

A large cable-stayed bridge is silhouetted against a twilight sky with soft orange and blue clouds. A white semi-truck is crossing the bridge from left to right. The bridge's tall, A-frame pylon and numerous stay cables are prominent. The bridge spans a body of water, with some trees visible on the far bank.

# TRANSPORTATION IMPROVEMENT PROGRAM

Mid-America Regional Council  
Transportation Department

2022-2026



**MPO Self-Certification**

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fixing America's Surface Transportation Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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Michael MoriartyChief of Transportation Planning  
Kansas Department of Transportation

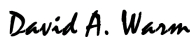
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# INTRODUCTION

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

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

## The Mid-America Regional Council

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

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

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

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

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

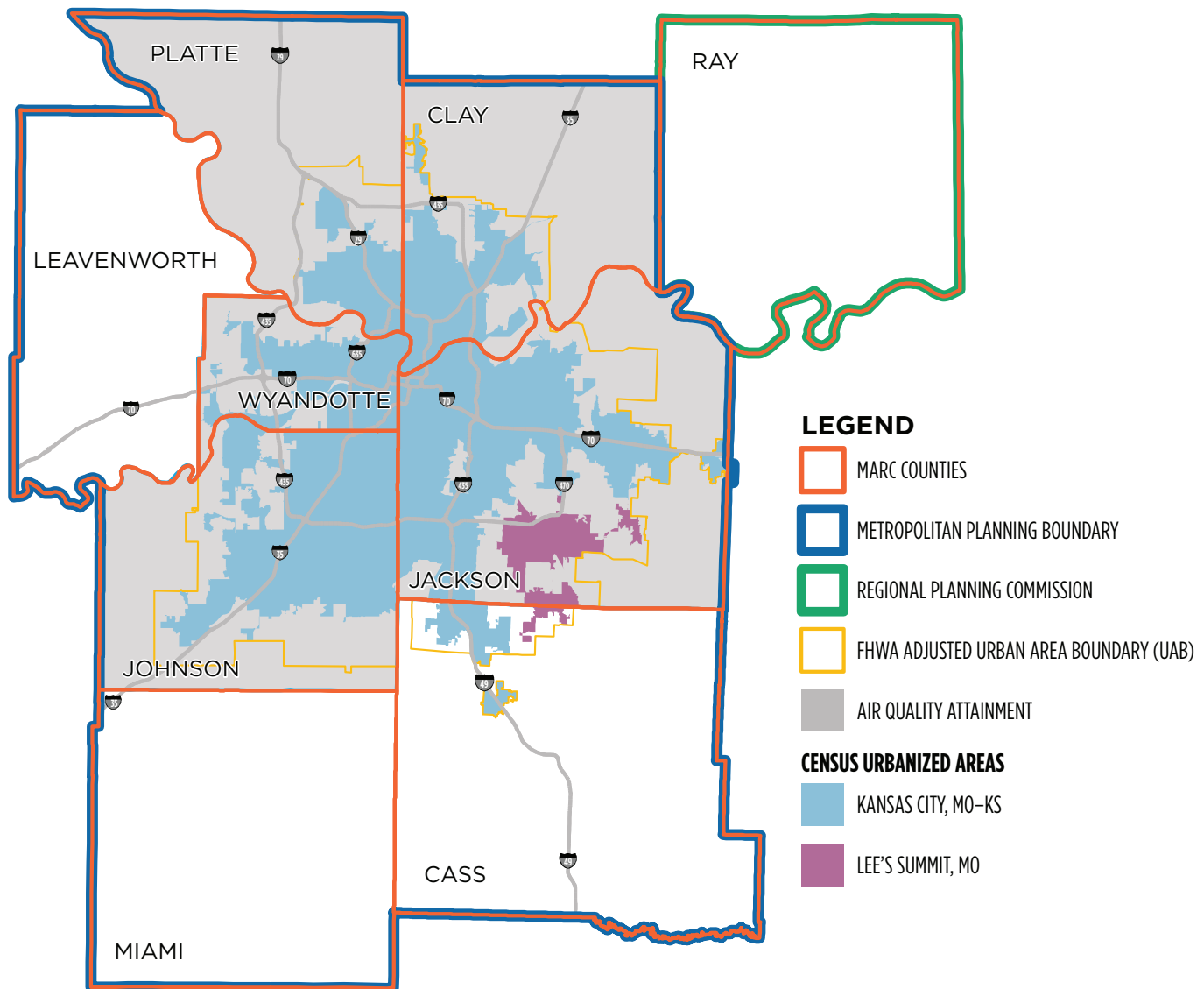
- A forum for addressing regional objectives and diverse community issues.
- Long-range planning and public policy coordination.
- Technical assistance and services that enhance the effectiveness of local government.

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

MARC serves as the MPO for the bistate Kansas City region. Its current planning jurisdiction consists of eight counties (Cass, Clay, Jackson and Platte counties in Missouri, and Johnson, Leavenworth, Miami and Wyandotte counties in Kansas), home to a population of approximately 1.99 million.



## MARC Regional Boundaries



portion of Lafayette County in Missouri and the entirety of Johnson, Leavenworth, Miami and Wyandotte counties in Kansas. This area encompasses a population of approximately 2.06 million people

### The Transportation Improvement Program (TIP)

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

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

achievable.

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

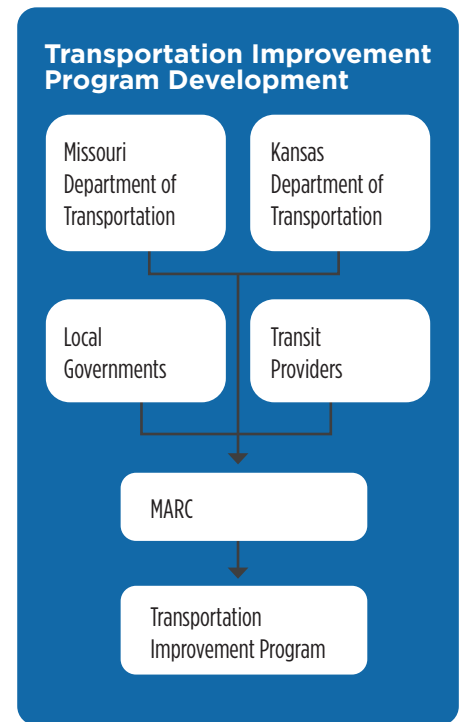
The TIP also includes specific listings for each project or phase (e.g., preliminary engineering or construction) that include:

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

### Relationship to the Transportation Planning Process

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

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



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

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

The current federal transportation law, the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94), extended through the Continuing Appropriations Act, maintains and expands the requirement first established under SAFETEA-LU — the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users law — to consider the following factors in the transportation planning process:

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

The 2022-2026 Transportation Improvement Program has been developed through a coordinated process consistent with the planning documents and factors described.

## The TIP and Public Involvement

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

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

## **The TIP and Financial Planning**

The TIP includes a financial plan that demonstrates how the approved projects and programs can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the projects and programs, and recommends any additional financing strategies for needed projects and programs. The financial plan of the 2022-2026 TIP was developed by MARC in cooperation with the Kansas and Missouri departments of transportation, local public transportation agencies and local government entities. Each funding program is financially balanced against available funds for FY 2022-2026.

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

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

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

## **The TIP and Performance Management**

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

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

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

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



## The TIP and Air Quality

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

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

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

## The TIP and Environmental Justice

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

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

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

## TIP Development and Maintenance

MARC, the Kansas and Missouri departments of transportation, the public transportation service providers serving the area, and other entities sponsoring surface transportation projects cooperatively developed the TIP for the Kansas City Metropolitan Planning Area. All of the cooperating entities have agreed that the TIP for the Kansas City metropolitan area will cover a five-year period; therefore, this TIP includes projects for 2022–2026.

A portion of the federal transportation funds received by the Kansas and Missouri departments of transportation is designated — or suballocated — for use in the Kansas City region. For the funding currently shown in the 2022–2026 TIP, MARC has used its established committee structure to develop priorities for these following suballocated metropolitan programs, as shown below:

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

### MARC Programming Process

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

|  |  |   |   |  |
|--|--|---|---|--|
| Air Quality Forum programs alternative fuel and outreach/other projects for Kansas and Missouri CMAQ funding | Active Transportation Programming Committee programs projects for Kansas and Missouri TAP and CMAQ bicycle/pedestrian projects | Regional Transit Coordinating Council programs projects for Kansas and Missouri CMAQ transit projects | Kansas and Missouri STP programs, CMAQ traffic flow projects and STPM | Mobility Advisory Committee recommends funding for FTA Section 5310 projects |
| Programming and recommendations are approved by MARC's Total Transportation Policy Committee                 |  |   |   |  |
| Programming and recommendations are approved by MARC's Board of Directors and incorporated into the TIP      |  |   |   |  |
| TIP is approved by Kansas, Missouri, and the U.S. departments of transportation                              |  |   |   |  |

The MARC Total Transportation Policy Committee (TTPC) approved the 2022–2026 TIP on Oct. 19, 2021. TTPC serves as the local decision-making, policy-development body related to multimodal transportation in the region. Members of TTPC include elected officials, representatives from the Kansas and Missouri departments of transportation, public transportation officials, and representatives from local governments. After the approval by TTPC, the MARC Board of Directors approved the TIP on October 26, 2021. The TIP is updated through a quarterly cycle of amendments that allows MARC to maintain the accuracy of the TIP while providing local project sponsors flexibility in addressing issues that may arise. Amendments, like the complete TIP, are approved by both TTPC and the MARC Board of Directors.

# PROGRAMMING PROCESS

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

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

| Table 2: Transportation Improvement Program Update Schedule |                 |                              |                 |                              |                 |
|---|-----------------|------------------------------|-----------------|------------------------------|-----------------|
| 2021  | 2022            | 2023                         | 2024            | 2025                         | 2026            |
| Complete update<br>2022-2026                                | Amendments only | Complete update<br>2024-2028 | Amendments only | Complete update<br>2026-2030 | Amendments only |

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

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

Information included in the TIP project listing:

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

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

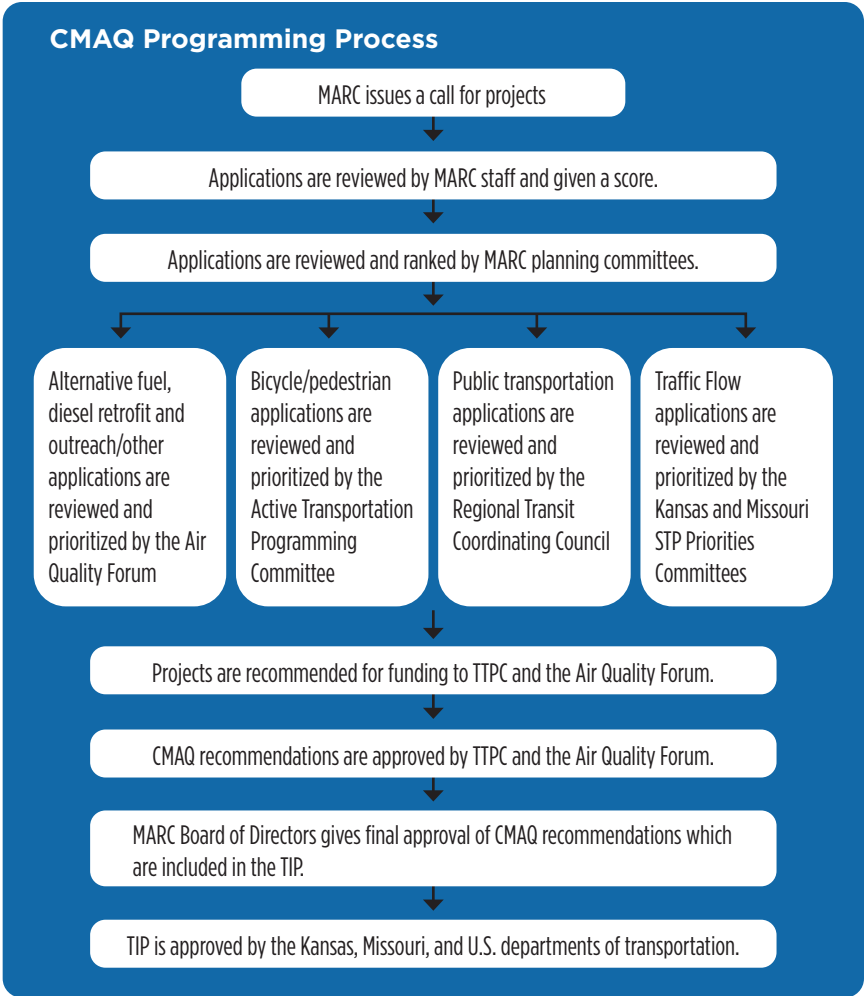
subject to competitive programming processes directed by MARC as described in this document. Projects not seeking suballocated funding are not subject to these processes.

# FEDERAL HIGHWAY ADMINISTRATION PROGRAMS

## Congestion Mitigation and Air Quality Program

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

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



## CMAQ Programming Responsibilities

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

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

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

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

For the projects in the 2022–2026 TIP, MARC programmed these CMAQ funds using a competitive application process through the Kansas and Missouri STP committees, the Active Transportation Programming committee, Air Quality Forum and the Regional Transit Coordinating Council.

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

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

## Surface Transportation Block Grant Program

The Surface Transportation Block Grant Program (STBG) provides flexible funding that may be used by states and localities for projects on any federally aided highway, including the National Highway System, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. STBG funds are divided into

### STBG programming processes

MARC issues a call for projects

MARC staff review and score applications.

Applications are reviewed and ranked by MARC planning committees.

Applications and funds available to program are divided by state.

Kansas projects are reviewed, prioritized, then recommended for funding by the Kansas STP Priorities Committee.

Missouri projects are reviewed, prioritized, then recommended for funding by the Missouri STP Priorities Committee.

STP recommendations are approved by TTPC.

MARC Board of Directors gives final approval of STP recommendations, which are incorporated into the TIP.

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



several subcategories using a formula based on population; the largest subcategory is for funds suballocated to Transportation Management Areas (TMAs) with populations greater than 200,000. These funds are referred to as STBGM. MARC programs these funds using competitive application processes governed by its Kansas and Missouri STP Priorities committees; both are subcommittees of the Total Transportation Policy Committee.

Project applications are solicited in seven categories:

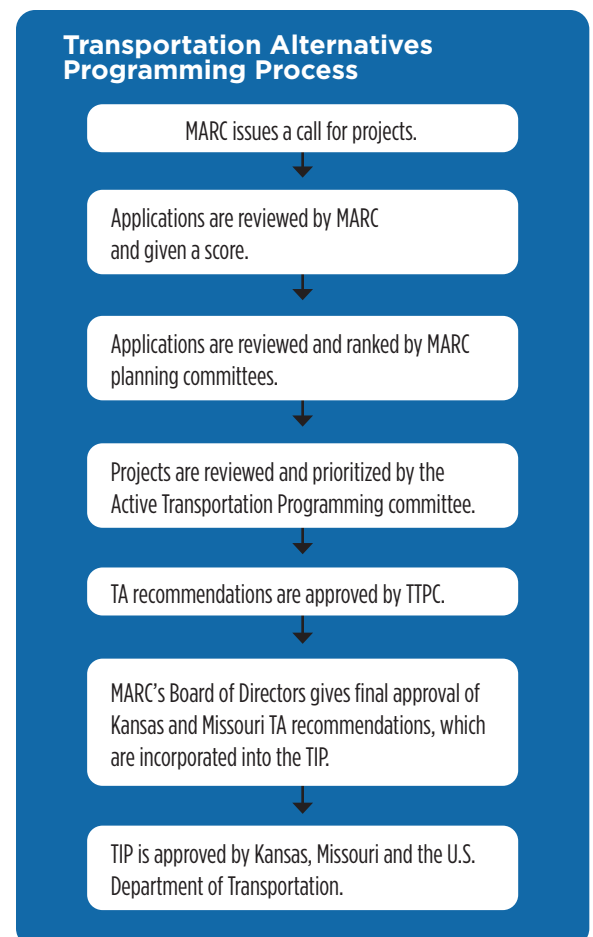
- Bridge restoration and rehabilitation.
- Bicycle and pedestrian.
- Livable communities pilot projects and other.
- Public transportation.
- Roadway capacity.
- Transportation operations and management.
- Transportation safety.

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

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

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

MARC staff conducts a technical review of applications received for TA funding. Applications are scored for prioritization based on factors such as system performance and condition, safety, environment, economic vitality, and economic vitality. The Active Transportation Programming Committee (ATPC) uses these scores, advisory



input from MARC planning committees, public input, other relevant information, and committee discretion to develop a ranking of proposed projects. Finally, the committee makes a recommendation to the TTPC. The committee may adjust the initial scores before submitting its project recommendations to the TTPC and the MARC Board of Directors. Additional information regarding the TA program is available online at [www.marc.org/Transportation/Funding/FHWA/Transportation-Enhancements-Transportation-Alternatives](http://www.marc.org/Transportation/Funding/FHWA/Transportation-Enhancements-Transportation-Alternatives)

## FEDERAL TRANSIT ADMINISTRATION PROGRAMS

### Section 5310

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

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

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

#### Section 5310 Programming Process

MARC issues a call for projects

Applications are reviewed and scored by MARC staff.

Projects are ranked and prioritized for the Mobility Advisory Committee

MAC recommends projects for approval by RTCC.

RTCC recommends projects for approval by MARC and KCATA.

TTPC and the MARC Board of Directors approve the 5310 recommendations. Recommendations are added to the TIP.

TIP is approved by Kansas, Missouri and the U.S. Department of Transportation.

Project applications are solicited in four categories:

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

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

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

## OTHER FEDERAL FUNDS

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

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

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

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

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

## Congestion Management Process

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

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

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

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

Regulations about the CMP state that federal funds may not be programmed for any project in a Transportation Management Area (TMA) that will create a significant increase in the carrying capacity of single-occupant vehicles (SOVs) unless the project is addressed through a CMP. MARC's TMA defines a project with significant increase to SOV capacity as adding one or more through lanes for a half mile or longer on a facility classified as minor arterial or higher on the FHWA functional classification system. In preparation for a possible re-designation to nonattainment air quality status during the 2022-2026 TIP time frame, MARC's CMP includes procedures to justify the addition of SOV capacity.

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

## Complete Streets

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

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

MARC's programming processes for suballocated funding include consideration of Complete Streets policy requirements during the application and evaluation of each project. The policy recognizes that every street may not be suitable for complete street planning and exceptions may be granted; however, less than 5 percent of the funding programmed by MARC has gone to projects requiring an exception since the policy's adoption. Information regarding MARC's Complete Streets policy is available online at [marc.org/Transportation/Special-Projects/Regional-Initiatives/Complete-Streets](https://marc.org/Transportation/Special-Projects/Regional-Initiatives/Complete-Streets).

## TIP TIMELINE

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

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

Revisions to the TIP are categorized as either Amendments or Administrative Modifications, depending on the type and scope of the revision. The criteria used to determine the modification category are detailed online at [marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-modify-or-amend](https://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/TIP-modify-or-amend).

