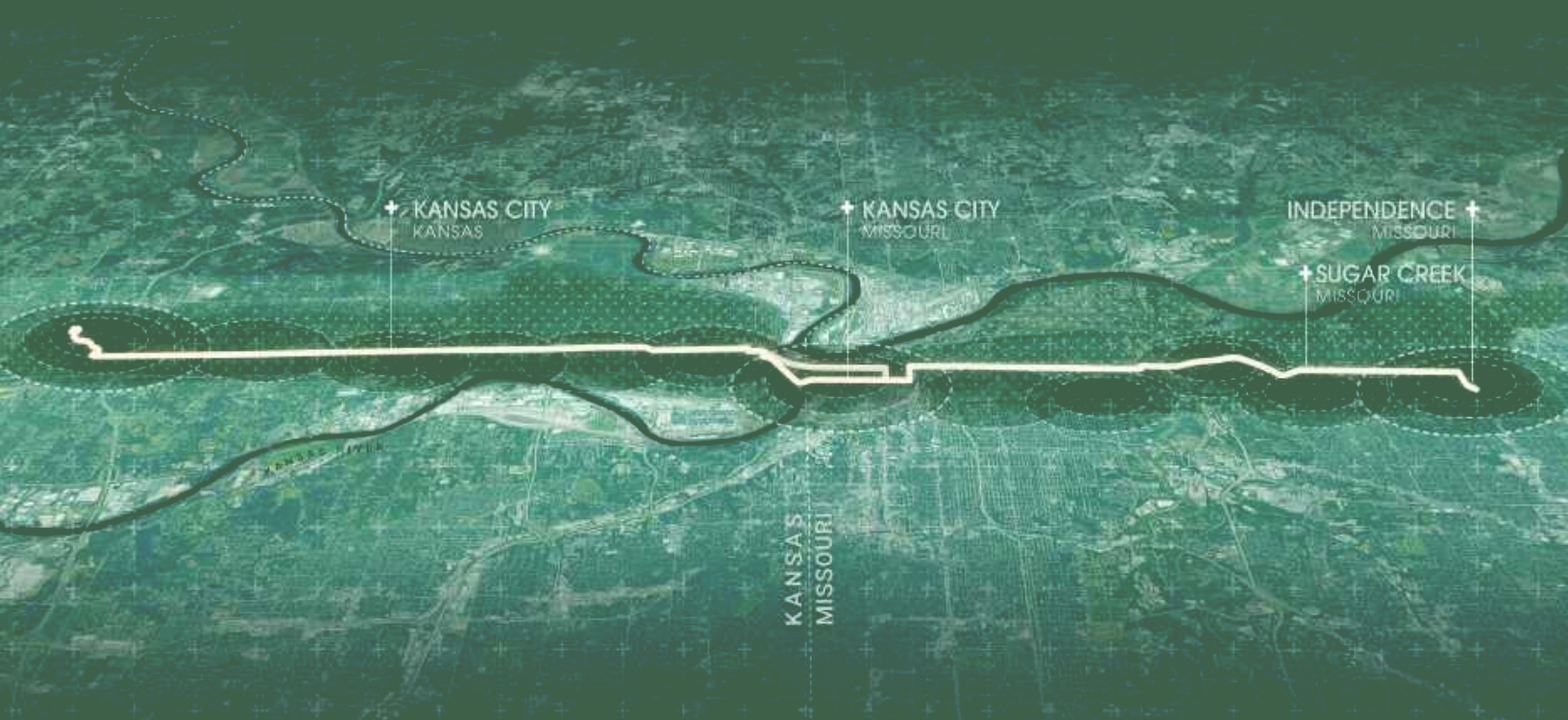


EV Mapping - Areawide			
Dataset	Buffer	Transit Hubs Scenario	Distributed Scenario
Land Use			
Agricultural	-	10	10
Commercial High Intensity	-	80	100
Commercial Low Intensity	-	50	60
Education High Intensity	-	60	60
Education Low Intensity	-	40	40
Hotel/Motel High Intensity	-	80	80
Hotel/Motel Low Intensity	-	50	50
Industrial	-	20	20
Mobile Homes	-	30	30
Office High Intensity	-	60	60
Office Low Intensity	-	40	40
Park	-	50	50
Parking	-	60	60
Public Low Intensity	-	40	40
Residential MF High Density	-	100	100
Residential MF Low Density	-	70	70
Residential MF Low/Medium Density	-	80	80
Residential MF Medium Density	-	90	90
Residential Mobile Homes	-	30	30
Residential SF High Density	-	70	70
Residential SF Low Density	-	50	50
Residential SF Medium Density	-	60	60
ROW	-	10	10
ROW Railroad	-	0	0
Unknown	-	0	0
Utility	-	0	0
Vacant	-	0	0
Equity			
Environmental Justice Index	-	50	100
Zero Vehicle Households	-	50	100
Infrastructure			
Proximity to Substations/High Voltage Power Lines	500 ft	25	25
AFC Connections	1/2 mi	25	25
EV Traffic Volumes	200 ft	50	25
Existing Charging Stations	1/2 mi	-25	-25
Transit Stops	1/4 mi	50	-50
Mobility Hubs	1/2 mi	80	-50
Exclusion/Avoidance			
Wetlands	-	Excluded	Excluded
Water Bodies	-	Excluded	Excluded
Flood Zones	-	-50	-50

EV Mapping - Public Lands			
Dataset	Buffer	Transit Hubs Scenario	Distributed Scenario
High Intensity Commercial	1/4 mi	100	100
High Intensity Hotel/Motel	1/4 mi	60	60
High Intensity Office	1/4 mi	70	70
High Intensity Residential	1/4 mi	90	90
Parking	1/4 mi	80	80
Environmental Justice Index	-	40	80
Zero Vehicle Households	-	40	80
Proximity to Substations/High Voltage Power Lines	500 ft	25	25
AFC Connections	1/2 mi	25	25
EV Traffic Volumes	200 ft	60	60
Existing Charging Stations	1/2 mi	-25	-25
Transit Stops	1/4 mi	50	-50
Mobility Hubs	1/2 mi	80	-80
Flood Zones	-	-50	-50

APPENDIX H

FUNDING RESOURCES ROADMAP



To:	Mid America Regional Council Kansas City, Missouri	From:	Katy Shackelford St. Louis, Missouri
Project/File:	Bi-State Sustainable Reinvestment Corridor	Date:	August 7, 2025

Reference: Appendix H Funding Resource Roadmap

Introduction

As part of the Bi-State Sustainable Reinvestment Corridor (BSRC), Stantec has been contracted to assist the Mid America Regional Council (MARC) and its partner agencies along the corridor in tracking and applying for alternative funding sources, including grants, low-interest loans, tax credits, and other options. Interest was expressed in identifying funding opportunities related to the construction and operations of a bus rapid transit corridor and transit supportive infrastructure, including electric vehicle readiness. In addition, specific considerations were made to include station area planning and design development, expansion of EV charging infrastructure, implementation of walking and biking improvements to enhance first- and last-mile connectivity, deployment of intelligent transportation systems (ITS) to improve safety and efficiency, and placemaking strategies that support vibrant, multimodal station areas. MARC and the relevant partner agencies' list of potential activities were taken into consideration as we engaged in funding research, and specific programs may be uniquely suited to fund implementation of BSRC.