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



## Projects from the 2020–2024 TIP implemented or delayed

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

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

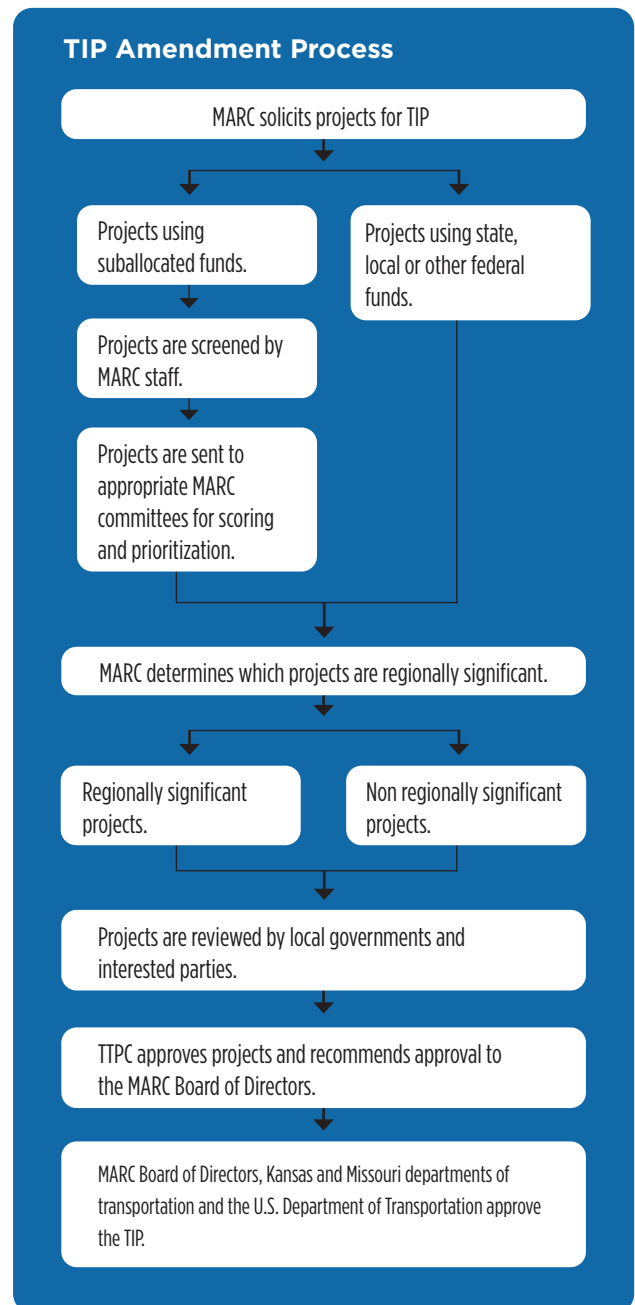
**Significant delay:** A delay of two years or more from a project's first year listed in the previous TIP.

One project from the 2020-2024 TIP meets the criteria for significant delay. TIP #380166 was originally scheduled to begin construction in 2021. The schedule for the project has been revised with construction now scheduled for 2023.

MARC has compiled a list of all projects included in the 2020–2024 TIP that have been completed, are under construction, or have been withdrawn by request of the project sponsor. This information is available in Appendix D.

## Annual listing of obligated projects

In addition to the requirement previously noted, MARC is also required to produce an Annual Listing of Obligated Projects for which Federal funds have been obligated in the preceding year (23 CFR 450.332). The 2021 report, like its predecessors, will be cooperatively developed through the efforts of states, transit operators, and MARC, and will cover the period from Oct. 1, 2020 to Sept. 30, 2021. MARC will produce the Annual Listing by Dec. 31, 2021, in accordance with 23 CFR 450.332 and the MARC Public Participation Plan.



# PUBLIC PARTICIPATION

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

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

## When to get involved

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

## Public notification and participation procedures and techniques

### Inform and educate the public

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

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

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

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

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

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

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

### **Public engagement and inclusion**

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

#### **MARC's public participation goals:**

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

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

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

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

## **Use input to shape policies, plans and programs**

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

## **Evaluate public participation strategies**

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

# FINANCIAL PLAN

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

This section estimates the anticipated available revenues and compares them to the costs to implement the FFY 2022–2026 TIP. The analysis is based largely on revenue and expenditure information supplied to MARC by the Kansas and Missouri departments of transportation, public transportation agencies and local governments.

Estimates of highway revenues and expenditures were developed separately for the Kansas and Missouri portions of the metropolitan area since the expenditure of federal funds in a state other than the one to which they were allocated would require special legislative action. Transit revenues and expenditures, however, were estimated on a region-wide basis because the majority of federal transit funds are allocated directly to the region. Revenue estimates for the 2022–2026 TIP were developed cooperatively by MARC, the states and public transportation operators. These estimates are also adjusted for inflation. Estimates of federal suballocated funds were developed using amounts authorized under the FAST Act, reduced by 10% to account for obligation limitation.

The Fixing America’s Surface Transportation (FAST) Act, enacted in December 2015 and extended through September 2021 by the Continuing Appropriates Act, continues the basic requirements for financial planning as first introduced by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and reaffirmed by its program successors, and continues two financial planning requirements established under SAFETEA-LU in 2009. First, the TIP must contain a system-level estimate of the costs and revenue sources that can be reasonably expected to be available to adequately operate and maintain the multimodal transportation system. Second, the TIP is required to use revenue and cost estimates that apply an inflation rate to reflect “year-of-expenditure” dollars.

Project cost estimates in the 2022–2026 TIP are developed by individual project sponsors based on historical costs for projects of comparable scale and design. In most cases, these project cost estimates account for inflation. For projects where inflation was not factored in by the individual project sponsors, MARC has applied a 3% inflation factor. The inflation factor was not applied to suballocated federal funds in the TIP because these funds are capped by MARC and are not subject to inflation.

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

- Projections of federal funding involve a measure of uncertainty as the current legislation authorizing federal transportation expired at the end of the 2020 fiscal year. At this time, considerable concern exists about the viability of the federal transportation program. MARC recognizes these concerns but must continue to program funds in order to accommodate the often lengthy project-development process.
- Revenue from local sources was extrapolated from data provided by local governments and may not fully account for private-sector (developer) funding or for the level of general-fund support for transportation.



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

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

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

#### Know the terms:

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

## SUBALLOCATED FEDERAL PROGRAMS

### Congestion Mitigation and Air Quality Program

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

In 2020, MARC programmed CMAQ funds through FY 2024 in a competitive application process. The MARC Air Quality Forum and TTPC governed this process.

As mentioned previously, projections of federal funding involve a measure of uncertainty because the current legislation authorizing federal transportation expired at the end of the 2020 fiscal year. In early 2022, MARC expects to begin the process of developing a new program for CMAQ projects in both Kansas and Missouri through at least FY 2026. MARC recognizes the concerns about the instability of the federal program and the potential for significant future program revisions; but program funds in later years of the TIP must be

assumed in order to accommodate the often-lengthy project development process.

The 2022–2026 TIP includes previously programmed CMAQ projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2025–2026 have been projected based on levels of funding under the FAST Act. Table 5 summarizes the expected revenues and expenditures for the CMAQ program.

| <b>Table 5: MARC CMAQ Program (\$1,000s)</b> |             |             |             |             |             |              |
|--|-------------|-------------|-------------|-------------|-------------|--------------|
| <b>Kansas</b>                                | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>2025</b> | <b>2026</b> | <b>Total</b> |
| Revenue                                      | \$2,818.45  | \$2,478.70  | \$3,127.30  | \$2,930.90  | \$2,930.90  | \$14,286.25  |
| Carryover from previous years                | \$597.99    | \$0.00      | \$0.00      | \$0.00      | \$0.00      | \$597.99     |
| Expenditure                                  | \$3,416.44  | \$2,478.70  | \$3,127.30  | \$0.00      | \$0.00      | \$9,022.44   |
| AC Conversion                                | \$0.00      | \$0.00      | \$0.00      | \$2,930.90  | \$2,930.90  | \$5,861.80   |
| Total remaining                              | \$0.00      | \$0.00      | \$0.00      | \$2,930.90  | \$2,930.90  | \$5,861.80   |
| <b>Missouri</b>                              | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>2025</b> | <b>2026</b> | <b>Total</b> |
| Revenue                                      | \$2,943.07  | \$2,307.70  | \$2,956.28  | \$3,067.84  | \$3,067.84  | \$14,342.76  |
| Carryover from previous years                | \$161.49    | \$0.00      | \$0.00      | \$0.00      | \$0.00      | \$161.49     |
| Expenditure                                  | \$3,104.56  | \$2,307.70  | \$2,956.28  | \$0.00      | \$0.00      | \$8,368.57   |
| Total remaining                              | \$0.00      | \$0.00      | \$0.00      | \$3,067.84  | \$3,067.84  | \$6,135.68   |

## Surface Transportation Block Grant Program

The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBG), acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program’s name with how FHWA has historically administered it. STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs.

The FAST Act continued all prior STP eligibilities. It also added new eligibilities for states to create and operate offices to help design, implement and oversee public-private partnerships (P3). The FAST Act also added specific mention of the eligibility of the installation of vehicle-to-infrastructure communication equipment.

In 2020, MARC programmed STBGM funds through FY 2024 using a competitive application process. MARC’s Kansas and Missouri STP Priorities Committees, subcommittees of TTPC, govern this process. As with other programs, projections of federal STBGM funding involves a measure of uncertainty. In early 2022, both the Kansas and Missouri STP Priorities committees will begin the process of developing a new round of projects for FFY 2025–2026. While there is potential for significant future program revisions, program funds in later years of the TIP must be assumed in order to accommodate the often-lengthy project development process.

The 2022–2026 TIP includes previously programmed STBGM projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2025–2026 have been projected based on levels of funding under the FAST Act. Since MARC has programmed STBGM funds only through 2024, no expenditures exist for 2025–2026 in these programs.

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

|                               | 2022        | 2023        | 2024        | 2025        | 2026        | Total       |
|-------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Expected annual allocation    | \$13,276.84 | \$13,276.84 | \$13,276.84 | \$13,276.84 | \$13,276.84 | \$66,384.20 |
| Carryover from previous years | \$1,200.00  | \$0.00      | \$3,586.84  | \$721.27    | \$0.00      | \$0.00      |
| Expenditures                  | \$12,523.84 | \$9,690.00  | \$16,142.41 | \$0.00      | \$0.00      | \$38,356.25 |
| AC Conversion                 | \$1,953.00  | \$0.00      | \$0.00      | \$0.00      | \$0.00      | \$1,953.00  |
| Total remaining               | \$0.00      | \$3,586.84  | \$721.27    | \$13,998.11 | \$13,276.84 | \$27,274.95 |

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

|                               | 2022        | 2023        | 2024        | 2025        | 2026        | Total       |
|-------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Expected annual allocation    | \$17,850.42 | \$15,285.62 | \$16,255.60 | \$21,159.67 | \$21,159.67 | \$91,710.98 |
| Carryover from previous years | \$8,069.58  | \$0.00      | \$0.00      | \$0.00      | \$0.00      | \$8,069.58  |
| Expenditures                  | \$25,920.00 | \$15,285.62 | \$16,255.60 | \$0.00      | \$0.00      | \$57,461.22 |
| Total remaining               | \$0.00      | \$0.00      | \$0.00      | \$21,159.67 | \$21,159.67 | \$42,319.34 |

## Transportation Alternatives

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

In 2020, MARC used a competitive application process to program Transportation Alternatives funding directly suballocated to the region through FY 2024 in both Kansas and Missouri. MARC's Active Transportation Programming Committee, a subcommittee of TTPC, governed this process.

MARC expects to begin developing a new round of Transportation Alternatives projects through at least FY 2026 for both Kansas and Missouri in early 2022. Because of the instability of the federal program and the potential for significant future program revisions there is a measure of uncertainty, but program funds in later years of the TIP must be assumed in order to accommodate the often-lengthy project development process. The 2022–2026 TIP includes previously programmed Transportation Alternatives projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2025–2026 have been projected based on levels of funding provided under the FAST Act.

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

| Kansas                        | 2022        | 2023       | 2024       | 2025       | 2026       | Total       |
|-------------------------------|-------------|------------|------------|------------|------------|-------------|
| Expected annual allocation    | \$1,020.00  | \$1,020.00 | \$1,020.00 | \$1,020.00 | \$1,020.00 | \$5,100.00  |
| Carryover from previous years | \$684.00    | \$0.00     | \$0.00     | \$170.00   | \$0.00     | \$0.00      |
| Expenditure                   | \$1,704.00  | \$1,020.00 | \$850.00   | \$0.00     | \$0.00     | \$3,574.00  |
| Total remaining               | \$0.00      | \$0.00     | \$170.00   | \$1,190.00 | \$1,020.00 | \$2,210.00  |
| Missouri                      | 2022        | 2023       | 2024       | 2025       | 2026       | Total       |
| Expected annual allocation    | \$1,623.63  | \$1,623.63 | \$1,623.63 | \$1,623.63 | \$1,623.63 | \$8,118.14  |
| Carryover from previous years | \$8,784.66  | \$0.00     | \$56.66    | \$106.63   | \$0.00     | \$8,947.66  |
| Expenditure                   | \$10,408.29 | \$1,566.97 | \$1,573.66 | \$0.00     | \$0.00     | \$13,548.92 |
| Total remaining               | \$0.00      | \$56.66    | \$106.63   | \$1,730.26 | \$1,623.63 | \$3,353.89  |

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

The FAST Act continued the Federal Transit Administration’s Section 5310 Capital Assistance Program, which provides funding to support transporting the elderly and/or disabled where public transportation services are unavailable, insufficient or inappropriate, by incorporating the former New Freedom program and establishing a direct suballocation of funding to large urbanized areas (those with more than 200,000 in population). The Kansas City Area Transportation Authority (KCATA) is the federally designated subrecipient for the funds suballocated to the Kansas City metropolitan area.

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

In 2020, the Mobility Advisory Committee used a competitive application process to determine priorities for funding made available under the FAST Act. MARC expects to program additional 5310 funding in early 2022.

## STREET AND HIGHWAY

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

## **Kansas Department of Transportation Analysis**

The FAST Act, extended through the Continuing Appropriations Act, provides federal aid to states and local units of government through FFY 2021 at levels consistent with previous federal transportation legislation. It is expected that this funding will continue beyond 2021 through short-term extensions of the legislation or the passage of new federal transportation legislation. While future federal funding remains uncertain for FFY 2022 and beyond, KDOT has assumed level federal funding based on the reduced funding levels seen under the FAST Act. Also, included are COVID-19 Relief Fund allocations to help mitigate the financial impact of the pandemic.

In the 2020 Kansas legislative session, a new state highway program, the Eisenhower Legacy Transportation Program (ELTP) was passed. The ELTP is a 10 year, \$9.9 billion program that maintains revenue at similar levels, and through similar sources, as the previous highway program, T-WORKS. These funding sources include motor fuels tax, sales and compensating tax, vehicle registration fees, bond proceeds, driver's license fees, special vehicle permit fees and several miscellaneous fees such as mineral royalties, publications and sale usable condemned equipment. Revenue collectively generated from these sources is expected to remain steady over the period covered by the 2022-2026 TIP.

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

## **Missouri Department of Transportation Analysis**

The FAST Act provided federal aid to states and local units of government through FFY 2021 at levels consistent with previous federal transportation legislation. It is expected that this funding will continue beyond 2021 through short-term extensions of the legislation or the passage of new federal transportation legislation. While future federal funding remains uncertain, for FFY 2022 and beyond MoDOT has assumed level federal funding based on the reduced funding levels seen under the FAST Act.

Funding for MoDOT consists of federal and state revenue and existing cash balances. The largest source of transportation revenue for MoDOT is from the federal government, including the 18.4 cents-per-gallon tax on gasoline and 24.4 cents-per-gallon tax on diesel fuel. Combined with other sources, revenues from the federal government account for approximately 41 percent of MoDOT's transportation revenue. Also, included are COVID19 Relief Fund allocations to help mitigate the financial impact of the pandemic.

MoDOT's second largest source of transportation revenue is the state fuel tax. Approximately 27% of the revenue generated from the state's 17 cents-per-gallon tax on gasoline and diesel fuels is distributed to cities and counties, to spend on highway and bridge projects. This revenue source also includes a 9 cents-per-gallon tax on aviation fuel which must be spent on airport projects. These tax revenues represent approximately 24% of transportation revenues. It should be noted that beginning in October 2021, the Missouri tax on motor fuel will increase by 2.5 cents and by 2.5 cents in each subsequent fiscal year until reaching a total increase of 12.5 cents per gallon.

Other sources of revenue for MoDOT include a portion of the state sales taxes, generated through the purchase or lease of motor vehicles. This revenue source includes the sales tax paid on aviation fuel which is dedicated to airport projects. These tax revenues represent



approximately 16 percent of transportation revenues. Additional revenue is provided through revenue from the licensing of motor vehicles and drivers, bonding and a number of miscellaneous fees, such as interest, sales of surplus property, and the General Revenue fund.

## **Local Analysis**

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

**City and County Distributions:** Special City and County Highway Funds (SCCHF)<sup>2</sup> in Kansas and County Aid Road Trust (CART)<sup>3</sup> funds in Missouri are a combination of Motor Fuel Tax, Vehicle Sales Tax and Vehicle Fees. These funds are distributed from KDOT and MoDOT to the Cities and Counties either directly or through the Department of Revenue. For most instances, these funds fully support the maintenance and operation cost for federally eligible facilities.

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

Projects programmed prior to FY 2022 and included in the FY 2020-2024 TIP that were not placed under contract as of September 2021, will be carried forward into the FY 2022-2026 TIP.

The estimated street and highway revenues are shown in Table 9; the project costs for each year of the FFY 2022-2026 TIP are included in Table 10.

## **Advance Construction**

State and local governments use a federal funding tool called “advance construction” to maximize the receipt of federal funds and provide greater flexibility and efficiency in matching federal aid categories to individual projects. Advance construction (AC) is an innovative funding technique that allows project sponsors to initiate a project using non-federal funds while preserving eligibility for future federal aid. The Federal Highway Administration (FHWA) determines eligibility for federal aid, however no present or future federal aid is committed to the project. Project sponsors may convert the project to regular federal aid, provided that federal aid is available for the project. Advance construction does not provide additional federal funding; it simply allows project sponsors to construct projects with state or local money but seek federal reimbursement in the future. Projects using advance construction are included in the project listing of the 2022-2026 TIP and are accounted for in the financial plan.

<sup>2</sup> Estimates of 2021-2022 Special City/County Highway Fund distributions are available at <https://www.ksdot.org/burlocalproj/>

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

## Public Transportation Element

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

The FAST Act provides a significant source of funding for transit in the region. This legislation emphasizes several important goals, including safety, state of good repair, performance and program efficiency and establishes performance-based planning requirements that align federal funding with key goals and performance measures. Also, included are COVID19 Relief Fund allocations to help mitigate the financial impact of the pandemic.

In Kansas City, Missouri, the majority of local support for transit is derived from three separate taxes. A half-cent tax for transportation was approved by the Missouri state legislature in 1971, and a 3/8-cent sales tax was approved by Kansas City, Missouri, voters in 2003 and renewed for 15 years in 2008.

The Kansas City Streetcar is supported through a transportation development district (TDD). The first TDD, established in 2013 funded the construction on ongoing maintenance and operations of the initial streetcar line. In June 2018, a second transportation development district was approved by Kansas City, Missouri, voters in support of the expansion of the Kansas City streetcar from its current southern terminus at Union Station to the University of Missouri-Kansas City campus. As with the original TDD formed in support of the downtown streetcar project, the new TDD generates revenue from a one-cent sales tax and special assessments on real property only within the designated development district and will replace and expand the existing downtown TDD to support the continued development and operation of the streetcar.