Priority Funding Opportunities

Several funding opportunities aligned with the BSRC's needs have recently opened or have upcoming deadlines. The attached BSRC Funding Matrix identifies 36 relevant programs and provides a comprehensive reference of available funding sources, organized by program type, administering agency, and intended purpose. Each entry details applicant eligibility, eligible uses of funds, financing terms, application requirements, funding cycle deadlines, and project type eligibility. The matrix also identifies target applicant profiles and includes contact information for further inquiry. Of the programs listed, 9 are highlighted in red to indicate that they have been canceled, rescinded, or are otherwise unavailable due to shifting federal priorities. While currently inactive, these programs may return in future funding cycles and should continue to be monitored.

Policy Framework

Policy readiness, particularly as it relates to the Capital Investment Grant (CIG) program, varies across the BSRC corridor due to differences in preparation, investment, and institutional capacity among participating jurisdictions. To assess this variation, the Stantec team reviewed existing policies and applied a Policy Readiness Scale to evaluate each jurisdiction's level of preparedness. This scale identifies the current

Reference: Appendix D Funding Resource Roadmap

stage of progress and provides guidance on the next steps needed to advance toward implementation. It includes five levels:

- Not Ready – Major barriers exist, and no foundational work has been done. Significant policy changes, stakeholder alignment, or capacity-building are needed before progress can begin.
- Emerging – Some initial steps have been taken, such as early discussions, planning, or exploration of ideas. However, efforts are still in a formative stage with limited momentum.
- Developing – Key elements of the policy or initiative are underway. Moderate progress has been made, including stakeholder engagement, preliminary planning, or pilot efforts.
- Advancing – The initiative has strong momentum, with established resources, political or organizational support, and active development of policies, partnerships, or tools.
- Ready to Launch – All necessary components are in place. The initiative is fully prepared for implementation, with policies adopted, funding secured, and stakeholders aligned.

The attached Policy Readiness Review Matrix evaluates each agency across key categories including growth management, transit supportive tools and policies, tax incentives, public outreach, and affordable housing, and provides targeted recommendations for improvement.

Federal Policy Impacts

Changes to Federal policy influence how grant funding programs score applications and allocate funding. Since the change in administration, funding programs have been revised to avoid language that is not aligned with the current government priorities. Words such as diversity, equity, inclusion, climate change, and climate resilience put applications at risk of being declined solely based on misalignment with Executive Orders. It is recommended that MARC and its partner agencies review the language provided by the federal government and adopt it into their application during funding requests and project implementation.

This funding update is intended to provide timely information on recently opened or upcoming planning, design, and construction funding opportunities.

Respectfully yours,

Stantec Consulting Services Inc.



Katy Shackelford AICP, PTP
Grant Specialist
Phone: 540-835-7542
katy.shackelford@stantec.com

[stantec.com](https://www.stantec.com)

Attachment: BSRC Funding Matrix, BSRC Policy Readiness Review Matrix

Reference: Appendix D Funding Resource Roadmap

c. Project Files, Adam Jones (Adam.Jones@stantec.com)

Policy Readiness Review Matrix	UGWC (KS)	Kansas City MO	Independence MO	Sugar Creek MO	Jackson County MO
Growth Management	Zoning: Streets for People, Complete Streets- Transit Corridor No defined Acitivity Centers- but there is TOD Supported Along State Avenue- Chapter 27 Zoning - Streets for people- Supports Mixed-use, pedestrian friendly development along transit corridors.	Zoning: Focus on High Demand Corridors, Create Mobility Hubs (Higher FSI and Density along them) Complete Streets Ordinance- 170949 (Sec64-14 to 64-42) In 2012, Zoning Ordinance were amended to support high density and mixed use in a 2 block radius of streetcar line	Zoning: UDO (Unified Development Ordinance)- Mention of Activity centers or town center- mixed use- high density development. Article 9	No Data Found	Unified Development Code- No specific mention about TOD, Densification, Mix use compact development near Transit stations
Tools to Implement Transit supportive Plans and policies					
Basic Policies	Plan KCK- Integrates multimodal-transit principles with LUP- prioritizing corridors like State Ave, Central Ave, and Downtown Corridor Redevelopment Plans in Partnership with KCATA (Kansas City Area Transportation Authority) and MARC (Mid America Regional Council) Kansas City Wide Plan Downtown Plan	Transit Policies: TOD Policy- City Wide TOD Policy (Dense, Mixed use, Transit supporive development) KC Smart Moves: High Demand Corridors, Vibrant Places, Mobility Hubs, Tech+Mobility KCMO Mobility Playbook: Housing Affordability, Displacement Mitigation, Tax and Financial Incentives, Complete Streets, Community development and revitalization, Access to Jobs-public spaces-employment centers-public transit, Smart tech Inclusion Transit oriented Community Development: TOCD- Promoting Transit Supportive development - way of creating equitable transit, generating revenue for KCATA, and Economic growth Ride KC- Adopted in 2017- Future developments and public investments near transit stations	Zoning- Encourages Activity and Town centers- mixed use and higher density development near transit corridors like truman road and van horn Accessory Dwelling Units 2018 Comprehensive plan (Imagine Independence 2040) Mandatory Inclusionary Zoning for units over 20+ dwellings require a portion to be affordable or a fee-in-lieu- ensuring income housing in larger development II2040: Invest in major corridors, connect different modes of transportation like bike,rail,bus and also connect them with different LU zones.	No Data Found	Promotes Inter-city transit investment- MARC and KCATA Major Street Plan Jackson County Development Plan - 2012- 2030 has an entire section on TOD and Transit supportive development

<i>TAX Abatement and Incentives</i>	TAX Incentives: Community Improvement Districts, Economic Development Exemptions, IRBs, Tax Increment Financing, STAR Bonds- major areas that support transit access, Community Benefit Ordinance	TAX Incentives: Incentives for using PT- KC Smartmoves, Build America Bureau, START Program (Merit based tax incentive- where agency looks at TOD Criteria and based on number of goals met by the development they get Incentives, PIEA (Planned Industrial Expansion Authority), Enhanced Enterprise zone, Opportunity Zones	Incentives: Conditional Rezoning (PUD)- reduced parking minimums and density increase Economic Development Incentive Policy offers tax abatements- a commercial façade improvement program and financial support in targeted corridors (Highway 24)	No Data Found	TAX Incentives: Transit Sales Tax and COMBAT- Supporting Transit adjacent development without direct zoning control
<i>Public Outreach</i>	Pizza+Planning- Public Engagement Initiative	Public Engagement on different levels- RideKC, MAX BRT, Main street extension	2018 Comp Plan- Multimodal Corridor Planning Projects underway- developed using public outreach (IMAGINE INDEPENDENCE 2040)	No Data Found	No Data Found
Performance of transit supportive policies	192 Unit affordable housing project- Transit oriented community development project in Wyandotte County- Near 69th Street and State avenue in collaboration with KCATA and Marian Development group. State Avenue Corridor Plan- Creating corridors and transit supportive development Wyandotte County Vision Zero Action Plan- Elimating fatal and serious crash zones by developing infrastructure and neighborhoods with compact , walkable facilities Low Income Tax Credit Housing- Victory Hills, N74TH St, Riverview and Kensington, Washington Blvd Midtown Station Urban Village- Mixed use community with housing, retail, and an improved transit transfer hub- Partnership with UG Transit and KCATA	MAX BRT- KCATA- TOD Development with dense and walkable urban core KC Streetcar Corridor- triggered \$1.8 billion in private investment Main Street Extension - KC Streetcar- Multimodal and Mobility, Efficient streetcar system, Investments of \$413 million Incentives to reduce single occupancy vehicle trips Transportation Management Associations (TMA)- subsidized or supported by Community Improvement Districts TOCD Projects- ArriveKC, Citizen, Twin Elms/ 41 Paseo East, and more	There were fixed route buses- got discontinued for on demand transit- but multimodal corridor projects are in implementation stage according to I2040 Truman Connected Plan, Truman Road Green Gateway Plan Noland Now Revitalization Plan US 40 Highway Corridor and Focus area Plan Metro Green West Central Independence and Englewood Overlay	No Data Found	Moving from east to west along the corridor, major activity centers include the following: • Kansas City CBD -This area is mixed use and provides ample access to the local KCATA transit routes, include the Main Street MAX. • Truman Sports Complex • Downtown Raytown -The recently completed downtown plan for Raytown is supportive of increased transit and incorporates a station development. • Greenwood • Pleasant Hill • River Market District – This area is mixed use and provides ample access to local KCATA transit routes, including the Main Street MAX. • Blue Ridge Crossing (the site of the former Blue Ridge Mall) • Downtown Independence • Downtown Blue Springs - The recently completed downtown plan for Blue Springs is supportive of increased transit and incorporates a station development.