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

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

| STATE    | SOURCE        | 2022          | 2023          | 2024           | 2025           | 2026          |
|----------|---------------|---------------|---------------|----------------|----------------|---------------|
| Kansas   | CMAQ-KS       | \$1,710.44    | \$1,170.00    | \$994.00       | \$2,930.90     | \$2,930.90    |
|          | CREDIT        | (\$55,386.60) | (\$57,155.71) | (\$114,042.70) | (\$106,154.80) | (\$84,235.00) |
|          | CRRSAA-KS     | \$0.00        | \$4,314.03    | \$1,002.64     | \$0.00         | \$0.00        |
|          | HIP-KS        | \$856.16      | \$0.00        | \$0.00         | \$0.00         | \$0.00        |
|          | HSIP-KS       | \$1,443.00    | \$11,482.10   | \$750.00       | \$750.00       | \$750.00      |
|          | LOCAL         | \$131,561.07  | \$47,549.23   | \$46,538.20    | \$36,890.74    | \$37,444.10   |
|          | NHPP-KS       | \$51,772.20   | \$29,525.00   | \$110,908.80   | \$99,761.10    | \$83,485.00   |
|          | OTHER         | \$0.00        | \$450.00      | \$0.00         | \$0.00         | \$0.00        |
|          | STATE-KS      | \$68,977.80   | \$7,579.06    | \$5,777.54     | \$5,875.76     | \$5,976.64    |
|          | STATE-KS (AC) | \$365,480.60  | \$16,820.90   | \$750.00       | \$750.00       | \$750.00      |
|          | STBGM-KS      | \$14,296.84   | \$7,980.00    | \$15,132.41    | \$13,276.84    | \$13,276.84   |
|          | STP-KS        | \$911.40      | \$16,148.60   | \$2,383.90     | \$5,643.70     | \$0.00        |
|          | TA-KS         | \$1,704.00    | \$1,020.00    | \$850.00       | \$1,020.00     | \$1,020.00    |
| Missouri | BRO-MO        | \$2,815.08    | \$1,265.00    | \$412.00       | \$0.00         | \$0.00        |
|          | CMAQ-MO       | \$1,906.06    | \$170.00      | \$1,969.09     | \$3,067.84     | \$3,067.84    |
|          | CREDIT        | (\$20,074.40) | (\$17,849.80) | (\$18,494.40)  | (\$2,727.00)   | (\$5,418.60)  |
|          | CRRSAA-MO     | \$0.00        | \$8,393.33    | \$0.00         | \$0.00         | \$0.00        |
|          | HSIP-MO       | \$8,679.40    | \$12,744.40   | \$3,349.40     | \$12.50        | \$12.50       |
|          | LOCAL         | \$102,524.87  | \$38,175.45   | \$41,325.87    | \$38,571.30    | \$39,149.87   |
|          | NHFP-MO       | \$1,536.00    | \$13,627.90   | \$42,146.00    | \$0.00         | \$0.00        |
|          | NHPP-MO       | \$55,521.50   | \$78,722.00   | \$76,303.00    | \$18,689.10    | \$13,443.00   |
|          | OTHER         | \$0.00        | \$0.00        | \$60.00        | \$0.00         | \$0.00        |
|          | STATE-KS      | \$2,470.00    | \$2,470.00    | \$2,496.00     | \$0.00         | \$0.00        |
|          | STATE-MO      | \$49,407.85   | \$43,050.01   | \$50,809.95    | \$22,499.73    | \$22,003.40   |
|          | STATE-MO (AC) | \$18,760.60   | \$18,077.60   | \$18,376.80    | \$2,834.80     | \$5,057.00    |
|          | STBGM-MO      | \$25,500.00   | \$12,093.00   | \$15,765.60    | \$21,159.67    | \$21,159.67   |
|          | STBG-MO       | \$20,107.40   | \$17,849.80   | \$18,494.40    | \$2,727.00     | \$5,418.60    |
|          | TA-MO         | \$10,408.29   | \$1,166.97    | \$1,573.66     | \$1,623.63     | \$1,623.63    |

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

| STATE                    | SOURCE    | 2022                  | 2023         | 2024         | 2025         | 2026         |
|--------------------------|-----------|-----------------------|--------------|--------------|--------------|--------------|
| <b>Regional</b>          | CMAQ-KS   | \$411.00              | \$766.19     | \$463.50     | \$0.00       | \$0.00       |
|                          | CMAQ-MO   | \$411.00              | \$818.19     | \$463.50     | \$0.00       | \$0.00       |
|                          | LOCAL     | \$743.00              | \$1,471.75   | \$856.75     | \$0.00       | \$0.00       |
|                          | STBGM-KS  | \$180.00              | \$910.00     | \$210.00     | \$0.00       | \$0.00       |
|                          | STPBGM-MO | \$420.00              | \$1,592.62   | \$490.00     | \$0.00       | \$0.00       |
| <b>Transit</b>           | 5307      | \$27,147.46           | \$25,576.99  | \$24,982.18  | \$22,985.32  | \$28,730.34  |
|                          | 5309      | \$23,259.27           | \$0.00       | \$0.00       | \$0.00       | \$0.00       |
|                          | 5311      | \$129.92              | \$133.82     | \$137.83     | \$0.00       | \$0.00       |
|                          | 5337      | \$1,241.25            | \$2,761.11   | \$1,316.85   | \$0.00       | \$0.00       |
|                          | 5339      | \$2,118.16            | \$2,181.71   | \$2,247.16   | \$2,314.57   | \$2,350.00   |
|                          | ARP-MO    | \$7,500.00            | \$0.00       | \$0.00       | \$0.00       | \$0.00       |
|                          | BUILD-MO  | \$14,200.00           | \$0.00       | \$0.00       | \$0.00       | \$0.00       |
|                          | CMAQ-KS   | \$1,295.00            | \$542.51     | \$1,669.80   | \$0.00       | \$0.00       |
|                          | CMAQ-MO   | \$787.50              | \$1,319.51   | \$523.72     | \$0.00       | \$0.00       |
|                          | CRRSAA-MO | \$4,000.00            | \$0.00       | \$0.00       | \$0.00       | \$0.00       |
|                          | LOCAL     | \$317,290.83          | \$168,448.55 | \$170,975.28 | \$175,539.91 | \$176,413.00 |
|                          | STATE-KS  | \$27.41               | \$28.23      | \$29.08      | \$0.00       | \$0.00       |
|                          | STBGM-KS  | \$0.00                | \$800.00     | \$800.00     | \$0.00       | \$0.00       |
|                          | STBGM-MO  | \$0.00                | \$1,600.00   | \$0.00       | \$0.00       | \$0.00       |
|                          | TA-MO     | \$0.00                | \$400.00     | \$0.00       | \$0.00       | \$0.00       |
| <b>Kansas subtotal</b>   |           | \$583,326.91          | \$86,883.21  | \$71,044.79  | \$60,744.24  | \$61,398.49  |
| <b>Missouri subtotal</b> |           | \$279,562.66          | \$229,955.66 | \$254,587.36 | \$108,458.56 | \$105,516.90 |
| <b>Regional subtotal</b> |           | \$2,165.00            | \$5,558.75   | \$2,483.75   | \$0.00       | \$0.00       |
| <b>Transit</b>           |           | \$398,996.80          | \$203,792.43 | \$202,681.90 | \$200,839.80 | \$207,493.34 |
| <b>Subtotal by Year</b>  |           | \$1,264,051.36        | \$526,190.04 | \$530,797.80 | \$370,042.59 | \$374,408.73 |
| <b>TOTAL</b>             |           | <b>\$3,065,490.53</b> |              |              |              |              |

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

| STATE    | SOURCE        | 2022         | 2023        | 2024        | 2025        | 2026        |
|----------|---------------|--------------|-------------|-------------|-------------|-------------|
| Kansas   | CMAQ-KS       | \$1,710.44   | \$1,170.00  | \$994.00    | \$0.00      | \$0.00      |
|          | CRRSAA-KS     | \$0.00       | \$4,314.03  | \$1,002.64  | \$0.00      | \$0.00      |
|          | HIP-KS        | \$856.16     | \$0.00      | \$0.00      | \$0.00      | \$0.00      |
|          | HSIP-KS       | \$693.00     | \$0.00      | \$0.00      | \$0.00      | \$0.00      |
|          | LOCAL         | \$102,237.39 | \$21,889.72 | \$25,275.19 | \$0.00      | \$0.00      |
|          | NHPP-KS       | \$0.00       | \$0.00      | \$0.00      | \$0.00      | \$0.00      |
|          | OTHER         | \$0.00       | \$450.00    | \$0.00      | \$0.00      | \$0.00      |
|          | STATE-KS      | \$63,391.80  | \$1,898.10  | \$0.00      | \$0.00      | \$1.00      |
|          | STATE-KS (AC) | \$365,480.60 | \$16,820.90 | \$750.00    | \$750.00    | \$750.00    |
|          | STBGM-KS      | \$12,343.84  | \$7,980.00  | \$15,132.41 | \$0.00      | \$0.00      |
|          | STP-KS        | \$0.00       | \$0.00      | \$0.00      | \$0.00      | \$0.00      |
|          | TA-KS         | \$1,704.00   | \$1,020.00  | \$850.00    | \$0.00      | \$0.00      |
| Missouri | BRO-MO        | \$1,531.50   | \$1,265.00  | \$412.00    | \$0.00      | \$0.00      |
|          | CMAQ-MO       | \$1,906.06   | \$170.00    | \$1,969.09  | \$0.00      | \$0.00      |
|          | CRRSAA-MO     | \$0.00       | \$8,393.33  | \$0.00      | \$0.00      | \$0.00      |
|          | HSIP-MO       | \$8,679.40   | \$12,744.40 | \$3,349.40  | \$12.50     | \$12.50     |
|          | LOCAL         | \$85,465.19  | \$23,295.44 | \$11,165.76 | \$0.00      | \$0.00      |
|          | NHFP-MO       | \$1,536.00   | \$13,627.90 | \$42,146.00 | \$0.00      | \$0.00      |
|          | NHPP-MO       | \$55,521.50  | \$78,722.00 | \$76,303.00 | \$18,689.10 | \$13,443.00 |
|          | OTHER         | \$0.00       | \$0.00      | \$60.00     | \$0.00      | \$0.00      |
|          | STATE-KS      | \$2,470.00   | \$2,470.00  | \$2,496.00  | \$0.00      | \$0.00      |
|          | STATE-MO      | \$33,037.50  | \$26,434.10 | \$33,944.80 | \$5,381.60  | \$4,628.50  |
|          | STATE-MO (AC) | \$18,760.60  | \$18,077.60 | \$18,376.80 | \$2,834.80  | \$5,057.00  |
|          | STBGM-MO      | \$25,500.00  | \$12,093.00 | \$15,765.60 | \$0.00      | \$0.00      |
|          | STBG-MO       | \$33.00      | \$0.00      | \$0.00      | \$0.00      | \$0.00      |
|          | TA-MO         | \$10,408.29  | \$1,166.97  | \$1,573.66  | \$0.00      | \$0.00      |



| Table 10: Estimated Expenditures by year and funding source (\$1,000s) |           |                |              |              |              |              |
|--|-----------|----------------|--------------|--------------|--------------|--------------|
| STATE  | SOURCE    | 2022           | 2023         | 2024         | 2025         | 2026         |
| Regional   | CMAQ-KS   | \$411.00       | \$766.19     | \$463.50     | \$0.00       | \$0.00       |
|  | CMAQ-MO   | \$411.00       | \$818.19     | \$463.50     | \$0.00       | \$0.00       |
|  | LOCAL     | \$743.00       | \$1,471.75   | \$856.75     | \$0.00       | \$0.00       |
|  | STBGM-KS  | \$180.00       | \$910.00     | \$210.00     | \$0.00       | \$0.00       |
|  | STBGM-MO  | \$420.00       | \$1,592.62   | \$490.00     | \$0.00       | \$0.00       |
| Transit  | 5307      | \$27,147.46    | \$25,576.99  | \$24,982.18  | \$22,985.32  | \$28,730.34  |
|  | 5309      | \$23,259.27    | \$0.00       | \$0.00       | \$0.00       | \$0.00       |
|  | 5311      | \$129.92       | \$133.82     | \$137.83     | \$0.00       | \$0.00       |
|  | 5337      | \$1,241.25     | \$2,761.11   | \$1,316.85   | \$0.00       | \$0.00       |
|  | 5339      | \$2,118.16     | \$2,181.71   | \$2,247.16   | \$2,314.57   | \$2,350.00   |
|  | ARP-MO    | \$7,500.00     | \$0.00       | \$0.00       | \$0.00       | \$0.00       |
|  | BUILD-MO  | \$14,200.00    | \$0.00       | \$0.00       | \$0.00       | \$0.00       |
|  | CMAQ-KS   | \$1,295.00     | \$542.51     | \$1,669.80   | \$0.00       | \$0.00       |
|  | CMAQ-MO   | \$787.50       | \$1,319.51   | \$523.72     | \$0.00       | \$0.00       |
|  | CRRSAA-MO | \$4,000.00     | \$0.00       | \$0.00       | \$0.00       | \$0.00       |
|  | LOCAL     | \$235,584.85   | \$114,975.09 | \$118,867.24 | \$122,578.88 | \$118,846.75 |
|  | STATE-KS  | \$27.41        | \$28.23      | \$29.08      | \$0.00       | \$0.00       |
|  | STBGM-KS  | \$0.00         | \$800.00     | \$800.00     | \$0.00       | \$0.00       |
|  | STBGM-MO  | \$0.00         | \$1,600.00   | \$0.00       | \$0.00       | \$0.00       |
|  | TA-MO     | \$0.00         | \$400.00     | \$0.00       | \$0.00       | \$0.00       |
| Kansas subtotal  |           | \$548,417.23   | \$55,542.75  | \$44,004.24  | \$750.00     | \$751.00     |
| Missouri subtotal  |           | \$244,849.04   | \$198,459.74 | \$207,562.11 | \$26,918.00  | \$23,141.00  |
| Regional subtotal  |           | \$2,165.00     | \$5,558.75   | \$2,483.75   | \$0.00       | \$0.00       |
| Transit  |           | \$317,290.82   | \$150,318.97 | \$150,573.86 | \$147,878.77 | \$149,927.09 |
| Subtotal by Year   |           | \$1,112,722.09 | \$409,880.21 | \$404,623.96 | \$175,546.77 | \$173,819.09 |
| Total  |           | \$2,276,592.12 |              |              |              |              |

## System Operations and Maintenance

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

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

To overcome this, MARC has taken a conservative approach to developing O&M estimates based on inputs from the state departments of transportation. Since Kansas and Missouri have taken different approaches to account for O&M and cost factors, MARC reviewed information from KDOT's Statewide Transportation Improvement Program (STIP) and Eisenhower Legacy Transportation Program (ELTP), and MoDOT's FY 2022 budget request to establish regional O&M costs,

The KDOT STIP assumes a statewide O&M cost of \$6,132 per lane mile and the ELTP assumes \$2,660 per lane mile for the Kansas City urban area. In fiscal year 2022, based on state system lane mileage for the Kansas City metropolitan area of 2,100 KDOT's O&M is estimated to be \$5,59M. These expenditures are expected to grow at 1.7% annually resulting in estimated expenditures of \$5,98M at the end of fiscal year 2026.

In fiscal year 2022, MoDOT budgeted for \$410.3M in maintenance expenditures and fleet investments that would grow to \$435.5M at the end of fiscal year 2026. These expenditures were projected to increase 1.5% annually. These costs do not include maintenance fringe benefits. Statewide, MoDOT's O&M cost is \$5,291 per lane mile based on 77,553 lane miles of roadway. In the Kansas City region, O&M would be \$16.4 M in FY 2022 based on the 3,094 lane miles of roadway MoDOT maintains. By the end of FY 2026, the O&M cost would grow to \$17.4 M.

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

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

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

| <b>Kansas</b>                                | <b>2022</b>   | <b>2023</b>  | <b>2024</b>  | <b>2025</b> | <b>2026</b> |
|--|---------------|--------------|--------------|-------------|-------------|
| SCCHF Funds (Current year projected forward) | \$33,265.85   | \$33,764.84  | \$34,271.31  | \$34,785.38 | \$35,307.16 |
| O&M Costs                                    | \$17,331.15   | \$17,591.12  | \$17,854.99  | \$18,122.81 | \$18,394.65 |
| TIP Programmed Funds                         | \$57,674.78   | \$24,239.12  | \$22,964.60  | \$-         | \$-         |
| Remaining after O&M and Programming          | \$(41,740.08) | \$(8,065.40) | \$(6,548.28) | \$16,662.57 | \$16,912.51 |
| Other available non-federal local funds      | \$53,348.21   | \$13,784.39  | \$12,266.89  | \$2,105.35  | \$2,136.94  |
| Balance                                      | \$11,608.13   | \$5,718.98   | \$5,718.61   | \$18,767.92 | \$19,049.44 |

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

| <b>Missouri</b>                             | <b>2022</b>   | <b>2023</b> | <b>2024</b> | <b>2025</b> | <b>2026</b> |
|---|---------------|-------------|-------------|-------------|-------------|
| CART Funds (Current year projected forward) | \$36,886.39   | \$37,439.68 | \$38,001.28 | \$38,571.30 | \$39,149.86 |
| O&M Costs                                   | \$11,974.78   | \$12,154.40 | \$12,336.72 | \$12,521.77 | \$12,709.60 |
| TIP Programmed Funds                        | \$77,183.76   | \$21,570.80 | \$11,058.62 | \$-         | \$-         |
| Remaining after O&M and Programming         | \$(52,272.16) | \$3,714.48  | \$14,605.94 | \$26,049.52 | \$26,440.27 |
| Other available non-federal local funds     | \$57,357.09   | \$735.77    | \$3,324.59  | \$-         | \$-         |
| Balance                                     | \$5,084.93    | \$4,450.25  | \$17,930.53 | \$26,049.52 | \$26,440.27 |

**Table 13: Highway Revenues versus Expenditures**

|                              | <b>2022</b>  | <b>2023</b>  | <b>2024</b>  | <b>2025</b>  | <b>2026</b>  |
|------------------------------|--------------|--------------|--------------|--------------|--------------|
| Kansas Revenue               | \$583,326.91 | \$86,883.21  | \$71,044.79  | \$60,744.24  | \$61,398.49  |
| Kansas O&M Expenditure       | \$22,917.15  | \$23,272.08  | \$23,632.53  | \$23,998.57  | \$24,370.30  |
| Kansas Project Expenditure   | \$548,417.23 | \$55,542.75  | \$44,004.24  | \$750.00     | \$751.00     |
| Difference                   | \$11,992.52  | \$8,068.37   | \$3,408.02   | \$35,995.67  | \$36,277.19  |
| Missouri Revenue             | \$279,562.66 | \$229,955.66 | \$254,587.36 | \$108,458.56 | \$105,516.90 |
| Missouri O&M Expenditure     | \$28,345.14  | \$28,770.31  | \$29,201.87  | \$29,639.90  | \$30,084.49  |
| Missouri Project Expenditure | \$244,849.04 | \$198,459.74 | \$207,562.11 | \$26,918.00  | \$23,141.00  |
| Difference                   | \$6,368.48   | \$2,725.61   | \$17,823.39  | \$51,900.66  | \$52,291.41  |
| Regional Revenue             | \$2,165.00   | \$5,558.75   | \$2,483.75   | \$0.00       | \$0.00       |
| Regional Expenditure         | \$2,165.00   | \$5,558.75   | \$2,483.75   | \$0.00       | \$0.00       |
| Difference                   | \$0.00       | \$0.00       | \$0.00       | \$0.00       | \$0.00       |
| <b>Total Revenue</b>         | \$865,054.56 | \$322,397.62 | \$328,115.90 | \$169,202.80 | \$166,915.39 |
| <b>Total Expenditure</b>     | \$846,693.56 | \$311,603.64 | \$306,884.49 | \$81,306.46  | \$78,346.79  |
| <b>Difference</b>            | \$18,361.00  | \$10,793.98  | \$21,231.41  | \$87,896.34  | \$88,568.60  |

As with highways, the region must account for transit operations and maintenance costs as well. Since the majority of federal transit funds are allocated directly to the region, transit maintenance and operations financial forecasts were not included in the states' projections. To develop an estimate of transit system operation and maintenance costs, MARC used information from the National Transit Database for the transit operators in the region. many of the transit projects included in the 2022-2026 TIP directly address the current operations and maintenance of the transit system, previously presented revenue and expenditure summary tables account for these costs.

Many projects in the 2022-2026 TIP address the operation and maintenance of the system. However, a number of operations and maintenance activities that will take place in the region are not appropriate to include as individual projects in the TIP — because either they are not federally funded or they do not rise to the level of a regionally significant project.

**Table 14: Transit Operations & Maintenance**

| Region | 2022          | 2023          | 2024          | 2025          | 2026          | Total         |
|--------|---------------|---------------|---------------|---------------|---------------|---------------|
|        | \$126,081,566 | \$127,972,789 | \$129,892,381 | \$131,840,767 | \$133,818,378 | \$649,605,881 |

**Table 15: Transit Revenue versus Expenditures**

|  | 2022          | 2023          | 2024          | 2025          | 2026          |
|--|---------------|---------------|---------------|---------------|---------------|
| Transit Revenue                                    | \$398,996,800 | \$203,792,428 | \$202,681,897 | \$200,839,796 | \$207,493,340 |
| Transit O&M Expenditure                            | \$126,081,566 | \$127,972,789 | \$129,892,381 | \$131,840,767 | \$133,818,378 |
| Transit O&M programmed in TIP                      | \$126,719,550 | \$122,219,370 | \$124,807,130 | \$123,535,460 | \$124,423,280 |
| Remaining Transit O&M                              | \$0.00        | \$5,753,419   | \$5,085,251   | \$8,306,307   | \$9,395,098   |
| Transit Revenue Remaining for Non O&M Expenditures | \$272,915,234 | \$75,819,639  | \$72,789,516  | \$68,999,029  | \$73,674,962  |
| Transit Project Expenditure (Non O&M)              | \$190,571,270 | \$28,099,600  | \$25,766,730  | \$24,343,310  | \$25,003,810  |
| Difference   | \$82,343,964  | \$47,720,039  | \$47,022,786  | \$44,655,719  | \$48,671,152  |

# MEASURING PROGRESS

## Connected KC 2050

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

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

The most recent progress report is available for review at <https://connectedkc.org/wp-content/uploads/2020/03/Performance-measures.pdf>

## Federal Performance Measures

### Background

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

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

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

MARC has elected to establish regional targets for these goals to better harmonize disparate trends and targets across the state border, creating a consistent target for the



entire Kansas City region, regardless of jurisdictional boundaries.

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

For each of the performance measures defined through the MAP-21/FAST Act rulemaking process, MARC will be required to monitor progress towards achieving those targets. The targets established for the Kansas City metropolitan region will ultimately be integrated into the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and regional performance management process.

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

### **Transit State of Good Repair**

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

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

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

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

| TIP Number | Project   | Lead Agency            | 2022-2026 Investment |
|------------|---|------------------------|----------------------|
| 995001     | Station Stops/Terminals/Facilities                        | KCATA                  | \$5,781,000          |
| 995002     | Revenue Rolling Stock Including Vanpool Program Expansion | KCATA                  | \$33,571,500         |
| 995188     | Regional Clean Vehicle Bus Purchase                       | KCATA                  | \$2,118,750          |
| 995215     | ADA Bus Stops and Pedestrian Improvements                 | KCATA                  | \$500,000            |
| 995218     | Regional Clean Transit Vehicle Program - KS               | KCATA                  | \$1,985,020          |
| 995219     | Regional Clean Transit Vehicle Program - MO               | KCATA                  | \$1,523,660          |
| 956004     | Fixed Route Line Haul Service                             | Johnson County Transit | \$19,760,000         |
| 996066     | Support Equipment & Facilities                            | KCATA                  | \$47,895,310         |
| 996098     | Station Stops/Terminals/Facilities                        | Johnson County Transit | \$1,250,000          |

## Public Transportation Safety

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

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

Transit operators set targets for these measures as part of their agency PTASP. Once all of the transit operators in the region have set their targets, MARC has 180 days to adopt regional targets for these measures. As of August 2021, MARC is coordinating with transit operators on their agency targets. Once this process is complete MARC will work cooperatively with the transit agencies and the Kansas and Missouri Departments of Transportation on setting regional targets in accordance with 23 CFR § 450.306 d (3).

## Safety

The process to develop safety targets was led by the Destination Safe Transportation Safety Data Task Team, which includes representatives from MARC, KDOT, MoDOT, local jurisdictions, and traffic safety subject matter experts. In developing regional targets, the Task Team considered statewide targets established in the Kansas and Missouri HSIPs, historical traffic trends, the anticipated effects of state and regional plans and programs including SHSPs, HSPs, the MTP and TIP and emerging issues such as technology. The targets are consistent with safety targets in the adopted 2018- 2022 Regional Safety Blueprint. The federal safety performance measures are five-year rolling averages and are established for:

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

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

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

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

| TIP Number | Project   | Lead Agency        | 2022-2026 Investment |
|------------|---|--------------------|----------------------|
| 180076     | K-16 and Parallel Road in Leavenworth County  | KDOT               | \$1,095,400          |
| 259207     | Safe Routes to School Phase G   | Unified Government | \$2,620,900          |
| 344034     | Tomahawk Creek Parkway (College to Roe)   | Leawood            | \$5,614,000          |
| 356106     | Comprehensive Safe Routes to School Program in Johnson County   | Johnson County     | \$440,000            |
| 590249     | Rt A: Improve intersection sight distance at 112th Street.  | MoDOT              | \$1,640,000          |
| 628146     | Truman and Winner Intersection Safety Improvement   | Independence       | \$2,061,000          |
| 690350     | US 24: Add turn lanes, improve signage, upgrade pedestrian facilities, upgrade drainage, replace signals and access management from Sterling Avenue to River Boulevard. | Independence/MoDOT | \$6,099,000          |
| 735030     | North Scott Corridor Improvements   | Belton             | \$2,400,000          |
| 780008     | MO-Highway 2 (South Street) Culvert over Muddy Creek Trib.  | Harrisonville      | \$1,490,400          |

## Infrastructure Condition

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

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

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

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

| TIP Number | Project  | Lead Agency                   | 2022-2026 Investment |
|------------|--|-------------------------------|----------------------|
| 166002     | 155th Street Improvements  | Basehor                       | \$12,567,170         |
| 280171     | I-70: Bridge #152 in Wyandotte County located at the I-70/I-635 Interchange      | KDOT                          | \$6,257,000          |
| 341004     | 83rd Street Bridge Replacement   | DeSoto                        | \$2,712,460          |
| 490213     | MO 9: Bridge rehabilitation over Line Creek                                      | MoDOT                         | \$6,824,000          |
| 415212     | Waukomis Complete Streets Upgrade/Reconstruction Phase 1                         | Platte County/Kansas City, MO | \$7,500,000          |
| 590300     | MO 269: Bridge rehabilitation over the Missouri River                            | MoDOT                         | \$2,481,000          |
| 521002     | Burlington Corridor Phase 3  | North Kansas City             | \$9,050,000          |
| 790118     | IS 49: Pavement resurfacing from 163rd Street to 0.2 mile north of 283rd Street. | MoDOT                         | \$9,907,000          |

## System Performance & Freight

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

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

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

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

| TIP Number | Project  | Lead Agency     | 2022-2026 Investment |
|------------|--|-----------------|----------------------|
| 349247     | I-35 and 119th Street Interchange  | Olathe          | \$12,560,000         |
| 349248     | 135th & Pflumm Geometric Improvements  | Olathe          | \$1,949,750          |
| 510084     | North Oak Traffic Signal Fiber Interconnect  | Kansas City, MO | \$1,143,300          |
| 520050     | Withers and Holt Traffic Signal  | Liberty         | \$343,750            |
| 630082     | Intersection of Ward Road and Persels Road   | Lee's Summit    | \$3,400,000          |
| 760003     | Route C - Intersection Improvements  | Peculiar        | \$1,515,000          |
| 970108     | Operation Green Light Regional Advanced Traffic Management System Software                 | MARC            | \$1,200,000          |
| 990351     | ITS operations, staffing, and equipment for the KC Scout Intelligent Transportation System | MoDOT           | \$5,356,000          |

# ENVIRONMENTAL JUSTICE ANALYSIS

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

## Summary

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

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

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

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

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

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

## Environmental Justice definition and background

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



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

### **Ensuring nondiscrimination**

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

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

### **Disproportionately high and adverse effects**

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

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

**Disproportionately high and adverse refers to an adverse effect<sup>1</sup> that:**

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

**Scope of analysis**

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

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

**MARC's approach to Environmental Justice**

MARC strives to incorporate fairness and equity into its transportation planning and programming processes. In the 2022-2026 TIP, MARC identifies people of color and people with low income and evaluates impacts, adverse effects and benefits to those communities at a regional, system-wide level. This includes an analysis of the plan's documented projects planned for the regional transportation system through the year 2026. This assessment considers the distribution of proposed (financially constrained) investments to prevent the denial of, reduction in or significant delay in the receipt of benefits by people of color and people with low income, as required by Executive Order 12898. This assessment does not examine how individual projects serve these areas or review the benefits or burdens of each project.

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

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

## Public participation

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

## Analyzing transportation investments

MARC examines documented transportation projects planned to be implemented in the MPO boundary in the years 2022-2026. This is done by using the estimated costs associated with projects listed in the TIP, calculating these costs per capita and analyzing the distribution of funds in identified EJ areas and non-EJ areas spatially.

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

## Methodology

### Data sources

Demographic data from the U.S. Census Bureau's 2015-19 American Community Survey (ACS) Five-Year Estimates were used to conduct the environmental justice analysis. The analysis includes census tracts that are located within the eight-county MPO planning boundary.<sup>2</sup> The data was joined to tract Geographic Information System (GIS) layers for the spatial analysis. A census tract is a statistical subdivision of a county designated for the purpose of presenting data. Tracts typically average 4,000 people and their boundaries usually follow visible features; however, they also follow governmental unit boundaries.

### Identifying Populations

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

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

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

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

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

| Minority populations                           | Total            | Percentage |
|--|------------------|------------|
| Black or African American                      | 260,339          | 12.9%      |
| American Indian                                | 7,678            | 0.4%       |
| Asian  | 60,711           | 3.0%       |
| Pacific Islander                               | 4,174            | 0.2%       |
| Other race                                     | 56,352           | 2.8%       |
| Two or more races                              | 67,373           | 3.3%       |
| Hispanic or Latino**                           | 189,265          | 9.4%       |
| White Hispanic or Latino                       | 119,656          | 5.9%       |
| Non-White Hispanic or Latino***                | 69,609           | 3.5%       |
| Minority population                            | 576,283          | 28.6%      |
| <b>Total population</b>                        | <b>2,013,540</b> |            |
| <b>Low-income populations</b>                  |                  |            |
| Low-income population (100% of poverty level)  | 206,590          | 10.3%      |
| Population above 100% of poverty level         | 1,806,950        | 89.7%      |
| Low-income population ( 200% of poverty level) | 503,062          | 25.0%      |
| Population above 200% of poverty level         | 1,510,478        | 75.0%      |
| <b>Total population</b>                        | <b>2,013,540</b> |            |

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

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

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

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

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

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

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

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

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

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

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

**Table 17: Transportation-disadvantaged populations**

| <b>Populations</b>                                   | <b>Total</b>     | <b>Percentage</b> |
|--|------------------|-------------------|
| Persons with a disability                            | 237,337          | 11.8%             |
| Older adults (65+)                                   | 287,037          | 14.3%             |
| Veterans   | 119,316          | 5.9%              |
| Persons who use public transportation to get to work | 9,324            | 0.9               |
| <b>Total population</b>                              | <b>2,013,540</b> | <b>100%</b>       |
| <b>Households</b>                                    | <b>Total</b>     | <b>Percentage</b> |
| Households with no vehicle                           | 46,953           | 6%                |
| <b>Total households</b>                              | <b>785,722</b>   | <b>100%</b>       |

## Defining Environmental Justice areas

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

- Minority populations in a tract are greater than the MPO area average (28.6%) and/or
- People with low income in a tract are above the MPO average for population at (or below) the 100% poverty level (10.3%), the 200% poverty level (25.0%), or both.

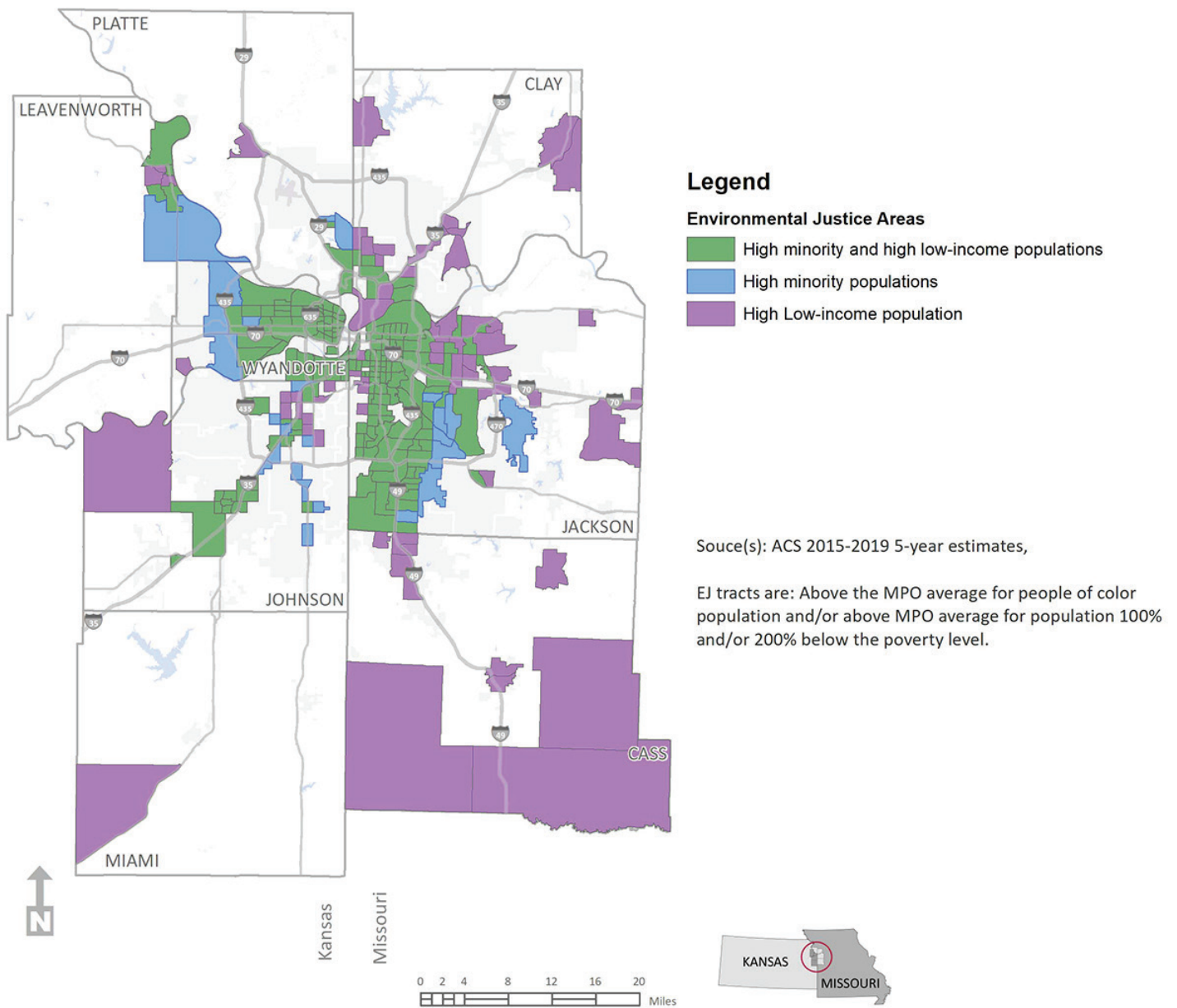
MARC's definition of low income for the purpose of EJ analysis (for the long-range plan and transportation improvement program) has historically been 100% of the federal poverty level. For the Connected KC 2050 plan and this analysis for the 2022-



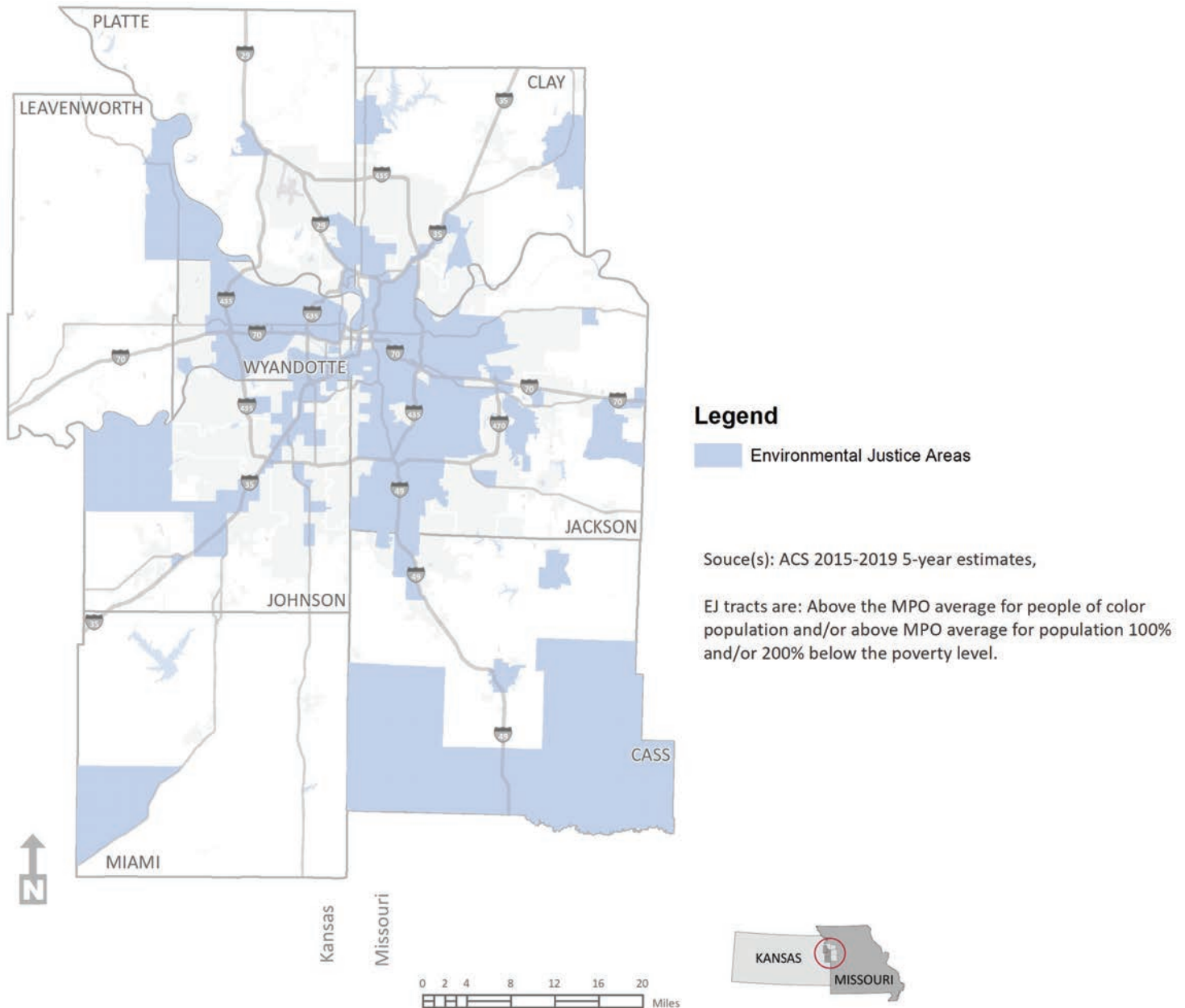
2026 TIP, data was also collected at the 200% of the poverty level threshold. MARC staff decided to include data at the 200% threshold after researching what other MPOs use as well as consulting with other MARC departments that work with vulnerable populations. Additionally, the EJ stakeholder group thought that using the 200% poverty threshold made sense.

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

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



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



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

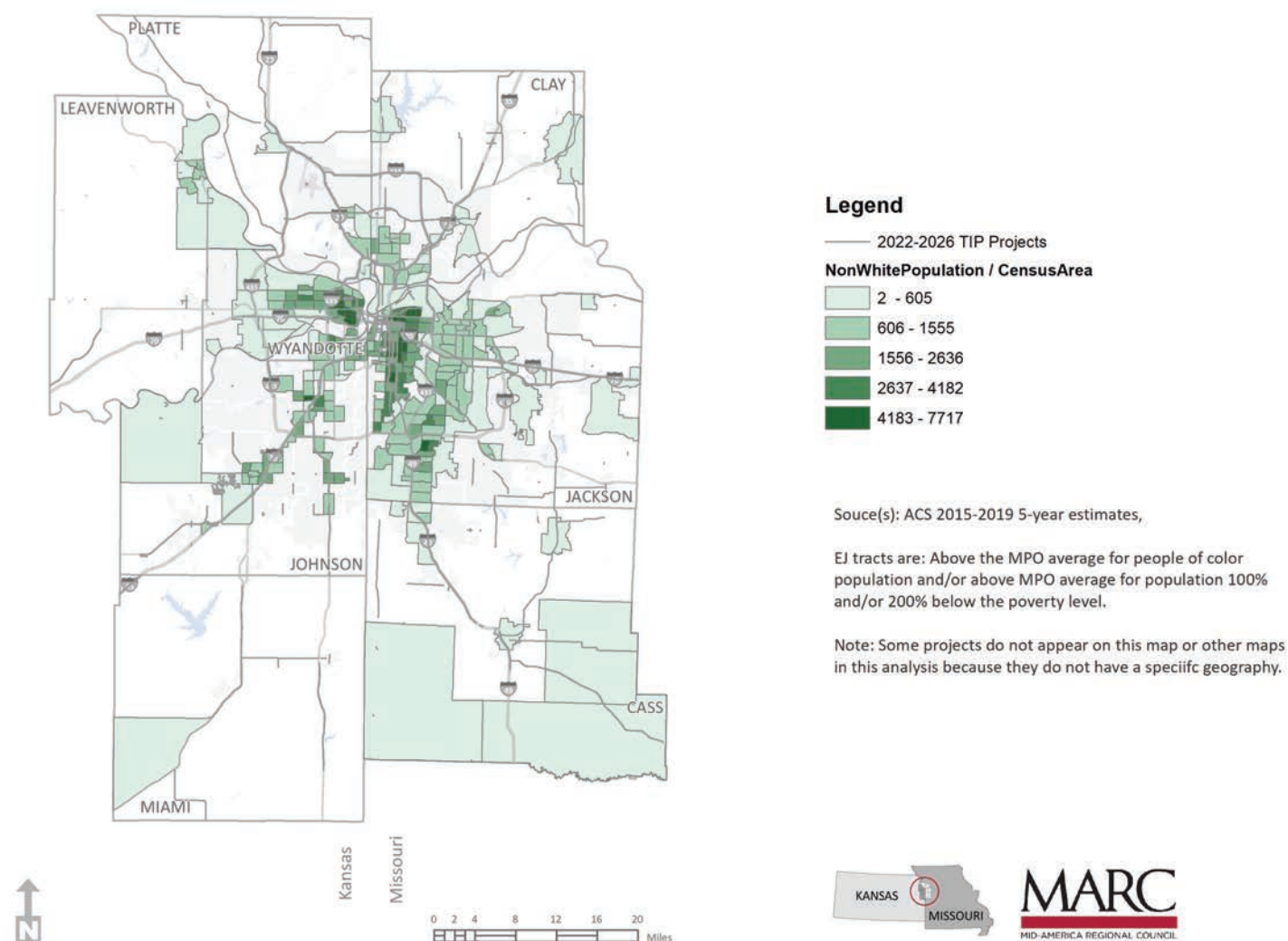
# Environmental Justice populations

## Minority Populations

According to 2015-2019 ACS five-year estimates, there are 576,283 people of color in the region, 28.6% of the total regional population. Spatial analysis shows minority population concentrations in most of the EJ census tracts in Jackson County, Missouri, and Wyandotte County, Kansas. Concentrations of minorities above the MPO average (the threshold for this analysis) are also notably high along the I-35 corridor in Johnson County, Kansas, around the city of Leavenworth in Leavenworth County, Kansas, as well as in southern Clay County, Missouri.