Tools to Maintain or Increase the Share of Affordable Housing in Station Areas	Community Benefit Fund- Half of funding generated from Incentive backed development directed to affordable housing Affordable housing trust fund	KCMO Plan has Affordability and Housing section, The plan indicates different incentives and tax abatements for creating affordable housing. Transit oriented Community Development: TOCD- Promoting Transit Supportive development with a focus on affordable housing (10% affordable) The plan also has Displacement Mitigation and Community development and revitalization sections - Incentives, proper infrastructure provisions	Mandatory inclusionary zoning policy requiring 20+ units, within overlay zones there is a affordable density bonus Affordable housing Trust Fund II2040- Foster Increased density in developments that are closer to centers and neighborhood commercial areas.	No Data Found	County Sponsored Housing Programs- housing assistance Absence of Transit Linked Housing Incentives- No inclusionary zoning, density bonuses, or affordable-housing funds linked to transit proximity in county land use policy
Remarks	UGWC has robust policy framework, financial tools and good integration with KS, It has zoning overlays and inbuilt policies ready for BRT	Kansas already has done a lot of work with transit supporting development because it has a well developed KC Streetcar and BRTS system. It also has good integration and connection with MARC, KCATA and KCMO	It does have a few policies- but proper zoning inclusions related to TOD/BRTS/Density can be included. Zoning reform is limited. Affordable housing and finance/ incentive policies are weakly related to Transit supportive developments.	Sugar creek does not have any overlay or transit supportive zoning codes. No active planning around transportation or walkability. No public policies or incentives that support compact or mixed use development.	Jackson county controls major corridors, and supports regional mobility initiatives with MARC and KCATA. It does not have county wide TOD zoning or overlay policy. Housing efforts are not clearly linked to transit. It still needs to develop proper policy guidelines for it to be ready for BRTS
Recommendations	Ready- Strong Zoning, Affordable Housing Initiatives, Incentives, Demonstrated Transit supportive development	Ready- Model TOD, Already has a BRT System, Strong Zoning, Affordable Housing Initiatives, Incentives, Demonstrated Transit supportive development	Moderate- Some zoning reforms, limited incentives, early stages in Transit supportive development	Not Ready: No zoning support, planning tools or incentives- Need to update zoning codes that allow densification, mixed use, and eTOD initiatives	Moderate: Has a lot of county level support through KCATA, MARC. Still need proper policies that cater to affordable housing, incentives and infrastructure needs if a BRTS is developed here.