Approximately 50.5% of the TIP's mapped projects<sup>3</sup> intersect or are located within census tracts identified as having high proportions of minority populations. This amounts to \$627,219,439 in federal investments during the period covered by the 2022-2026 TIP, or 68.0% of the total estimated federal investments during 2022-2026.

## Non-White Population Density and Environmental Justice Areas



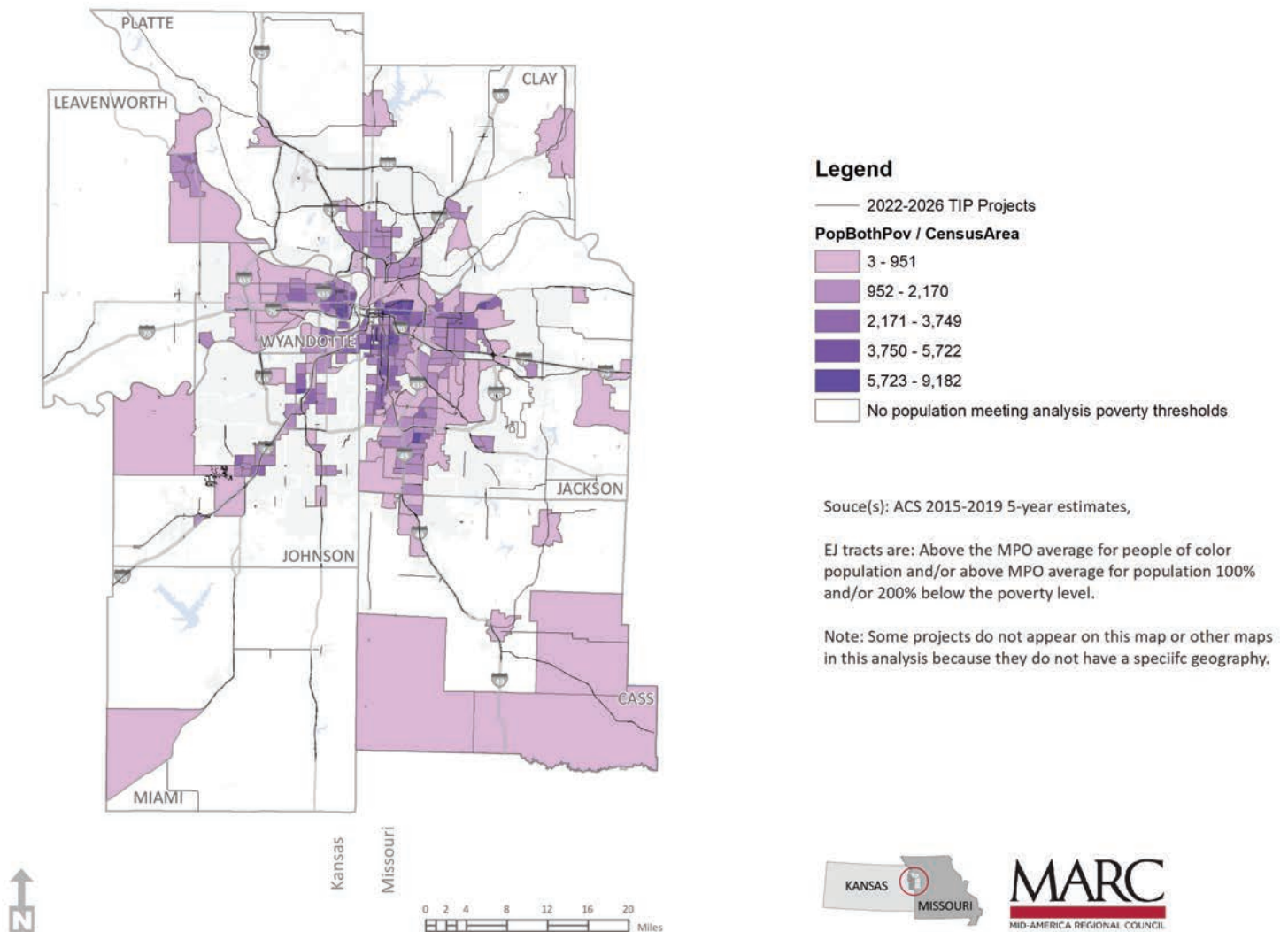
<sup>3</sup> 356 projects from the 2022-2026 TIP were mapped. Of these, 314 had federal investment associated with them. The remaining projects from the 2022-2026 TIP were not assigned a geography, and therefore are not able to be mapped. These projects are largely operational or educational in nature,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

## People with low income

According to 2015-2019 ACS five-year estimates, 503,062 people in the Kansas City region have low income (defined here as at or below 200% of the poverty level). Spatial analysis shows concentrations of people with low income in most of the EJ census tracts in Jackson County, Missouri, and Wyandotte County, Kansas. Concentrations of people with low income (either above the 100% or 200% of the poverty level thresholds or both) are also notably high along the I-35 corridor in Johnson County, Kansas, around the city of Leavenworth in Leavenworth County, Kansas, as well as in all of the EJ tracts identified in Clay County, Missouri. Additionally, the EJ tracts in Miami County, Kansas, and Cass County, Missouri, have high concentrations of people with low income.

Approximately 68.7% of the TIP's mapped projects<sup>4</sup> intersect or are located within census tracts identified as having large numbers of people with low income. This amounts to \$468,125,407 in federal investments during the period covered by the 2022-2026 TIP, or 75.1% of the total estimated federal investments during 2022-2026.

### Low-Income Population Density and Environmental Justice Areas



<sup>4</sup> 356 projects from the 2022-2026 TIP were mapped. Of these, 314 had federal investment associated with them. The remaining projects from the 2022-2026 TIP were not assigned a geography, and therefore are not able to be mapped. These projects are largely operational or educational in nature, or address safety issues across the highway system.



## **Areas with high minority populations and people with low income**

Approximately 47.3% of the plan's mapped projects<sup>5</sup> intersect or are located within census tracts identified as having large numbers of minority populations and people with low income. This amounts to \$389,263,307 in federal investments during the period covered by the 2022-2026 TIP, or 55.8% of the total estimated federal investments during 2022-2026.

<sup>5</sup> 356 projects from the 2022-2026 TIP were mapped. Of these, 314 had federal investment associated with them. The remaining projects from the 2022-2026 TIP were not assigned a geography, and therefore are not able to be mapped. These projects are largely operational or educational in nature, or address safety issues across the highway system.

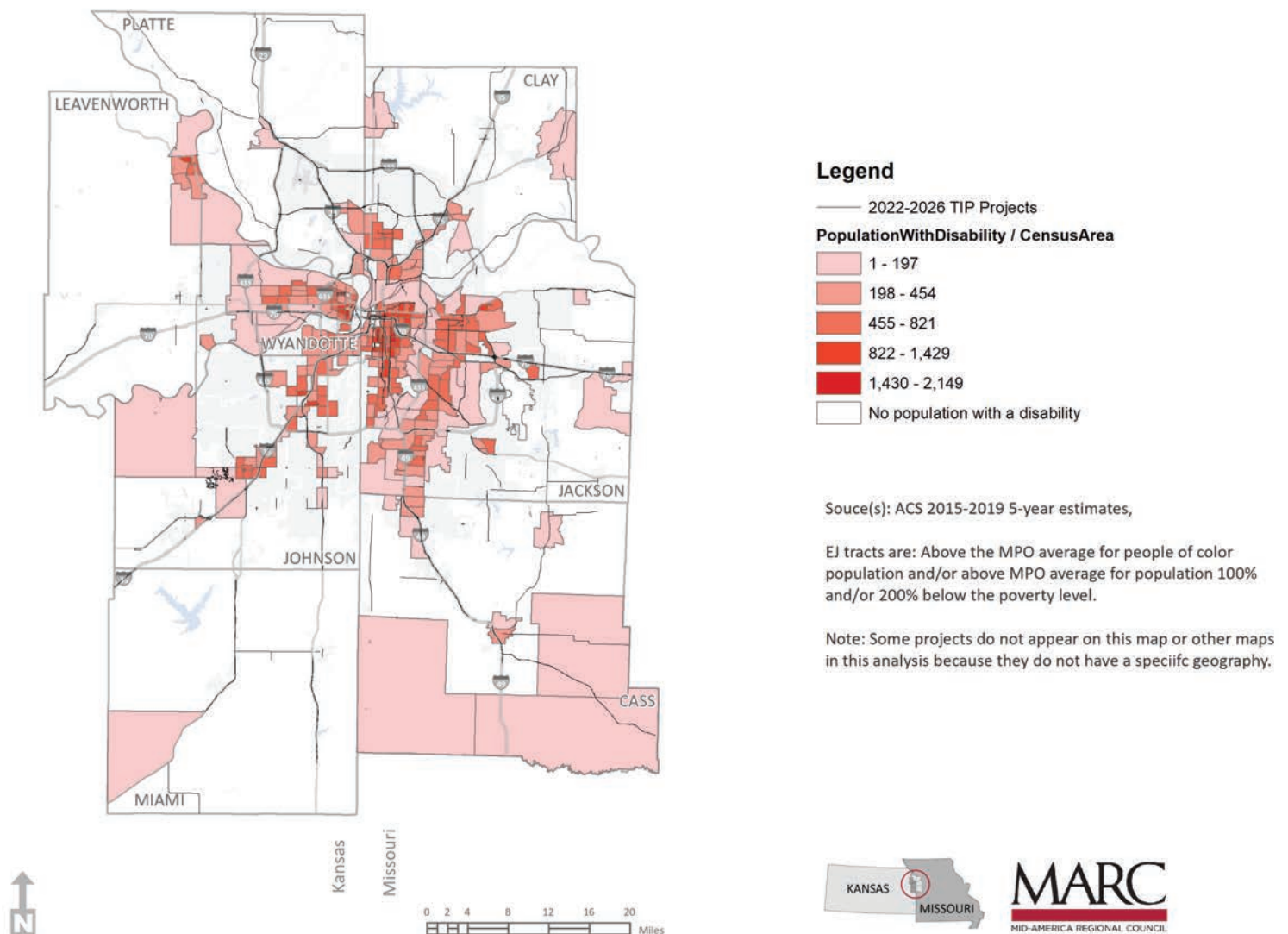


# Transportation-disadvantaged populations

## People with a disability

According to 2015-2019 ACS five-year estimates, there are 237,337 people with a disability living in the region, 11.8% of the total regional population. Spatial analysis by tracts shows concentrations to be predominant not only in EJ areas, but most areas of the region around the urban core and first-ring suburbs within the I-435 loop. Concentrations of people with a disability are also high in and around the city of Leavenworth in Leavenworth County, Kansas.

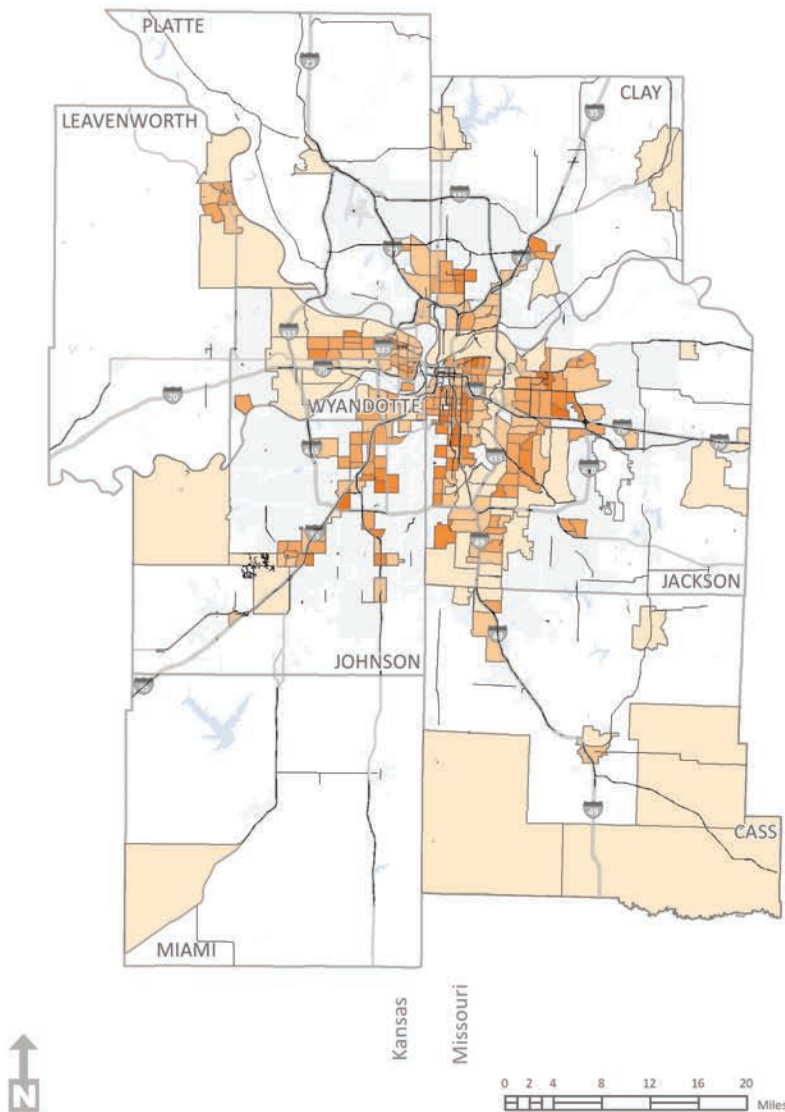
## Population with a Disability Density and Environmental Justice Areas



## Older adult populations

According to 2015-2019 ACS five-year estimates, there are 287,037 older adults living in the region, 14.3% of the total regional population. Spatial analysis of distribution by block groups shows older adult populations to be widely dispersed around the region, predominately clustered around the first-ring suburbs within the I-435 loop.

## Older Adult Population Density and Environmental Justice Areas

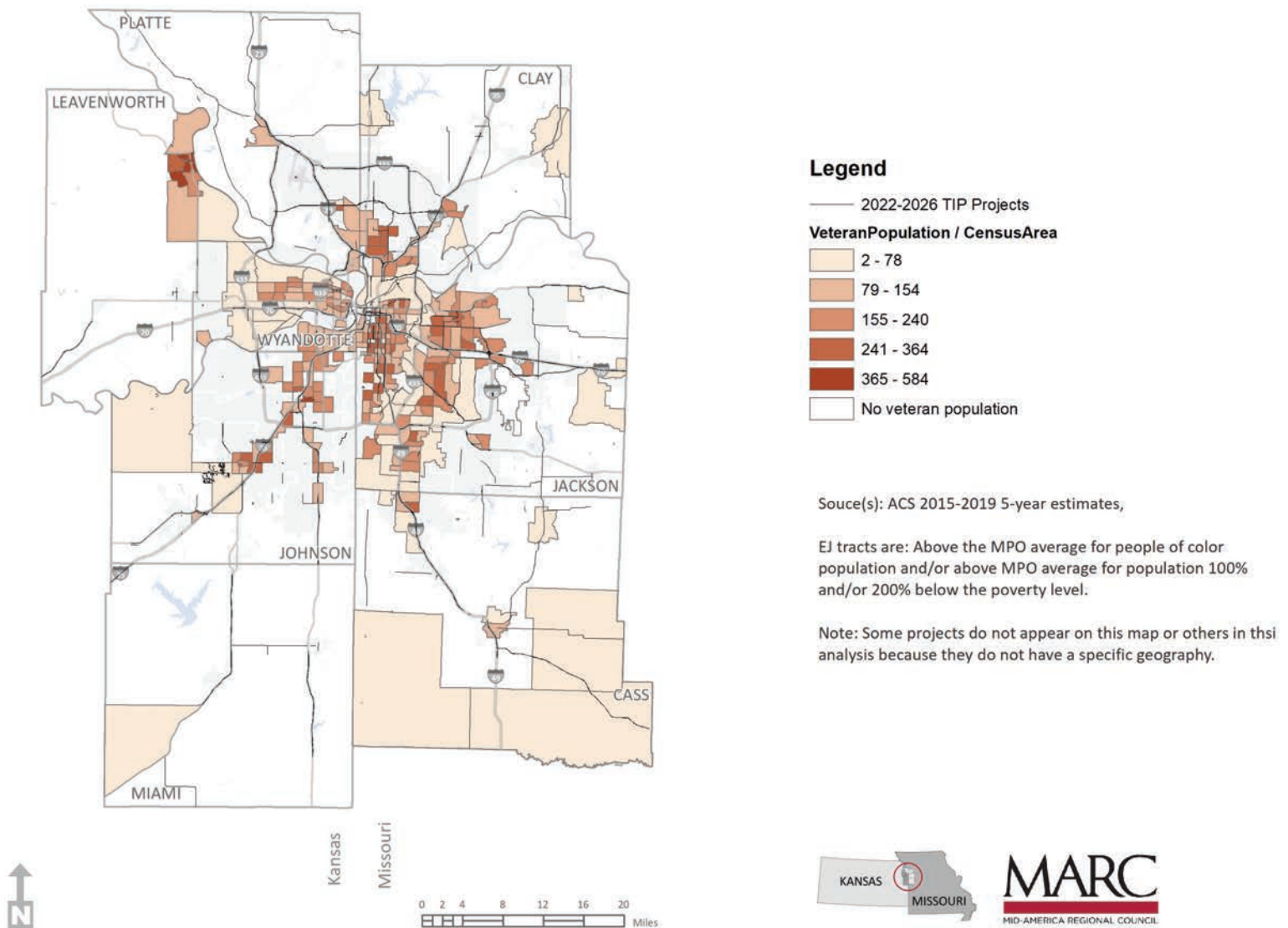


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## Veterans

According to 2015-2019 ACS five-year estimates, the region is home to 119,316 veterans, about 5.9% of the total regional population. Spatial analysis by tracts shows concentrations to be dominant not only in EJ areas, but most areas of the region around the urban core and first-ring suburbs within the I-435 loop. Notably, concentrations of veterans are also high in and around the city of Leavenworth in Leavenworth County, Kansas.

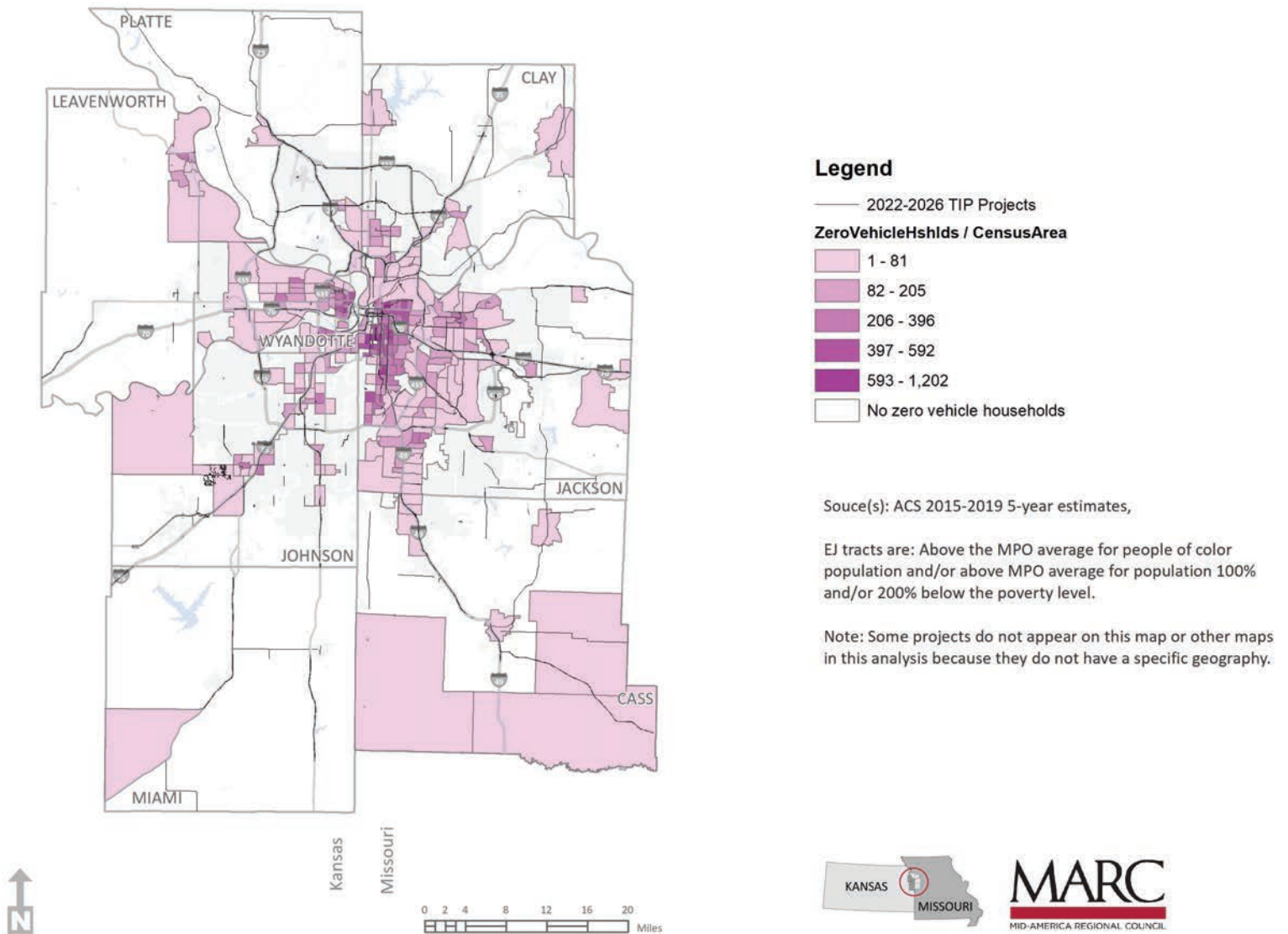
### Veteran Population Density and Environmental Justice Areas



## Households with no vehicle

According to 2015-2019 ACS five-year estimates, the region contains 46,953 households with no vehicle, about 6.0% of total regional households. Spatial analysis by tracts shows households with no vehicle are heavily concentrated in the urban core in northwestern Jackson County, Missouri and northeastern Wyandotte County, Kansas — predominantly in EJ tracts.

## Zero Vehicle Household Density and Environmental Justice Areas

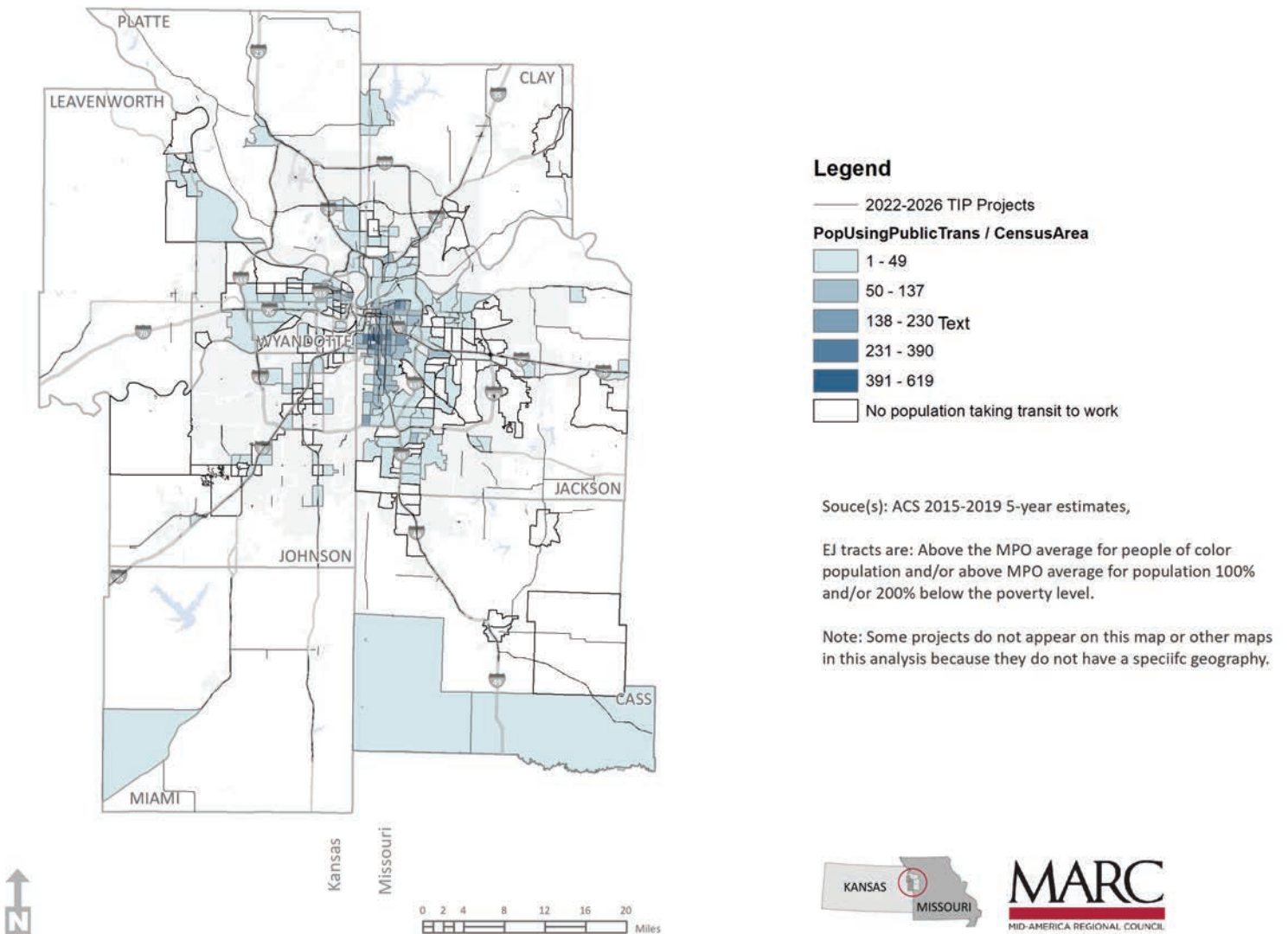




## People who use public transportation to get to work

According to 2015-2019 ACS five-year estimates, 9,324 people in the region use public transportation as a primary mode of transportation to work, which is 0.9% of the total regional population. Spatial analysis by census tract show this demographic heavily concentrated in western Jackson County, Missouri, primarily within EJ tracts, and in southeastern Wyandotte County, Kansas.

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



# Financial analysis

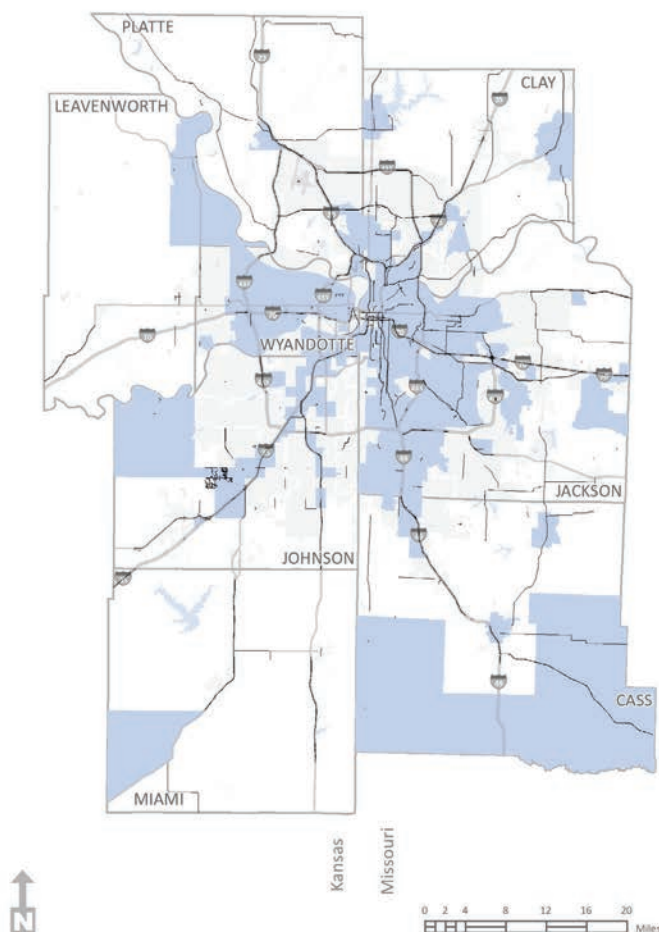
## Transportation projects

All projects with a specific geography listed in the plan were mapped and analyzed in terms of their estimated total expenditures and per capita expenditures. Projects listed in the TIP may utilize federal, state or local sources of funding. Approximately 63.3% of mapped transportation projects<sup>6</sup> intersect or are located within defined EJ areas. This translates to 76.1% of the estimated 2022-2026 expenditures of the mapped projects.

| Table 18: 2022-2026 Transportation Improvement Program Investments |                 |               |                 |
|--|-----------------|---------------|-----------------|
|  | EJ Areas        | Non-EJ Areas  | Total           |
| Population   | 1,010,100       | 1,003,440     | 2,013,540       |
| Percent of total population  | 50.2%           | 48.8%         | 100.0%          |
| 2022-2026 Expenditures   | \$1,097,726,344 | \$344,752,079 | \$1,442,478,423 |
| Percent of total expenditures                                      | 76.1%           | 23.9%         | 100.0%          |
| Per capita expenditures  | \$1,086.75      | \$343.57      | \$716.39        |

Source: 2015-2019 ACS and costs reported by project applicants.

## Environmental Justice Areas with 2022-2026 TIP Projects



<sup>6</sup> 354 projects from the 2022-2026 TIP were mapped. Of these, 314 had federal investment associated with them. The remaining projects from the 2022-2026 TIP were not assigned a geography, and therefore are not able to be mapped. These projects are largely operational or educational in nature, or address safety issues across the highway system.



## Roadway projects

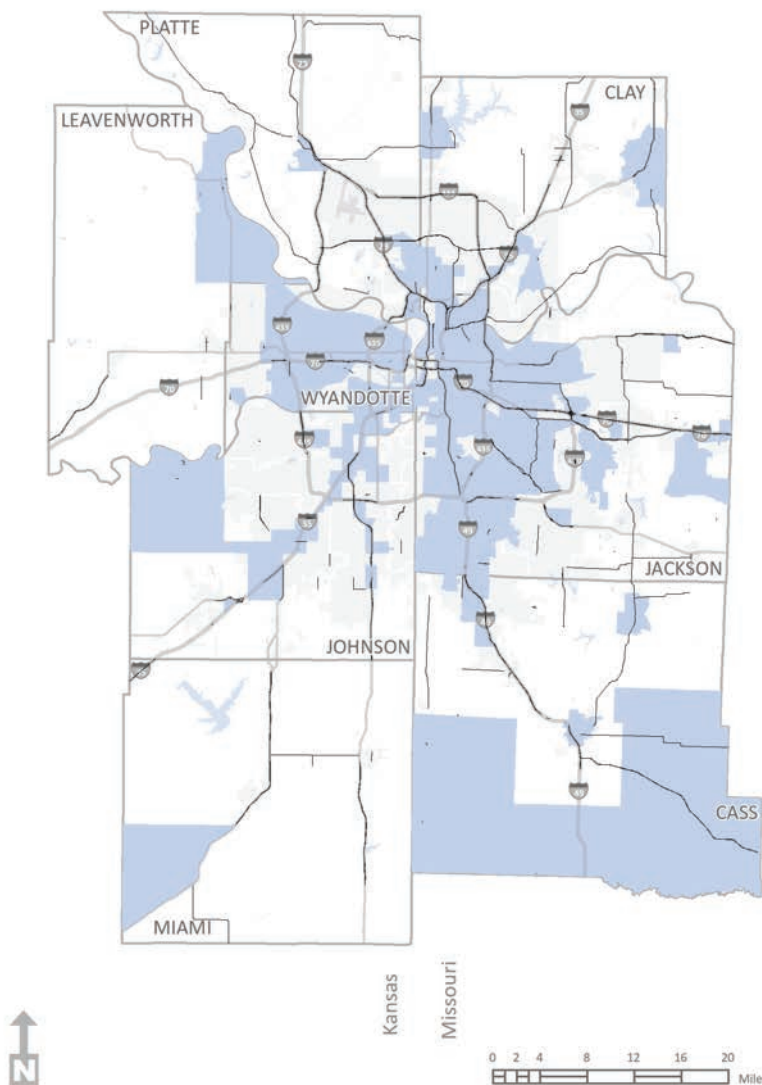
Roadway projects include state highway and local roads as well as bridges. Approximately 63.6% of mapped 2022-2026 roadway and bridge projects intersect or are located within defined EJ areas. This translates to 59.0% of 2022-2026 expenditures for the mapped projects.

**Table 19: 2022-2026 Transportation Improvement Program Roadway Projects**

|                               | EJ Areas      | Non-EJ Areas  | Total           |
|-------------------------------|---------------|---------------|-----------------|
| 2022-2026 Expenditures        | \$771,823,817 | \$289,590,852 | \$1,061,414,669 |
| Percent of total expenditures | 72.6%         | 27.4%         | 100.0%          |
| Per capita expenditures       | \$764.10      | \$288.60      | \$527.14        |

Source: 2015-2019 ACS and costs reported by project applicants.

## 2022-2026 Road & Bridge Projects and Environmental Justice Areas



### Legend

— 2022-2026 Road & Bridge Projects

■ Environmental Justice Areas

Source(s): ACS 2015-2019 5-year estimates,

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

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



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## Bicycle and pedestrian projects

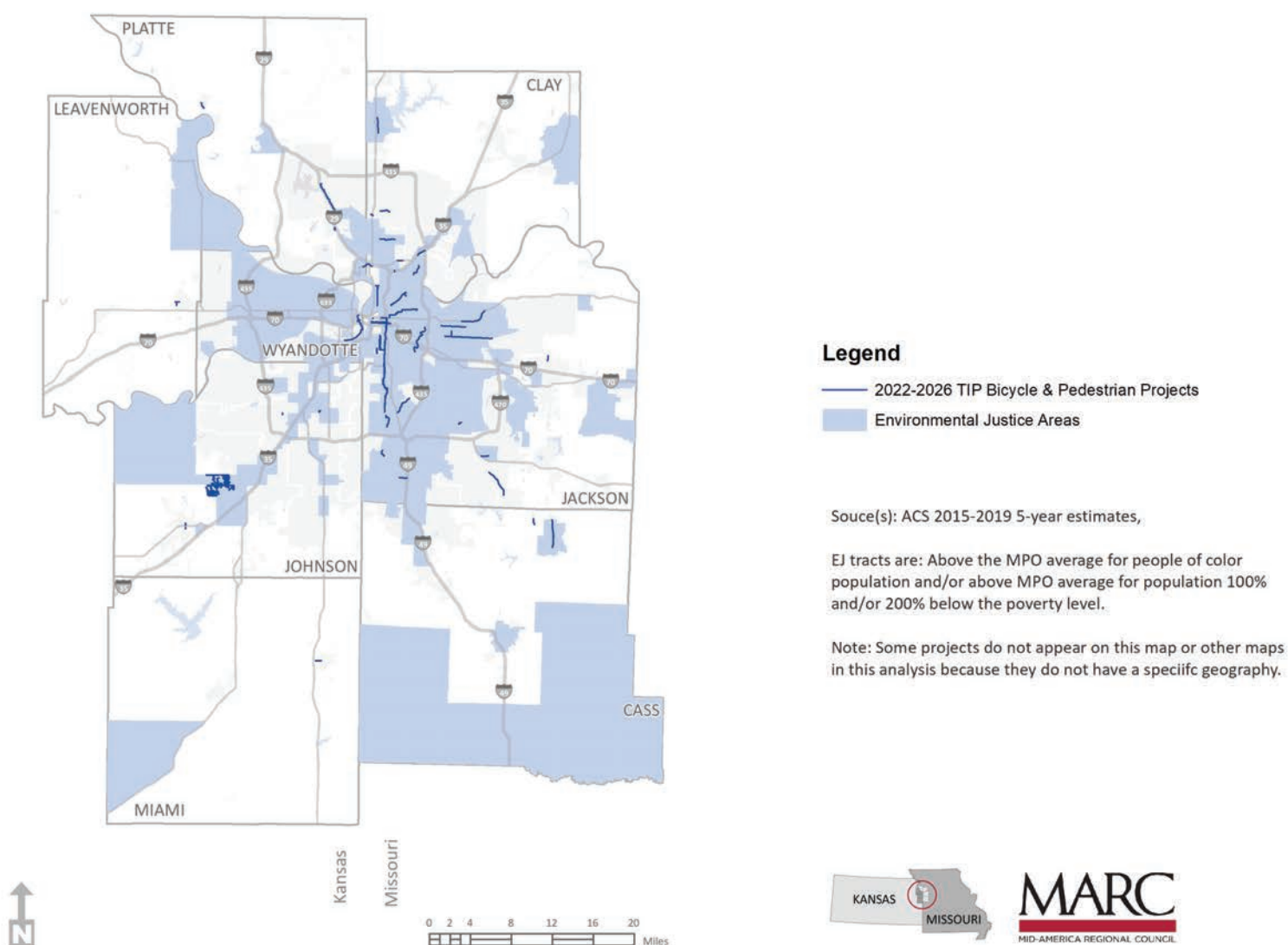
All financially constrained bicycle/pedestrian projects listed in the plan were mapped. This includes roadway projects with significant bicycle/pedestrian elements.<sup>9</sup> Approximately 75% of mapped bicycle and pedestrian projects intersect or are located within defined EJ areas.

**Table 20: 2022-2026 Transportation Improvement Program Bicycle and Pedestrian Projects**

|                               | EJ Areas     | Non-EJ Areas | Total        |
|-------------------------------|--------------|--------------|--------------|
| 2022-2026 Expenditures        | \$43,942,155 | \$21,325,788 | \$65,267,943 |
| Percent of total expenditures | 67.3%        | 32.7%        | 100.0%       |
| Per capita construction costs | \$43.50      | \$21.25      | \$32.41      |

Source: 2015-2019 ACS and costs reported by project applicants.