Sources:	Zoning Code CID, NID, TIF and Economic Development Sales Tax Missouri Department of Transportation KCATA committee approves plans for \$52.5M apartment prr DIVISION 12. - MAJOR STREET SYSTEM Code of Ordinance Incentives UG Unanimously Adopts a Community Benefits Ordinance UG approves new funding source for affordable housing, ch PlanKCK Planning & Urban Design State Avenue_DRAFT Report_Aug08.indd Background Midtown Station Site Vision	Transit Oriented Development (TOD) Policy CITY OF KANSAS CITY OFFICIAL WEBSITE ARTICLE II. - COMPLETE STREETS Code of Ordinances Kansas City, MO Municode Library Build America Bureau Codes and Ordinances CITY OF KANSAS CITY OFFICIAL WEBSITE Smartmoves 3.0 Mobility KC Spirit Playbook Playbook_Handout_FINAL.pdf KC Spirit Playbook KC Streetcar Main Street Extension TOCD Homepage KCATA PROJECTS KCATA	https://independence.novusagenda.com/agendapublic/AttachmentViewer.ashx?AttachmentID=36350&ItemID=17431 Economic Development Policy 2023.pdf Mini TOC: ARTICLE 9. - SPECIAL PURPOSE AND OVERLAY ZONING DISTRICTS Code of Ordinances Independence, MO Comprehensive Plan and Other Studies City of Independence, MO Imagine Independence Comprehensive Plan 2040 by cityofindepmo - Issuu West Central Independence Overlay District Information Center City of Independence, MO	https://www.jacksonmo.org/DocumentCenter/View/328/Jackson-Citywide-Transportation-Plan-2018-PDF Jackson-Citywide-Transportation-Plan-2018-PDF Project Documents Jackson County Transportation System
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Program	Type	Agency	Purpose / Goals	Applicant Eligibility	Eligible Use of Funds	Terms	Additional Requirements/ Notes	Funding Cycle (Deadline)	Eligible Project Types	Potential Applicants	Contact / More Information
Better Urban Investments to Leverage Development (BULD) Grant Program	Federal	US Department of Transportation	For investments in surface transportation that will have a significant local or regional impact.	States and the District of Columbia, territories, local governments, public agencies; special purpose district or public authority with a transportation function, including a port authority. Federally recognized Indian Tribe, transit agency, multi-State or multi-jurisdictional group of entities that are separately eligible.	1. Capital Projects-surface transportation capital projects within the US or any territory or possession of the US that including but not limited to: a. Highway, bridge, or other road projects eligible under title 23, USC; b. Public transportation projects eligible under chapter 53 of title 49, USC; c. Passenger and freight rail transportation projects; d. Port infrastructure investments; e. Surface transportation components of an airport; f. Intermodal projects; g. Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the BULD program h. Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government. i. Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program 2. Planning Projects a. Planning, preparation, or design of eligible surface transportation capital projects. b. Development of master plans, comprehensive plans, transportation corridor plans, and integrated economic development, land use, housing, and transportation plans c. Planning activities related to the development of a multimodal freight corridor d. Development of port and regional port planning e. Risk assessments	Grants not less than \$5 million in urban areas and \$1 million in rural areas. Maximum award is \$25 million. Federal share up to 80% for urban and 100% for rural areas of persistent poverty and historically disadvantaged communities. There is no minimum award size, regardless of location, for planning grants.	Variations of the grant opportunity have existed since 2009: TIGER, RAISE, and BUILD.	Deadline for FY2024 was Jan. 30, 2025. Anticipate similar timing in 2026.	• Rolling Stock • Transit Stops/Stations • Land Acquisition • Walking/Biking Infrastructure • EV Infrastructure • Transit Oriented Development • Park and Ride • Wayfinding • Intelligent Transportation Systems • Streetlights • On-Site Power Generation • Transit Kiosks • Benches	• Mid-America Regional Council • Kansas City Area Transit Authority • Unified Government of Wyandotte County, KS • Kansas City, MO • City of Independence, MO • Jackson County, MO	Bill.Towers@dot.gov
Bus and Bus Facilities Program	Federal -- State	Federal Transit Administration	Federal funding available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.	Public agencies or private nonprofit organizations engaged in public transportation.	Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment; to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Additionally, a 5% of a request may be for workforce development training, and an additional 0.5% may be for training at the National Transit Institute. Applicants proposing any project related to zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan, unless the applicant certifies that their financial need is less.	\$390,046,923 in competitive grants is available in FY2025. Federal share is 80%, although may be greater if project aligns with the ADA and the Clean Air Act.	Funding is available through both formula allocations to states and competitive grants. Additional information is available on the KDOT website at https://www.kdot.gov/Home/Components/StateDirectory/StateDirectory/2764602?wddid=13925	Currently cycle closes on July 15, 2025. Anticipate similar timing in 2026.	• Rolling Stock • Transit Stops/Stations • Land Acquisition • Walking/Biking Infrastructure • EV Infrastructure • Transit Oriented Development • Park and Ride • Wayfinding • Intelligent Transportation Systems • Streetlights • On-Site Power Generation • Transit Kiosks • Benches	• Mid-America Regional Council • Kansas City Area Transit Authority • Unified Government of Wyandotte County, KS • Kansas City, MO • City of Independence, MO • Jackson County, MO	Kristen Ward Bauer, FTA FTALaw@busa.NCFO@dps.gov 202-366-2063 Rene Hart, KDOT 785-296-8993
Capital Investment Grants (CIG)	Federal	US Department of Transportation	The Federal Transit Administration's primary financial resource for supporting transit capital projects that are locally planned, implemented, and operated	State and local governments, and public transportation agencies	Depending on the project type (New Starts, Small Starts, or Core Capacity), eligible activities include: • Design and construction of new or extended fixed guideway systems (e.g., rail, BRT) • Corridor-based BRT projects that emulate rail features • Capacity improvements of existing transit corridors (must increase capacity by at least 10%) Projects must go through a multi-step development process and receive at least a "Medium" rating from FTA based on project justification and local financial commitment.	Maximum federal share is 80% and limited to 60% for New Starts.	Recommendations of funding based on a number of factors, including: • the "readiness" of the project for capital funding, • the project's overall rating, • geographic equity, and • the amount of available funds versus the number and size of the projects in the pipeline.	Project sponsors can enter the process at any time, but they must complete specific phases before receiving a construction grant • New Starts & Core Capacity: Must complete both Project Development and Engineering phases. • Small Starts: Must complete the Project Development phase only.	• Rolling Stock • Transit Stops/Stations • Land Acquisition • Walking/Biking Infrastructure • EV Infrastructure • Transit Oriented Development • Park and Ride • Wayfinding • Intelligent Transportation Systems • Streetlights • On-Site Power Generation • Transit Kiosks • Benches	• Mid-America Regional Council • Kansas City Area Transit Authority • Unified Government of Wyandotte County, KS • Kansas City, MO • City of Independence, MO • Jackson County, MO	FTA.CIG@dot.gov 202-366-4043
Community Challenge	Private	AARP	Small grants that helps communities make immediate improvements and jump-start long-term progress in support of residents of all ages.	Nonprofits, government entities and other types of organizations considered on a case-by-case basis.	Projects that improve communities with tangible change, leverage funds from other sources, advance change and overcome policy barriers and lead to new relationships and greater awareness and engagement. A range of transportation and mobility options that increase connectivity, walkability, bikeability and access to public and private transit is eligible.	Grants not to exceed \$25,000.	Planning activities not eligible.	Annually, typically in March.	• Transit Stops/Stations • Walking/Biking Infrastructure • EV Infrastructure • Transit Oriented Development • Wayfinding • Intelligent Transportation Systems • Streetlights • On-Site Power Generation • Transit Kiosks • Benches	• Mid-America Regional Council • Kansas City Area Transit Authority • Unified Government of Wyandotte County, KS • Kansas City, MO • City of Independence, MO • Jackson County, MO	CommunityChallenge@AARP.org
Congestion Mitigation Air Quality Improvement Program	Federal -- State	Mid-America Regional Council	Grant funds for transportation projects that improve air quality.	State, local government and transportation agencies located within the region's air quality planning boundary — Johnson and Wyandotte counties in Kansas, and Clay, Jackson, and Platte counties in Missouri.	Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard with a high level of effectiveness in reducing air pollution. The project or program must be included in MARC's current transportation plan and transportation improvement program.	20% local match is required.	This grant program has been available for many years, although the future status of the program is unknown.	In 2024, preapplications were accepted to April 5 with a full application deadline of July 26.	• Rolling Stock • Transit Stops/Stations • Land Acquisition • Walking/Biking Infrastructure • EV Infrastructure • Transit Oriented Development • Park and Ride • Wayfinding • Intelligent Transportation Systems • Streetlights • On-Site Power Generation • Transit Kiosks • Benches	• Mid-America Regional Council • Kansas City Area Transit Authority • Unified Government of Wyandotte County, KS • Kansas City, MO • City of Independence, MO • Jackson County, MO	Mid-Atlantic Regional Council mrcinfo@marc.org 816-466-1019
Cork Shore Program	State	Kansas Department of Transportation	To improve safety, support job retention and growth, improve access or mobility, relieve congestion and help areas across the state improve the transportation system.	Projects typically will be administered by a local unit of government. Non-governmental applications also will be considered.	Can fund a wide range of highway, local road, bridge, rail, airport, bicycle, pedestrian and public transit projects. Projects should include investments providing transportation benefits that are not eligible for other KDOT programs. Candidate projects may receive additional consideration if they support economic growth or aid in the retention or recruitment of business.	Maximum grant is \$1 million. Must provide 15% match.	Construction-only funding. Preliminary engineering, utility costs, etc. are ineligible to be reimbursed. \$6 million total was available in the Spring 2025 round.	Twice per year, generally in the Fall and in the Spring	• Transit Stops/Stations • Walking/Bik Infrastructure • Transit Oriented Development	• Mid-America Regional Council • Kansas City Area Transit Authority • Unified Government of Wyandotte County, KS	Michelle Needham michelle.d.needham@ks.gov 785-296-1339
Economic Development Program	State	Kansas Department of Transportation	To create new jobs and encourage capital investment in Kansas by helping land transportation improvements that will recruit new businesses and encourage growth of existing businesses.	Local governments, often in partnership with private business.	Any transportation improvement that can be shown to support job growth and capital investment in the State. All transportation modes are eligible, including roadway (on and off the state system), rail, airport, and public transit. Typical projects include access roads, linking lanes and rail spurs. The new or expanding business must be non-speculative. This program is not intended for improvements for future business recruitment. Other basic infrastructure must be in place or imminent such as water and other utilities. Improvement projects must create new jobs and capital investment in Kansas, not transferring business from one part of the state to another.	25% match required. Annual funding for the program is \$20 million.	Must reach out to Michelle Needham to receive an application.	Ongoing	• Rolling Stock • Transit Stops/Stations • Land Acquisition • Walking/Biking Infrastructure • EV Infrastructure • Transit Oriented Development • Park and Ride • Wayfinding • Intelligent Transportation Systems • Streetlights • On-Site Power Generation • Transit Kiosks • Benches	• Kansas City Area Transit Authority • Unified Government of Wyandotte County, KS	Michelle Needham michelle.d.needham@ks.gov
Ecohouse Legacy Transportation Program (ELE)	State	Kansas Department of Transportation	A 10-year initiative designed to modernize Kansas' transportation system, moving people, freight, and technology efficiently. Developed with input from Kansans and approved by the 2020 Legislature, KLE aims to preserve the existing system while addressing current and future challenges.	Local units of government. Non-governmental applications with a local government partner will also be considered. Educational institutions may apply without any partners necessary.	Projects that address an important transportation need such as promoting safety, improving access or mobility, and implementing new transportation technology. "Innovative technology" is defined as any technology that does not currently exist in the local community of the project. All transportation system projects are eligible, including roadway (on and off the state system), rail, aviation, unmanned aerial systems (UAS), bicycle/pedestrian, public transit, software, and technology infrastructure.	\$2 million available per fiscal year. No project will be awarded more than \$1million per cycle. A minimum of 25% non-state cash match is required.	Kansas has a 10-year funding structure with a total of \$12.5 Bليون allocated.	KLE uses a two-year rolling program. To have a project considered for the KLE program, communities should: • Clearly identify the problem they aim to solve. • Engage in discussions with local partners before the Local Consult process. • Maintain flexibility and creativity in project proposals. Start with submitting a Project Concept Form, after review, KDOT will send the applicant an application.	• Rolling Stock • Transit Stops/Stations • Land Acquisition • Walking/Biking Infrastructure • EV Infrastructure • Transit Oriented Development • Park and Ride • Wayfinding • Intelligent Transportation Systems • Streetlights • On-Site Power Generation • Transit Kiosks • Benches	• Mid-America Regional Council • Kansas City Area Transit Authority • Unified Government of Wyandotte County, KS	EL@ks.gov
EV Charging Rebate - Everts	Private	Eversgy	The EV Charging Rebate can significantly reduce the upfront cost of installing charging stations as well as rate reductions for Eversgy customers.	Businesses and government agencies.	Rebates of \$60,000 per site of fleet level 2 ports up to 10 ports. Rates may also be reduced if fleets are charged during off hours.	Projects must be preapproved before equipment is purchased or installed to qualify for the rebate. Charges should not be intended for public or employee-owned vehicle charging. Charges must be separately metered and on the Business EV Rate Plan, and charging equipment must be selected from an approved For Solar Service Agreements (SSAs). Every pays for the cost and upkeep of the solar equipment. The customer pays the SSA monthly or annually. The agreements cover all maintenance, inspection and monitoring for a full 20-year term. To own the system, Eversgy will install equipment, handle permitting and site management for cost.		Applications accepted all year.	• EV Infrastructure	• Mid-America Regional Council • Kansas City Area Transit Authority • Unified Government of Wyandotte County, KS • Kansas City, MO • City of Independence, MO • Jackson County, MO	Wynne@Victorias@resourcesinnovations.com 816.887.7362
Energy Energy Solutions	Private	Eversgy	Commercial solar services to non-residential clients in the Energy service area.	Governments, businesses and non-profits	Eligible projects include solar canopy, large-scale rooftop system or a ground-mounted array.			No deadline	• On-Site Power Generation	• Mid-America Regional Council • Kansas City Area Transit Authority • Unified Government of Wyandotte County, KS • Kansas City, MO • Jackson County, MO	evergyenergysolutions@evergy.com
Greater Kansas City Community Foundation	Local	Greater Kansas City Community Foundation	To improve the quality of life in Greater Kansas City by increasing charitable giving, educating and connecting donors to community needs they care about, and leading on critical community issues.	Traditionally nonprofits but local governments are eligible in some instances.	The Greater Kansas City Community Foundation supports donor-advised funds, corporate foundations and private foundations to support causes in the region.	Private foundation grants are typically smaller and involve fewer administrative requirements.		N/A	• Rolling Stock • Transit Stops/Stations • Land Acquisition • Walking/Biking Infrastructure • EV Infrastructure • Transit Oriented Development • Park and Ride • Wayfinding	• Mid-America Regional Council • Kansas City Area Transit Authority • Unified Government of Wyandotte County, KS • Kansas City, MO • City of Independence, MO • Jackson County, MO	grants@growingspring.org 816.627.3452