## 2022-2026 Bicycle and Pedestrian Projects and Environmental Justice Areas



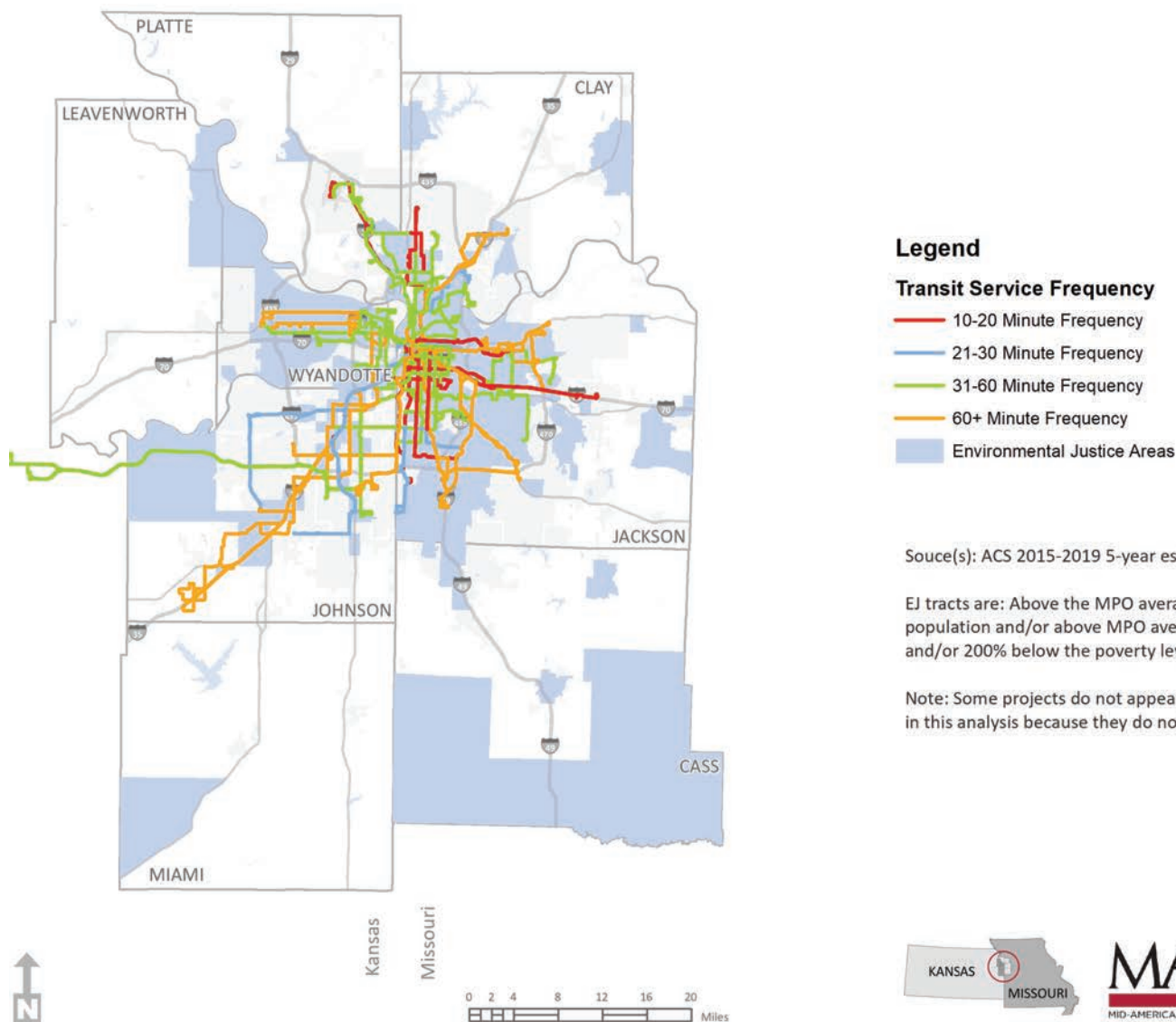
<sup>9</sup> Bike and pedestrian elements that are part of roadway projects were not included in the table, below, because determining their cost was not possible.

# Existing conditions

## Transit service

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

## Existing Transit by Frequency of Service and Environmental Justice Areas



## Roadway safety

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

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

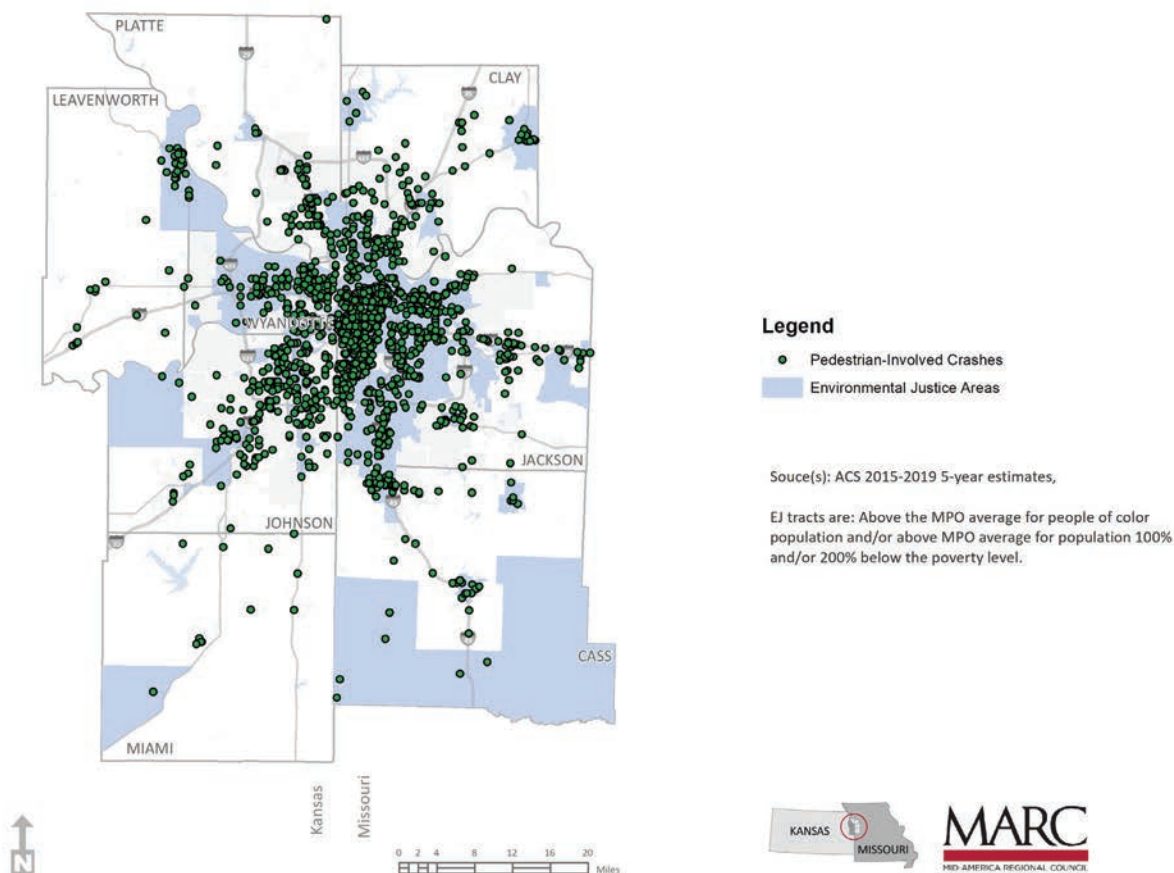
**Table 21: Pedestrian-Involved Crashes (2015-2019)**

|                               | EJ Areas  | Non-EJ Areas | Total     |
|-------------------------------|-----------|--------------|-----------|
| Total population              | 1,010,100 | 1,003,440    | 2,013,540 |
| Percent of total population   | 50.2%     | 49.8%        | 100.0%    |
| Pedestrian crashes            | 1,428     | 641          | 2,069     |
| Percent of pedestrian crashes | 69.0%     | 31.0%        | 100.0%    |

Source: Kansas Department of Transportation and Missouri Department of Transportation

EJ areas account for 50% of the region's population, but 69% of pedestrian crashes. There may be several conditions factoring into this data. In addition to the reality that there are more zero-car households in EJ areas, EJ areas are generally more densely populated (than non-EJ areas), leading to more traffic. Because of their density, EJ areas often are more walkable, allowing more people to walk for any given trip.

### Pedestrian-Involved Crashes and Environmental Justice Areas





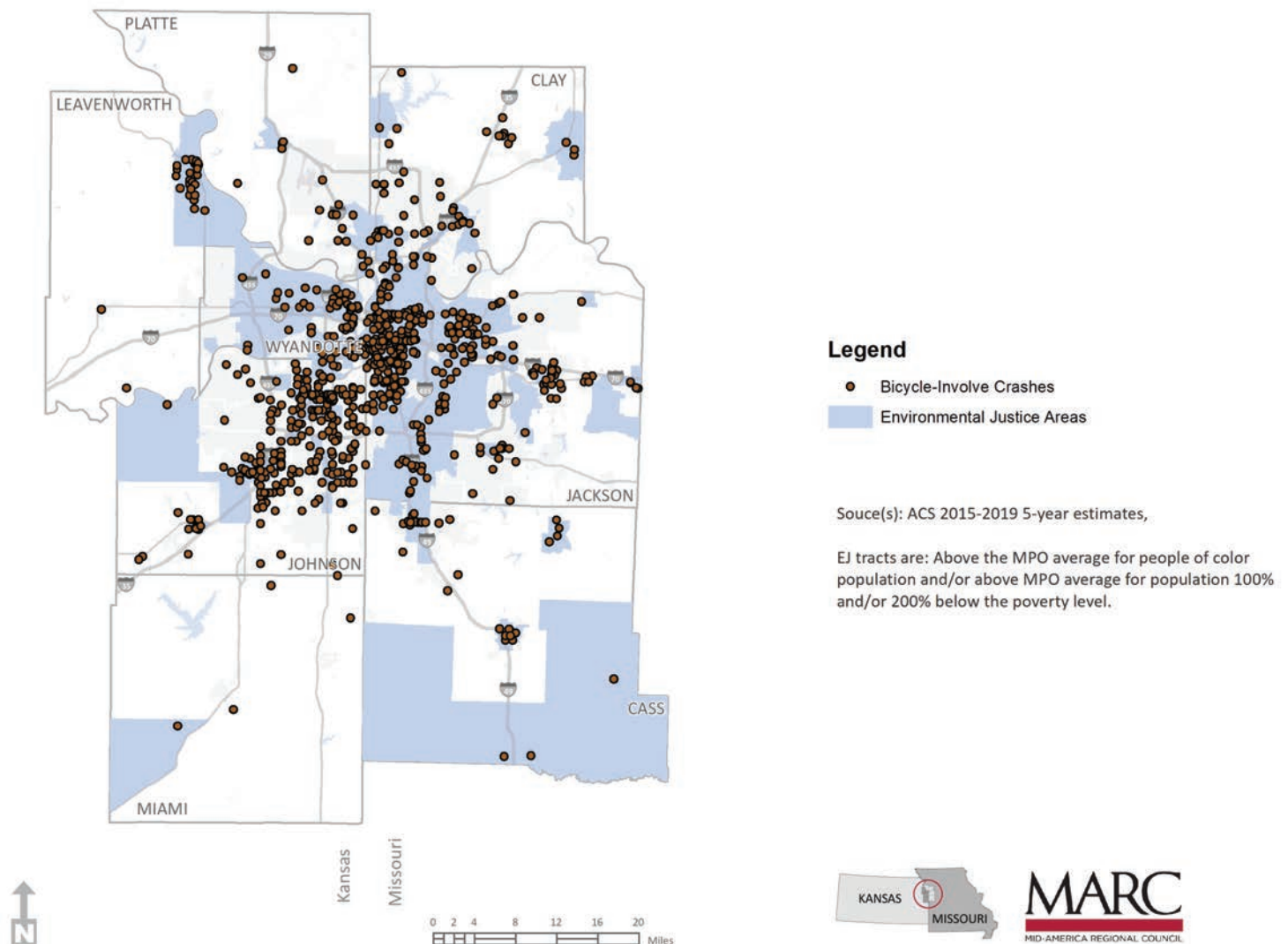
The following table and map provide data on bicycle-involved crashes in EJ and non-EJ areas.

**Table 22: Bicycle-Involved Crashes (2015-2019)**

|                             | EJ Areas  | Non-EJ Areas | Total     |
|-----------------------------|-----------|--------------|-----------|
| Total population            | 1,010,100 | 1,003,440    | 2,013,540 |
| Percent of total population | 50.2%     | 49.8%        | 100.0%    |
| Bicycle crashes             | 522       | 339          | 861       |
| Percent of bicycle crashes  | 60.6%     | 39.4%        | 100.0%    |

Source: Kansas Department of Transportation and Missouri Department of Transportation

## Bicycle-Involved Crashes and Environmental Justice Areas



Similar to pedestrian crashes, there are proportionately more bicycle-involved crashes in EJ areas (60.6%) than in non-EJ areas (39.4%) with the factors at play—more density and more ability and propensity to bike for transportation –likely similar as well.

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

# MARC Programming

MARC incorporates environmental justice into its planning and programming processes for federal aid transportation funding. In 2020, MARC issued a call for projects for Surface Transportation Block Grant Program (STBG) and STBG Set-Aside for Transportation Alternatives (TA) funding. The region's Kansas and Missouri STP committees and Active Transportation Programming Committee used environmental justice in the project evaluation criteria, specifically determining whether or not projects improve accessibility for EJ areas. Projects that resided partially or completely within an EJ tract were awarded points. Projects that detailed and exhibited accessibility improvements aspects for EJ areas received additional points.

In 2020, MARC also issued a call for Section 5310 Projects for Enhanced Mobility of Seniors and Individuals with Disabilities Program and Planning Sustainable Places (PSP) funding. MARC's Mobility Advisory Committee (MAC) used environmental justice in the 5310 project evaluation criteria. Projects were evaluated based on whether or not they maintain current levels of service, expand service or maintain accessibility for disadvantaged populations such as older adults and persons with disabilities).

In 2020, MARC issued a call for projects for Planning Sustainable Places program funding to continue the work of the Creating Sustainable Places initiative and the region's Metropolitan Transportation Plan. The Sustainable Places Policy Committee (SPPC) used environmental justice in their project scoring criteria. Projects that were within EJ tracts or that connected EJ tracts to opportunities were awarded points. A project received additional points if it addressed existing adverse human health and environmental effects.

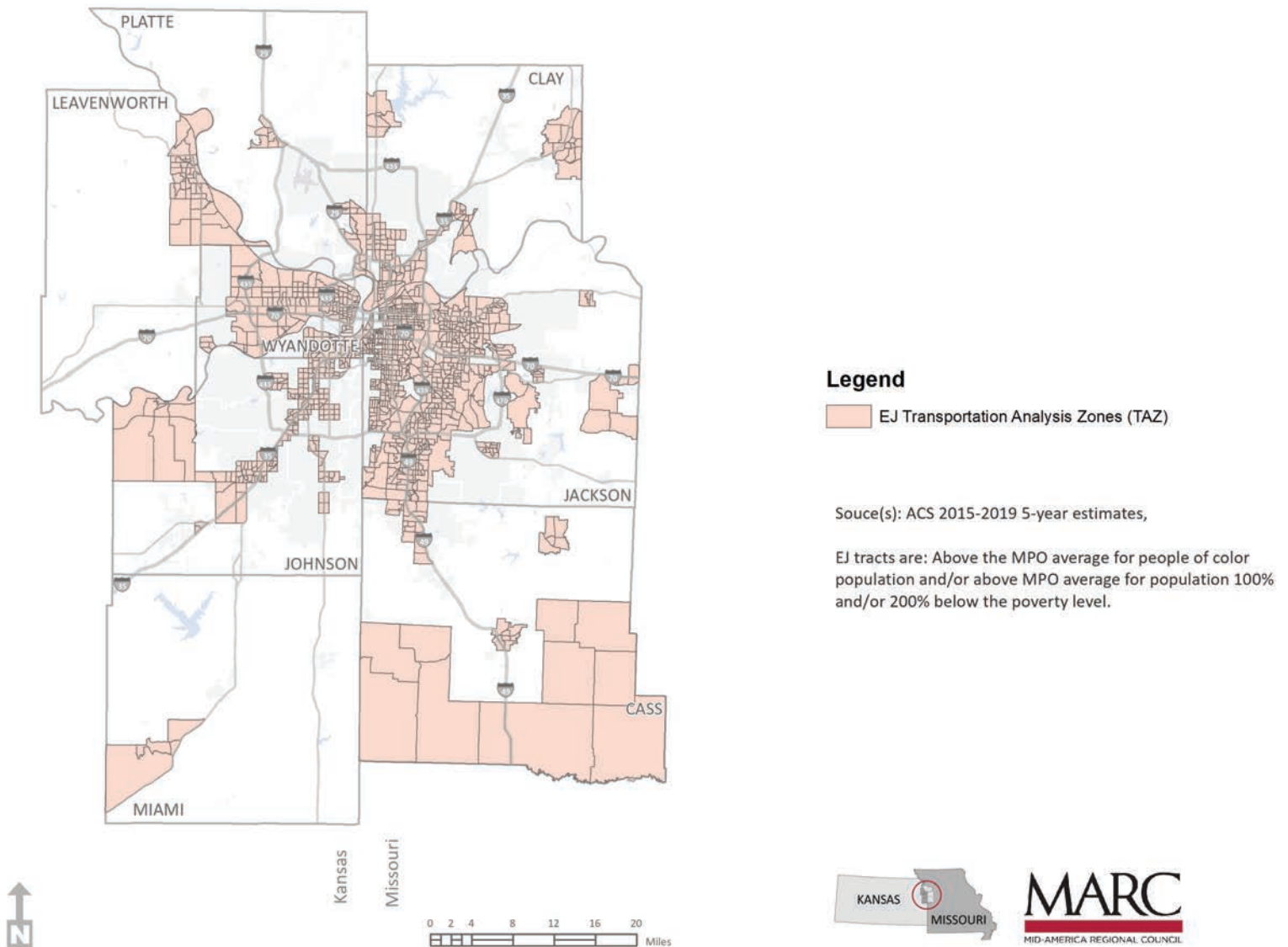
| Table 23: MARC Programming and EJ Areas |                              |              |               |
|---|------------------------------|--------------|---------------|
| Kansas STBG (FFY 2023–2024)             | Projects receiving EJ Points | All projects | Percent in EJ |
| Applications                            | 11                           | 36           | 30.56%        |
| Total federal funds requested           | \$14,879,988                 | \$82,458,376 | 18.05%        |
| Funded projects                         | 5                            | 12           | 41.67%        |
| Total federal funds programmed          | \$7,800,000                  | \$25,312,412 | 30.81%        |
| Missouri STBG (FFY 2023–2024)           | Projects receiving EJ Points | All projects | Percent in EJ |
| Applications                            | 19                           | 32           | 59.38%        |
| Total federal funds requested           | \$49,094,046                 | \$81,113,158 | 60.53%        |
| Funded projects                         | 9                            | 13           | 60.00%        |
| Total federal funds programmed          | \$21,943,600                 | \$27,126,222 | 80.89%        |
| Kansas TA (FFY 2023–2024)               | Projects receiving EJ Points | All projects | Percent in EJ |
| Applications                            | 4                            | 8            | 50.00%        |
| Total federal funds requested           | \$950,000                    | \$2,790,000  | 34.05%        |
| Funded projects                         | 4                            | 6            | 85.70%        |
| Total federal funds programmed          | \$950,000                    | \$1,870,000  | 50.80%        |
| Missouri TA (FFY 2023–2024)             | Projects receiving EJ Points | All projects | Percent in EJ |
| Applications                            | 6                            | 10           | 60.00%        |
| Total federal funds requested           | \$2,152,230                  | \$3,802,230  | 56.60%        |
| Funded projects                         | 6                            | 8            | 75.00%        |
| Total federal funds programmed          | \$2,152,230                  | \$3,140,630  | 68.53%        |
| Section 5310 (FFY 2019–2020)            | Projects receiving EJ Points | All projects | Percent in EJ |
| Applications                            | 14                           | 14           | 100.00%       |
| Total federal funds requested           | \$1,649,383                  | \$1,649,383  | 100.00%       |
| Funded projects                         | 14                           | 14           | 100.00%       |
| Total federal funds programmed          | \$1,335,979                  | \$1,335,979  | 100.00%       |
| PSP (FFY 2021)                          | Projects receiving EJ Points | All projects | Percent in EJ |
| Applications                            | 24                           | 31           | 77.42%        |
| Total federal funds requested           | \$1,659,600                  | \$2,297,500  | 72.24%        |
| Funded projects                         | 13                           | 14           | 92.86%        |
| Total federal funds programmed          | \$827,825                    | \$877,825    | 94.30%        |



# Travel model analysis

## Travel-demand model

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



**Table 24: Travel-demand Model Results**

| <b>Demographics</b>                        | <b>EJ TAZs</b> | <b>Non-EJ TAZs</b> | <b>Total</b> |
|--|----------------|--------------------|--------------|
| Total population                           | 1,013,067      | 1,067,200          | 2,080,267    |
| Percent of total population                | 49%            | 51%                | 100%         |
| Total households                           | 415,434        | 408,928            | 824,362      |
| Percent of total households                | 50%            | 50%                | 100%         |
| Total employment                           | 558,781        | 522,052            | 1,080,833    |
| Percent of total employment                | 52%            | 48%                | 100%         |
| <b>Trips generated (by mode)</b>           | <b>EJ TAZs</b> | <b>Non-EJ TAZs</b> | <b>Total</b> |
| Single-occupant vehicle trips              | 2,058,929      | 2,138,885          | 4,197,814    |
| Percent of single-occupant vehicle trips   | 49%            | 51%                | 100%         |
| High-occupancy vehicle trips               | 773,143        | 823,273            | 1,596,416    |
| Percent of high-occupancy vehicle trips    | 48%            | 52%                | 100%         |
| Transit trips                              | 42,542         | 11,544             | 54,087       |
| Percent of transit trips                   | 79%            | 21%                | 100%         |
| <b>Trips generated (by purpose)</b>        | <b>EJ TAZs</b> | <b>Non-EJ TAZs</b> | <b>Total</b> |
| Home-based work trips                      | 633,240        | 611,519            | 1,244,759    |
| Percent of home-based work trips           | 51%            | 49%                | 100%         |
| Home-based other trips                     | 1,111,198      | 1,185,756          | 2,296,953    |
| Percent of home-based other trips          | 48%            | 52%                | 100%         |
| Non-home-based trips                       | 842,148        | 893,323            | 1,735,471    |
| Percent of non-home based trips            | 49%            | 51%                | 100%         |
| <b>Travel times (average time in min.)</b> | <b>EJ TAZs</b> | <b>Non-EJ TAZs</b> |              |
| Peak hour trips                            | 28.79          | 33.85              |              |
| Off-peak hour trips                        | 27.37          | 32.23              |              |

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

## Travel-demand model definitions

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

The travel demand model analysis shows near a nearly 50/50 distribution of population and jobs between EJ and non-EJ areas, and an expectedly similar 50/50 distribution of most trips, with the exception of transit trips. The model shows 79% of transit trips originating in EJ areas. This is expected since, as discussed earlier, 100% of existing transit service is located in or touches EJ areas. Average peak travel time is about 28.8 minutes in EJ TAZs versus approximately 33.9 minutes outside of EJ TAZs. This makes sense since non-EJ TAZs are larger (because they are less dense).