Industry Community Grant Program	Private	People For Bikes	Small grants that support bicycle infrastructure projects and targeted initiatives that make it easier and safer for people of all ages and abilities to bike.	Nonprofit, government entities and small businesses	- Costs related to the development of permanent bike infrastructure, including trails, shared-use paths, bike paths, pump tracks, bicycle playgrounds, boardwalks, and protected bike lanes. - Costs related to "quick build" or "demonstration" projects, provided that any temporary infrastructure is part of a strategy to subsequently develop permanent infrastructure. - Land or easement acquisition costs for bike infrastructure. - Events or programs that support cultural acceptance and support of specific planned or recently constructed bike infrastructure projects, like "bike buses" or "community bike rides." Such events or programs must show a connection between the event and organizing for permanent infrastructural improvements and must show a likelihood of permanence beyond the term of the grant.	\$5,000 to \$10,000 grants		Funding opportunity usually opens in September each year with grants awarded in January. 1:0 is are	- Land Acquisition - Walking/Biking Infrastructure	- Mid-America Regional Council - Kansas City Area Transit Authority - Unified Government of Wyandotte County, KS - Kansas City, MO - City of Independence, MO - Jackson County, MO	infrastructure@peopleforbikes.org
Innovative Technology Program	State	Kansas Department of Transportation	The Innovative Technology Program provides financial assistance to partners for innovative technology projects that improve safety, leverage state funds to increase total technology investment and help both rural and urban areas of the state improve the transportation system.	Projects typically will be administered by a local unit of government. Non-governmental applications with a local government partner will also be considered. Educational institutions may apply without any partners necessary.	Projects that address an important transportation need such as promoting safety, improving access or mobility, and implementing new transportation technology. Innovative technology is defined as any technology that does not currently exist in the local community of the project. All transportation system projects are eligible for funding (on and off the state system), rail, aviation, unmanned aerial systems (UAS), bicycle/pedestrian, public transit, software, and technology infrastructure.	20% match required. No project will be awarded more than \$1M per fiscal year. Funds are for reimbursement only.	Candidate projects should include investments that provide transportation benefits and are not eligible for other KDOT programs. Candidate projects may receive additional consideration if they support economic growth, aid in the retention or recruitment of business or add value to a KDOT project.	Applications typically due in November. A Project Concept Form must be submitted prior to an application. Once KDOT has reviewed the concept, an application will be sent to the applicant.	Intelligent Transportation Systems	- Kansas City Area Transit Authority - Unified Government of Wyandotte County, KS	Matt Sommer Innovative Technologies Manager, Bureau of Innovative Technologies Matt.Sommer@ksdot.gov 785-296-6937
IPL Commercial/Industrial Rebate Program	Local	Independence Power & Light (IPL)	Rebates for energy saving projects.	Business and industrial customers	Solar and wind turbine projects	Business and industrial customers are eligible for a maximum of \$20,000, or 30% of the total project (whichever is less), per program year.	This is the municipal electric utility	No deadline	On-Site Power Generation	City of Independence, MO	816-325-7485, IPL.CustomerPrograms@independence.org
Low or No Emission Grant Program	Federal -- State	Federal Transit Administration	Grant funding to support the purchase of or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.	Direct or designated recipients of FTA grants, States, local governmental authorities, and Indian Tribes.	- Purchasing or leasing low- or no-emission buses - Acquiring low- or no-emission buses with a leased power source - Constructing or leasing facilities and related equipment (including intelligent technology and software) for low- or no-emission buses - Constructing new public transportation facilities to accommodate low- or no-emission buses - Rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses Additionally 0.5% of a request may be for workforce development training and an additional 0.5% may be for training at the National Transit Institute (NTI). Applicants proposing any project related to zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan, unless the applicant certifies that their financial need is less.	\$1.1 billion in competitive grants is available in FY2025. Federal share is 80%, although may be greater if project aligns with the ADA and the Clean Air Act.	All applicants proposing a zero-emission project, including bikes requesting less than \$1 million, are required by law to submit a Zero-Emission Fleet Transition Plan.	Currently open with a deadline of July 14, 2025. Anticipate similar timing in 2026.	- Rolling Stock - Transit Stops/Stations - EV Infrastructure - Park and Ride - Wayfinding - Intelligent Transportation Systems - Streetslights - On-Site Power Generation - Transit Kiosks - Benches	- Mid-America Regional Council - Kansas City Area Transit Authority - Unified Government of Wyandotte County, KS - Kansas City, MO - City of Independence, MO - Jackson County, MO	Kristen Ward Bauer Office of Program Management FTALaw@dot.gov/KDOT.gov 202-366-2063
Pilot Programs for Transit Corridor Development Planning	Federal	US Department of Transportation	Funding for local communities to integrate land use and transportation planning with a new level of roadway or core capacity transit capital investment.	State and local governments, Federally Recognized Tribes and Affiliated Groups, planning and project organizations, U.S. Territories	Comprehensive planning funded through the program must examine ways to improve economic development and mobility, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.	FY2024 grant awards ranged from \$300,000 to \$2 million. The maximum Federal cost share is 80 percent.	Comprehensive planning funded through the pilot program must examine ways to improve economic development and mobility, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.	Unknown. The FY 2024 funding deadline was July 22, 2024.	Walking/Biking Infrastructure	- Mid-America Regional Council - Kansas City Area Transit Authority - Unified Government of Wyandotte County, KS - Kansas City, MO - City of Independence, MO - Jackson County, MO	April McLean-McCoy, FTA Office of Planning and Environment, April.McLean-McCoy@dot.gov, 202-366-4729
Public Works Program	Federal	US Economic Development Administration (EDA)	Provides grants to economically distressed areas for public works projects that promote economic development, create long-term jobs, and/or benefit low-income persons or the long-term unemployed.	State, county, city, or other political subdivision of a State, including a special purpose unit of a State or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions. Public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a State.	Public Works: Construction and/or infrastructure projects that meet the needs of communities to enable them to become more economically competitive. Examples include (but not limited to) infrastructure improvements projects (roadwork/infrastructure) in support of business / economic development, industrial parks, high-tech shipping and logistics facilities, brownfield redevelopment, multi-tenant manufacturing facilities, and telecommunications infrastructure and development facilities.	50% of total project costs, up to \$3,000,000.	Must align with regional Comprehensive Economic Development Strategy (CEDS) document. Work with the official Regional Development Organization	Ongoing	- Rolling Stock - Transit Stops/Stations - Land Acquisition - Walking/Biking Infrastructure - EV Infrastructure - Transit Oriented Development - Park and Ride - Wayfinding - Intelligent Transportation Systems	- Mid-America Regional Council - Kansas City Area Transit Authority - Unified Government of Wyandotte County, KS - Kansas City, MO - City of Independence, MO - Jackson County, MO	EDA Regional Office Mark Werthman werthman@eda.gov 703-626-6182
Recreational Trail Program Grants	Federal -- State	Missouri State Parks	Federal funding to help states provide and maintain trails and trail-related facilities for both motorized and non-motorized recreational use.	Local and state governments, school districts, and nonprofit organizations.	- Restoration of existing recreational trails. - Development and rehabilitation of trails and trail-related facilities for recreational trails. - Construction of new recreational trails (with restrictions for new trails on Federal lands). - Acquisition of easements and property for recreational trails or recreational trail corridors. - Assessment of trail corridors for accessibility and maintenance.	Maximum amount awarded is \$200,000, with a minimum of 20% match.	Projects must align with the Missouri Statewide Comprehensive Outdoor Recreation Plan (SCORP).	The next funding cycle is anticipated to open December 2025.	Walking/Biking Infrastructure	- Mid-America Regional Council - Unified Government of Wyandotte County, KS - Kansas City, MO - City of Independence, MO - Jackson County, MO	hwgrants@dm.mo.gov 913-522-8773
Recreational Trail Program Grants	Federal -- State	Kansas Department of Wildlife and Parks	Federal funding to help states provide and maintain trails and trail-related facilities for both motorized and non-motorized recreational use.	Non-profit organizations, municipal agencies, state agencies, federal agencies, Tribal governments, and other governmental entities with oversight of trail development.	- Restoration of existing recreational trails. - Development and rehabilitation of trails and trail-related facilities for recreational trails. - Construction of new recreational trails (with restrictions for new trails on Federal lands). - Acquisition of easements and property for recreational trails or recreational trail corridors. - Assessment of trail corridors for accessibility and maintenance.	No maximum amount listed but requires 20% match.	Projects must align with the Kansas Statewide Comprehensive Outdoor Recreation Plan (SCORP).	Last funding cycle closed on November 15, 2024; anticipate similar timing in 2025.	Walking/Biking Infrastructure	- Mid-America Regional Council - Unified Government of Wyandotte County, KS - Kansas City, MO - City of Independence, MO - Jackson County, MO	Cherie Riffley 620-672-9911
Regional Infrastructure Accelerator (RIA) Program	Federal	US Department of Transportation	RIA cooperative agreements assist entities in developing improved infrastructure priorities and financing strategies for the accelerated development of a project that is eligible for funding under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit	State, multi-state, county, municipalities, MPOs, regional transportation planning organizations, Tribal governments, and others.	- Studies and analysis, including feasibility, market analysis, project costs, cost-benefit analysis, value for money, public benefit, economic assessments, and environmental reviews. - Revenue forecasting, funding and financing options analyses, application of best practices, innovative financing/government, and public-private partnerships, where appropriate. - Preliminary engineering and design work. - Statutory and regulatory compliance analyses. - Assessment of opportunities for private financing, project bundling and/or phasing.	The Bureau anticipates providing grants in the range of \$875,000 to \$2 million.	Funding will be provided for a period of two years with an option of a third year. A total of \$20 million is available for this Program.	June 16, 2025 deadline. Anticipate similar timing for 2026.	Planning for all projects	- Kansas City Area Transit Authority - Unified Government of Wyandotte County, KS - Kansas City, MO - City of Independence, MO - Jackson County, MO	Program Manager Carl Ringgald, Carl.Ringgald@dot.gov
Safe Streets and Roads for All	Federal	US Department of Transportation	To support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation; personal conveyance, and micromobility users; motorists; and commercial vehicle operators.	Metropolitan planning organizations, Political subdivisions of a State or territory (e.g., cities, towns, counties), Federally recognized Tribal governments, and A multijurisdictional group of entities of the aforementioned three types of entities.	Develop a comprehensive safety action plan (Action Plan). Conduct supplemental safety planning to enhance an Action Plan. Carry out demonstration activities to inform the development of or an update to, an Action Plan. Perform planning, design, and development activities for projects and strategies identified in an Action Plan. Transport operators and management	Up to 80% of project costs with the following minimums and maximums: Planning and Demonstration Grants: minimum of \$100,000 and maximum of \$10,000,000. Implementation Grants: minimum of \$2,500,000 and maximum of \$25,000,000.	If applying for an implementation grant, the applicant needs to have a qualified comprehensive safety action plan	Annual program, typically in June.	- Any safety related component that is identified in the area's Comprehensive Safety Action Plan, i.e.: - Walking/Biking Infrastructure - Intelligent Transportation Systems - Streetslights	- Mid-America Regional Council - Unified Government of Wyandotte County, KS - Kansas City, MO - City of Independence, MO - Jackson County, MO	Paul Teicher SS4A@dot.gov 202-368-4114
Section 5310 Program	Federal -- State	Mid-America Regional Council	Grant funds to support transport of older adults and people with disabilities where public transportation services are unavailable, insufficient or inappropriate.	Private, nonprofit organizations, state or local government agencies that are approved by a state to coordinate services for seniors and individuals with disabilities or certify that there are no nonprofit organizations readily available in the area to provide the service; public transportation operators including private operators.	- Capital or operating expenses that provide transportation to older adults and persons with disabilities where transportation services are unavailable, insufficient or inappropriate. - Example projects include: - Buses and vans. - Volunteer driver programs. - Transit-related information technology systems, including scheduling, routing and one-call systems. - Mobility management programs. - Acquisition of transportation services under a contract, lease or other arrangement.	The federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating expenses. The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100-percent federal share.	Section 5310 funds are available to the states and designated recipients during the fiscal year of apportionment plus two additional years (total of three years).	In 2024, the deadline for applications was July 19.	- Rolling Stock - Transit Stops/Stations - Walking/Biking Infrastructure - Park and Ride - Wayfinding - Intelligent Transportation Systems - Streetslights - Transit Kiosks - Benches	- Mid-America Regional Council - Kansas City Area Transit Authority - Unified Government of Wyandotte County, KS - Kansas City, MO - City of Independence, MO - Jackson County, MO	Mid-Atlantic Regional Council, marcinfo@marc.org , 816-474-4240
Statewide Transportation Assistance Revolving (STAR) Fund	State	Missouri Department of Transportation	Loans for non-highway transportation projects.	Any political subdivision of Missouri or to any public or private not-for-profit organization or entity involved in eligible transportation projects serving a public purpose other than highways.	- Planning, acquisition, development and construction of facilities for transportation by air, water, light, or transit. - Purchase of vehicles for the transportation of elderly or disabled persons. - Purchase of rolling stock for transit purposes.	Dollar amount is dependent upon the amount of capital available, other demands for capital at the time of the loan application and the amount needed for the project.	Since its inception, this program has been primarily used to help local airports finance improvements not eligible for federal or state grant programs. This includes hangar, terminal building, and fuel facility projects. The program also assisted in financing a multimodal facility in St. Louis to bring together passenger rail, light rail, and public transit modes.	Applications are received and reviewed throughout the fiscal year.	- Rolling Stock - Transit Stops/Stations	- Kansas City, MO - City of Independence, MO - Jackson County, MO	Statewide Transportation Assistance Revolving (STAR) Fund
Surface Transportation Block Grant Program	Federal -- State	Mid-America Regional Council	Federal funds for roadway projects on the federal highway system, capital improvements for public transportation and other multimodal projects.	State, local government and transportation agencies located within MARC's MPO boundary.	- Bridge restoration and rehabilitation - Bicycle and pedestrian - Livable communities pilot projects and other - Public transportation - Roadway capacity - Transportation operations and management	Typically, 20% local match is required.	The grant program was established in 2015, but current status is unknown.	In 2024, preapplications were accepted to April 5 with a full application deadline of July 26.	- Rolling Stock - Transit Stops/Stations - Land Acquisition - Walking/Biking Infrastructure - EV Infrastructure - Transit Oriented Development - Park and Ride	- Mid-America Regional Council - Kansas City Area Transit Authority - Unified Government of Wyandotte County, KS - Kansas City, MO - City of Independence, MO - Jackson County, MO	Mid-Atlantic Regional Council, marcinfo@marc.org , 816-474-4240
Surface Transportation Block Grant Program and Transportation Alternatives Set Aside	Federal -- State	Mid-America Regional Council	Funding for a variety of smaller-scale transportation projects that address the needs of non-motorized transportation users.	State, local government and transportation agencies located within MARC's MPO boundary.	- On-road and off-road trail facilities for pedestrians, bicyclists and other nonmotorized forms of transportation. - Infrastructure-related projects and systems that provide safe routes for nonmotorists to access daily needs. - Conversion and use of abandoned railroad corridors for trails - Construction of turnouts, overlooks and viewing areas - Community improvement activities - Environmental friendly activities - Recreational trails program - Safe routes to school program	Typically, 20% local match is required.	Grant program first established in 1992, but current status is unknown.	In 2024, preapplications were accepted to April 5 with a full application deadline of July 26.	Walking/Biking Infrastructure	- Mid-America Regional Council - Kansas City Area Transit Authority - Unified Government of Wyandotte County, KS - Kansas City, MO - City of Independence, MO - Jackson County, MO	Mid-Atlantic Regional Council, marcinfo@marc.org , 816-474-4240

Unfunded Area Formula Grants (UFG)	Federal → State	Federal Transit Administration	Federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas.	Funding for urbanized areas with a population of 200,000 or more is made available to designated recipients that are public bodies with the legal authority to receive and disperse federal funds. For urbanized areas with a population of 200,000 or more, governors, responsible local officials and providers of publicly owned public transportation service select a designated recipient to receive and apportion funds to eligible projects and recipients within the urbanized area.	Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware and software. In addition, associated transit improvements, workforce development activities, and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.	Funding is apportioned based on legislative formulas. For urbanized areas with a population of 200,000 or more, the formula is based on a combination of bus vehicle revenue miles, bus passenger miles, fixed guideway vehicle revenue miles, fixed guideway directional route miles, fixed guideway passenger miles, and operating expenses, as well as population, low-income population, and population density.	In FY24, Kansas City, KS received \$10,558,563 in funds. Kansas City, MO received \$3,274,896. Total for the area was \$23,833,459. Partial-year funding in FY25 has been received. KCOT provides the urban areas with the funds annually, which is allocated by formula based on population, ridership, and miles. The urban areas each have their own decision-making bodies that determine how the funds are prioritized and expended. It appears that KCATA receives the funds for the KC area.	Funds are available the year appropriated plus five years.	• Rolling Stock • Transit Signal/Station • Land Acquisition • Walking/Biking Infrastructure • EV Infrastructure • Transit Oriented Development • Park and Ride • Wayfinding • Intelligent Transportation Systems • Streetlights • On-Site Power Generation • Transit Kiosks • Benches	• Kansas City Area Transit Authority (technically, recipient, not applicant)	Office of Program Management, PJA, 202-366-2053
Urban Transportation Infrastructure Competitive Grants (UCIG)	Federal	US Department of Transportation	Funding for projects to provide safe and connected active transportation facilities in active transportation networks or active transportation systems.	State and local governments, Federally Recognized Tribes and Affiliated Groups, planning and project organizations, U.S. Territories	Planning, design, and construct of safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community or metropolitan region.	Federal share of 80%; 44.5 million was available in 2024.	Only one funding round was opened in FY23. No funding allocated in FY2024 and none is planned now.	Unknown	• Walking/Biking Infrastructure	• Mid-America Regional Council • Kansas City Area Transit Authority • United Government of Wyandotte County, KS • Kansas City, MO • City of Independence, MO • Jackson County, MO	Kerian Hall ATTN:UCIG grant 202-366-1333
Advanced Transportation Technology and Innovation Grants (ATIG)	Federal	US Department of Transportation	Provides awards to eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure resiliency on investment.	State or local governments, transit agencies, metropolitan planning organizations (MPOs), political subdivisions of a state or local government, multi-jurisdictional groups, and research or academic institutions.	• Advanced traveler information systems, advanced public transportation systems, transportation management technologies, and advanced transportation technologies to improve emergency evacuation and response by federal, state, and local authorities • Infrastructure maintenance, monitoring, and condition assessment • Transportation system performance data collection, analysis, and dissemination systems • Advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with autonomous vehicles, and other collision avoidance technologies, including systems using cellular technology • Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems • Integrated corridor management systems	80% of eligible costs up to \$12 million.	FY2024 applications were due Feb. 1, 2024. FY2025 application is not yet announced.	• Intelligent Transportation Systems • Transit Kiosks	• Mid-America Regional Council • Kansas City Area Transit Authority • United Government of Wyandotte County, KS • Kansas City, MO • City of Independence, MO • Jackson County, MO	Ryan J. Burk ATTN:ATIG grant 202-366-4229	
Alternative Fuel Vehicle Refueling Incentives (AFVRI)	Federal	Internal Revenue Service	A federal tax credit designed to encourage the adoption of alternative fuel vehicles by reducing the cost of installing refueling infrastructure.	Businesses, individuals, nonprofit and government agencies. The refueling or charging property must be installed in a low income community census tract or non-urban census tract.	A reduced emission level vehicle or plug-in electric vehicle used for transportation. The property must be used for business or domestic commuting but is not to recharge electric vehicle or sell as well as: • Be placed in service during the tax year • Have original use that began with the taxpayer • Be used primarily in the U.S. and U.S. territories • Be in an eligible census tract (as of January 1, 2023) • If for business or investment use, be depreciable property • If for personal use, be installed on property used as a main home	For qualified property placed in service of a business or organization from Jan. 1, 2023, to Dec. 31, 2032, the credit equals 30% of the cost of the property up to a maximum credit of \$100,000 per item (each charging port, fuel dispenser, or storage property).	Eligible tax exempt and government entities can claim the credit through elective pay, which functions similar to tax refund.	No deadline	• EV Infrastructure	• Mid-America Regional Council • Kansas City Area Transit Authority • United Government of Wyandotte County, KS • Kansas City, MO • City of Independence, MO • Jackson County, MO	816-897-7562, Benny.EVRefuels@Resource-Reviews.com
Urban Infrastructure Program	Federal → State	Mid-America Regional Council	Grant funding for projects designed to reduce transportation emissions, defined as carbon dioxide emissions, from on-road sources.	Cities, counties, public transit agencies and nonprofit organizations	• Traffic monitoring, management, and control facilities • Public transit projects • Bike, pedestrian, and non-motorized facilities and micro-mobility projects • Green infrastructure in transportation rights-of-way • Advanced transportation and congestion management technologies • Infrastructure-based intelligent transportation systems • Energy efficient street lighting and traffic control devices • Managing or reducing demand, including carpooling, teleworking, and transportation demand management strategies • Alternative fuel projects, including public EV charging, hydrogen, natural gas and propane fueling and zero-emission equipment and vehicle purchases • Projects to improve traffic flow that are eligible under the Congestion Mitigation and Air Quality program, and do not involve the construction of new capacity • Projects that reduce transportation emissions at port facilities, including EV infrastructure • Transit system projects	The total share for all eligible projects is 20%.	Former BIL funding allocated to states through 2026, it appears to be cancelled.	Unknown	• Rolling Stock • Transit Signal/Station • Land Acquisition • Walking/Biking Infrastructure • EV Infrastructure • Transit Oriented Development • Park and Ride • Wayfinding • Intelligent Transportation Systems • Streetlights • On-Site Power Generation • Transit Kiosks • Benches	• Mid-America Regional Council • Kansas City Area Transit Authority • United Government of Wyandotte County, KS • Kansas City, MO • City of Independence, MO • Jackson County, MO	
Charging and Fueling Infrastructure	Federal	US Department of Transportation	Fund the strategic deployment of publicly accessible EV charging infrastructure and hydrogen, propane and natural gas fueling infrastructure along designated alternative fuel corridors and in communities.	State Governments, Local Governments, Federally Recognized Tribes and Affiliated Groups, Planning and Project Organizations, Transportation Providers and Operators, U.S. Territories	This grant program has two tracks: Consider Charging: To deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors. Community Charging: To install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities.	Annual Program Minimum award is \$500,000. No Award Maximum Federal cost-sharing is up to 80 percent; applicant must provide the remaining 20 percent.	Community Charging grants will prioritize rural areas as well as low and moderate-income neighborhoods with low rates of private parking or high rates of on-street dwellings.	Typically June deadline.		CPGrants@dot.gov	
Clean Vehicles Competitive Grants (CVCG)	Federal	Internal Revenue Service	Tax credit for zero emissions that can be monetized for tax-exempt entities.	Businesses and tax-exempt entities including cities and counties	Transporters with a qualified facility and energy storage technology placed in service after Dec. 31, 2024 may claim a tax credit for installation of a new service. The base amount of the Clean Electric Investment Credit is 10 percent of the qualified investment. Credit is increased by up to: • 5 basis or up to 30% for facilities meeting prevailing wage and registered apprenticeship requirements. • 10 percentage points for facilities meeting certain domestic content requirements for steel, iron and manufactured products. • 10 percentage points if located in an energy community, meaning the area has experienced a coal plant closure or has a fossil-fuel economic base.	There is a direct-pay option that makes the tax credit accessible to low-income entities or businesses with lower tax liability. A joint-filing requirement is required for elective payments and transfers.	This tax credit has been targeted for cancellation by the Trump administration, but it is currently still in operation.	No deadline	• On-Site Power Generation	• Mid-America Regional Council • Kansas City Area Transit Authority • United Government of Wyandotte County, KS • Kansas City, MO • City of Independence, MO • Jackson County, MO	CVCG online information EV charging locations CVCG fact sheet
National Electric Vehicle Infrastructure (NEVI) Formula Program, Charge Up Kansas	Federal → State	Kansas Department of Transportation	U.S. DOT grant funding for states to strategically deploy EV charging stations	Cities, counties, Tribes, not-for-profit, private entities, utilities, groups of these entities	Projects must be related to vehicle charging and support public DC fast-charging infrastructure within 1 mile of a federally designated EV charging corridor (I-70, I-35, I-235, U.S. 400, and U.S. 63 from 170 north to the I-235 exit level).	Match requirements: 80% federal funding and 20% local cash match.	As a result of DOT Order 2100.7 titled "Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities," the NEVI program is undergoing significant review. With new program guidance pending, all State Electric Vehicle Infrastructure Development Plans, for all fiscal years, are suspended and new obligations of funding are suspended.	Funding currently paused.	• EV Infrastructure	• Mid-America Regional Council • Kansas City Area Transit Authority • United Government of Wyandotte County, KS	https://www.kdot.gov/about/press-releases/2024/04/ev-charging-charge-up-kansas
National Electric Vehicle Infrastructure Formula Program	Federal → State	Missouri Department of Transportation	U.S. DOT grant funding for states to strategically deploy EV charging stations	Not yet established	Not yet established	For fiscal years 2022-2026, Missouri will receive \$68.9 million of the \$5 billion NEVI formula funds to deploy electric vehicle charging infrastructure. NEVI funds will cover 80% of eligible project costs.	Not yet established and new federal funding is now paused.		• EV Infrastructure	• Mid-America Regional Council • Kansas City Area Transit Authority • Kansas City, MO • City of Independence, MO • Jackson County, MO	EV charging locations EV fact sheet
Strengthening Mobility and Revolutionizing Transportation	Federal	US Department of Transportation	Conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.	A State, a political subdivision of a State, a Tribal government, a public transit agency or authority, a public utility authority, a metropolitan planning organization, and a group of 2 or more eligible entities described above, applying through a single lead applicant.	Eligible project include: Coordinated automation Connected vehicle technologies Sensors Systems integration Delivery/logistics Innovative aviation Smart grid Traffic signals	USDOT expects to award up to 30 Stage 1 grants of up to \$2,000,000 per award. There is an anticipated total amount of \$200,000. The Department reserves the right to make more, or fewer, awards. Cost sharing or matching is not required for Stage 1 Planning and Prototyping.	USDOT received a total of 382 application submissions to the FY22 SMART Grants Program. The average amount of funding requested was \$1,541,134. Projects selected under the FY22 Stage 1 funding opportunity cut across technology areas and represent a variety of project types.	Annual program. Typically October deadline.		smart@dot.gov	