## Conclusion

While an EJ analysis on the project level must be undertaken to examine the specific potential negative, disproportionate effects/denial of benefit to communities in EJ areas, the EJ analysis undertaken as part of the region's transportation improvement program provides a general assessment of how the transportation investments that are scheduled to be implemented in the period of 2022-2026 would be distributed, and if this distribution is proportionate and equitable.

Major findings from the EJ analysis for this plan:

- While the region's population is approximately equally split between EJ and non-EJ areas, the majority of projects (63.3%) are located in or touch EJ areas. These projects represent over 76% of the 2022-2026 expenditures documented in the TIP.
- EJ areas experience higher percentages of pedestrian (69%) and bicycle-related (60.6%) crashes than non-EJ areas; this TIP includes projects that address the need for safer facilities, like sidewalks and bike lanes, in EJ areas.
- Although not covered under Executive Order 12898, populations that may be transportation disadvantaged — populations with a disability, the older adults, veterans, households with no vehicle available and people using public transportation to get to work — were spatially analyzed and appear to be served by federal transportation investments.
- Travel model results show that average trip length remains considerably (around 18%) shorter in EJ areas than in non-EJ areas.

# PROJECT LISTINGS

## How to Read the TIP Project Listings

The project listing is a complete list of all projects in the TIP for 2020–2024. The state is noted in the heading. Bistate projects are listed first, followed by Kansas and Missouri projects.

View the complete listing at [marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/Assets/Project\\_Listing20\\_24](http://marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/Assets/Project_Listing20_24).

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

SAMPLE TIP AMENDMENT PROJECT LISTING

Missouri

DRAFT 2011 2nd Quarter Amendment

1 TIP #: 590161

2 Juris: CLAY COUNTY

3 Location/Improvement: SMITHVILLE LAKE TRAIL (HWY W TO 188TH ST.)

4 Project Type: PEDESTRIAN AND/OR BIKE WAYS

Length (miles):

5 Federal ID#: STP-3301(428)

6 State ID #:

7 Phase

8 Year of Obligation

9 Type

10 Source

Cost (IN THOUSANDS)

12 Description: Smithville Lake Trail (Hwy W to 188th St.)

|                        |      |                            |       |                   |                                       |
|------------------------|------|----------------------------|-------|-------------------|---------------------------------------|
| Construction           | 2011 | Federal                    | TE-MO | \$202.7           | 13 Amendment Description: New project |
| Construction           | 2011 | Non-Federal                | LOCAL | \$133.5           |                                       |
| Federal Total: \$202.7 |      | Non-Federal Total: \$133.5 |       | 11 Total: \$336.2 |                                       |

14 ☒ New ☐ Deleted ☐ Schedule ☐ Budget ☐ AirQuality ☐ Scope

1 TIP #: The number assigned to TIP project, which is how an agency identifies a project.

2 Juris: The lead public agency or municipality responsible for the project.

3 Location/Improvement: Name of project, identifying what it is and where it is located.

4 Project Type: Projects are classified into descriptive categories.

5 Federal ID#: Identification number within a federal funding program.

6 State ID#: Identification number within a state funding program.

7 Phase: Shows phases of project, classified into categories.

8 Year of Obligation: Shows when each phase is scheduled to be obligated.

9 Type: Indicates whether federal funds will be used in each phase.

10 Source: Indicates funding source abbreviation for each phase.

11 Total: Total estimated federal and non-federal funds being spent on the project.

12 Description: Provides a short outline of the project. This may include type, scope and major features of the project.

13 Amendment Description: Describes what is being modified by the amendment.

14 Indicates the reason(s) for inclusion in the amendment.

# Appendix A: Funding Definitions

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

| Code or abbreviation | Program  | Program Summary   |
|----------------------|--|---|
| <b>SRTS</b>          | Safe Routes to School  | Provides funds to the states to substantially improve the ability of primary and middle school students to walk and bicycle to school safely.   |
| <b>STBG</b>          | Statewide Surface Transportation Block Grant Program               | Flexible funds that can be used on Federal-aid highway, bridges, transit capital projects, bicycle and pedestrian facilities and related non-construction projects.   |
| <b>STBGM</b>         | Metropolitan Surface Transportation Block Grant Program            | A subcategory of statewide STBGM funds suballocated to Transportation Management Areas.   |
| <b>TCSP</b>          | Transportation and Community and System Preservation Pilot Program | Provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation and community and system preservation and to identify private sector-based initiatives.  |
| <b>TA</b>            | Transportation Alternatives  | Program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. Replaces the funding from pre-MAP-21 programs including Transportation Enhancements, recreational trails, Safe Routes to School, and other discretionary programs, wrapping them into a single funding source. |

## Appendix B: Public Participation Plan

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

## Appendix C: Public Comments and Responses

The 2022-2026 Transportation Improvement Program was released for public review and comment at [marc.org/Transportation/Public-Input/Overview/Transportation-Public-Input](https://marc.org/Transportation/Public-Input/Overview/Transportation-Public-Input) on Sept. 21, 2021, for a two-week period. Announcements were printed in various local newspapers, posted on the MARC website, and shared with the agency's social media followers.



# Appendix D: Projects removed from TIP

MARC has compiled a listing of projects included in the 2018–2022 Transportation Improvement Program that have been completed, are under construction or have been withdrawn by request of the project sponsor.

| Projects From TIP 2020–2024 Completed |  |  |             |
|---------------------------------------|--|--|-------------|
| TIP Project Number                    | Lead Agency  | Project Name   | Total Cost  |
| 162006                                | Lansing  | K-7 and Eisenhower Road Intersection Improvements  | \$2,870.00  |
| 163014                                | Leavenworth  | RFCC Stone Restoration   | \$1,187.50  |
| 165016                                | Leavenworth County                                 | Signing in Leavenworth County  | \$123.46    |
| 259204                                | Unified Government of Wyandotte County/Kansas City | Safe Routes to School Phase F: William Allen White/West Middle & Frances Willard   | \$682.52    |
| 259206                                | Unified Government of Wyandotte County/Kansas City | UG - Wyandotte County Bike Share   | \$169.50    |
| 280120                                | KDOT   | Bridges #030 & #173 of the Lewis & Clark Viaduct in Kansas City, Kansas  | \$75,575.80 |
| 280134                                | KDOT   | I-435 in Wyandotte County: 1.) I-435 from the Kansas River bridge N to the Missouri state line 2.) I-435 from .5 miles north of the K-5/I-435 junction to the Missouri state line. | \$8,788.00  |
| 280143                                | KDOT   | Bridge #130 (Turkey Creek) on US-69 Located at Junction Merriam Lane/US-69   | \$710.90    |
| 280144                                | KDOT   | RCB #534 (Mill Creek Drainage) Located 3.75 Miles East of I-435 in Wyandotte County  | \$135.00    |
| 280146                                | KDOT   | Discovery Phase of the 18th Street Bridge Replacement  | \$750.00    |
| 280152                                | KDOT   | I-70 & Turner Diagonal Interchange in Wyandotte County   | \$30,343.60 |
| 280155                                | KDOT   | I-70: Beginning at 18th Street thence East to Junction I-70/I-670 in Wyandotte County  | \$240.20    |
| 280166                                | KDOT   | Bridge Repair on I-635 in Wyandotte County   | \$4,770.00  |
| 345123                                | Lenexa   | Lackman Trail  | \$2,586.30  |
| 347014                                | Mission  | Mission Safe Routes to School Phase II Facilities  | \$153.80    |
| 350228                                | Overland Park                                      | Bicycle Master Plan Implementation   | \$500.00    |
| 350229                                | Overland Park                                      | 137th Street and Lamar Avenue Roundabout   | \$2,166.00  |
| 350232                                | Overland Park                                      | Traffic Signal Flashing Yellow Arrow (FYA) Conversion  | \$105.00    |
| 380133                                | KDOT   | Bridge #001 on I-35 in Johnson County located 1.03 miles northeast of the Johnson/Miami county line (Sunflower Rd over I-35)   | \$10,028.50 |
| 380143                                | KDOT   | US-56 and 199th St; Edgerton, KS   | \$2,387.00  |
| 380157                                | KDOT   | US-69: Bridge #136 located at Junction US-69/I-35 in Johnson County  | \$4,409.50  |
| 380158                                | KDOT   | I-35 bridges north of 151st St. over BNSF railroad in Olathe   | \$7,001.00  |
| 380159                                | KDOT   | Bridge #234 on K-10 in Johnson County  | \$554.90    |
| 380163                                | KDOT   | Bridge #103 (151st Street) Located 8.05 Miles North of the Miami/Johnson County Line   | \$1,092.80  |
| 380170                                | KDOT   | I-35: Beginning at 135th Street thence North to 0.5 mile North of 95th Street Bridge   | \$393.60    |

| Projects From TIP 2020-2024 Completed |                 |  |             |
|---------------------------------------|-----------------|--|-------------|
| TIP Project Number                    | Lead Agency     | Project Name   | Total Cost  |
| 380173                                | KDOT            | Bridges #191 & #192 on K-7 in Johnson County   | \$623.00    |
| 380175                                | KDOT            | Overhead sign truss serial # 046S342 over Southbound I-35 located 0.1 mile north of College Boulevard              | \$328.30    |
| 380177                                | KDOT            | US-69: Beginning at 159th Street thence North to Blue Valley Split   | \$1,301.20  |
| 380178                                | KDOT            | K-7: Beginning at Junction K-10/K-7 thence North to the Kansas River Bridge  | \$1,320.30  |
| 380201                                | KDOT            | Cantilever replacement; K-10 in Johnson County approximately 1/4 mile East of Renner Road                          | \$78.00     |
| 380205                                | KDOT            | Bridge #096 on U.S. 69 southbound in Overland Park   | \$435.00    |
| 410062                                | Kansas City, MO | 152 Trail Segment 4- Congress to Old Tiffany Springs   | \$747.98    |
| 415211                                | Kansas City, MO | NW 72nd Street Complete Street Upgrade and Reconstruction  | \$5,100.00  |
| 415214                                | Platte County   | Bee Creek Bridge (No. 1460022) Replacement   | \$920.00    |
| 415215                                | Platte County   | Bear Creek Bridge (No. 1560029) Replacement  | \$610.00    |
| 415216                                | Platte County   | Lamar Road Bridge (No. 0510010) Replacement  | \$507.00    |
| 490134                                | MoDOT           | MO 45: Payment to Kansas City for interchange and outer road realignment at I-29.                                  | \$1,746.00  |
| 490158                                | MoDOT           | MO 273: Bridge replacement over I-29, in Tracy.  | \$3,722.00  |
| 490160                                | MoDOT           | MO 9: Signalizing intersection and improving geometrics at Mattox Rd. and Rte. 9                                   | \$1,927.00  |
| 490161                                | MoDOT           | MO 9: Pavement resurfacing and ADA Transition Plan improvements from Rte. FF to Rte. 45.                           | \$986.00    |
| 490171                                | MoDOT           | MO 9: Pavement resurfacing, pavement repair and guardrail repair from I-635 to Northwest Briarcliff Parkway ramps. | \$1,331.00  |
| 490174                                | MoDOT           | Rte. 92: Pavement resurfacing from Missouri River to Rte. 273  | \$2,785.00  |
| 490176                                | MoDOT           | Signal coordination at various locations on Rte. 12, Rte. 92 and Rte. D.   | \$1,029.00  |
| 490188                                | MoDOT           | Rte. Y: Pavement resurfacing from Buchanan County line to Rte. Z in Dearborn.                                      | \$186.00    |
| 490189                                | MoDOT           | Rte. U: Pavement resurfacing from Rte. 371 to I-29.  | \$183.00    |
| 490190                                | MoDOT           | CST Prairie View: Pavement resurfacing from Rte. 9 to south of 56th Street.  | \$686.00    |
| 490191                                | MoDOT           | Rte. P: Pavement resurfacing from Rte. H to Rte. 45 in Weston.   | \$667.00    |
| 490192                                | MoDOT           | Rte. K: Pavement resurfacing from Rte. 45 to Rte. 152 in Kansas City.  | \$425.00    |
| 490193                                | MoDOT           | Rte. JJ: Pavement resurfacing from Rock Street to Rte. 45 in Weston.   | \$446.00    |
| 490194                                | MoDOT           | Rte. H: Pavement resurfacing from Rte. 371 to I-29 near Dearborn.  | \$152.00    |
| 490196                                | MoDOT           | Rte. H: Pavement resurfacing from Rte. 371 in Dearborn to Rte. 45 in Weston.                                       | \$907.00    |
| 490197                                | MoDOT           | MO 9: Pavement resurfacing from NW Barry Road to Rte. 45.  | \$1,538.00  |
| 510076                                | Kansas City, MO | Big Shoal Trail  | \$2,655.00  |
| 510081                                | Kansas City, MO | Woodland Complete Streets Upgrade and Reconstruction   | \$10,436.00 |
| 519008                                | Kearney         | Dogwood Elementary Sidewalk  | \$293.25    |
| 524002                                | Clay County     | Bridge No. 0680003 Replacement   | \$550.06    |

| Projects From TIP 2020-2024 Completed |                 |   |             |
|---------------------------------------|-----------------|---|-------------|
| TIP Project Number                    | Lead Agency     | Project Name  | Total Cost  |
| 524003                                | Clay County     | Bridge No. 1070009 Replacement  | \$1,406.56  |
| 524004                                | Clay County     | Bridge No. 06200081 Replacement   | \$1,187.70  |
| 524005                                | Clay County     | Bridge No. 1670011 Repair/Rehabilitation  | \$80.00     |
| 524006                                | Clay County     | Bridge No. 1410007 Replacement  | \$390.00    |
| 524007                                | Clay County     | Bridge No. 2060010 Replacement  | \$1,100.00  |
| 590231                                | MoDOT           | MO 1: Add roundabout at Parvin Road in Kansas City. \$700,000 city of Kansas City funds   | \$2,159.00  |
| 590232                                | MoDOT           | Pavement improvements on US 169 from Commercial Ave. to South of Barry Road   | \$5,946.00  |
| 590235                                | MoDOT           | BRIDGE IMPROVEMENTS ON I-35 AT 128TH STREET   | \$784.00    |
| 590242                                | MoDOT           | MO-291: PAVEMENT IMPROVEMENTS FROM LEONARD STREET TO ROUTE 78   | \$7,555.00  |
| 590243                                | MoDOT           | MO-291: PAVEMENT RESURFACING FROM I-435 TO ORCHARD AVE.   | \$3,515.00  |
| 590246                                | MoDOT           | MO-9: Pavement resurfacing from Briarcliff Parkway to North Oak Trafficway.   | \$1,036.00  |
| 590264                                | MoDOT           | Rte. W: Pavement resurfacing from Rte. 169 to Rte. C.   | \$1,550.00  |
| 590280                                | MoDOT           | MO 291: Scoping to replace a temporary span wire traffic signal with a steel post span wire traffic signal at Flintlock Road    | \$20.00     |
| 590288                                | MoDOT           | I-435: Drainage and pavement repair from Rte. 69 to 48th Street.  | \$295.00    |
| 611149                                | Kansas City, MO | Kenneth Road Bridge over the Blue River   | \$4,040.00  |
| 611172                                | KCATA           | Downtown Floating Bus Stops for Bike Lane Integration   | \$310.76    |
| 611192                                | Kansas City, MO | Independence Ave Interconnect From Chestnut Trfwy to Ewing Ave  | \$1,000.00  |
| 625033                                | Blue Springs    | Route 7 and South Avenue Signal   | \$512.50    |
| 628143                                | Independence    | Mill Creek Trail  | \$259.00    |
| 630056                                | KCATA           | Transit Way Lines   | \$49,831.25 |
| 634075                                | Jackson County  | Buckner Tarsney Bridge North of Buckner Bridge No. 7500180  | \$902.00    |
| 666005                                | Grain Valley    | Blue Branch Creek - Pedestrian Bridge   | \$149.11    |
| 690394                                | MoDOT           | I-435; Corridor improvements from the Kansas State Line to just west of I-49  | \$74,842.00 |
| 690418                                | MoDOT           | US 24: Bridge replacements and roadway grade improvements at the Union Pacific Railroad, Drainage Ditch and Fire Prairie Creek. | \$11,911.00 |
| 690423                                | MoDOT           | "OR 49: Payment to city of Grandview to convert the frontage roads to 2-way traffic from 135th to Rte. 150 in Grandview."       | \$5,684.00  |
| 690459                                | MoDOT           | I-29: Pavement preservation treatment south of Guinotte Avenue to the Downtown Loop   | \$1,322.00  |
| 690464                                | MoDOT           | "I-70: PAVEMENT RESURFACING FROM THE KANSAS STATE LINE TO MANCHESTER TRAFFICWAY"  | \$9,231.00  |
| 690484                                | MoDOT           | Hillcrest Drive: Bridge rehabilitation over I-470.  | \$1,955.00  |
| 690486                                | MoDOT           | 140th St: Bridge replacement over I-49, 1.3 miles south of Main Street and 0.6 mile north of MO 150 in Grandview.               | \$3,854.00  |

| Projects From TIP 2020-2024 Completed |                              |   |            |
|---------------------------------------|------------------------------|---|------------|
| TIP Project Number                    | Lead Agency                  | Project Name  | Total Cost |
| 690489                                | MoDOT                        | MO-7: Pavement and signal improvements from Victor Drive to Wyatt Road in Blue Springs.   | \$1,776.00 |
| 690490                                | MoDOT                        | "MO 7: Add intersection turn lanes and signalize intersection at 8th Street/South Avenue in Blue Springs.<br>\$102,500 city of Blue Springs funds." | \$787.00   |
| 690495                                | MoDOT                        | Blue Ridge BLVD: Bridge replacement over Rte. 78, 1.1 miles east of I-435 and 0.3 mile west of Arlington Avenue.                                    | \$3,822.00 |
| 690502                                | MoDOT                        | US 24: Route marking designation changes.   | \$2,287.00 |
| 690524                                | MoDOT                        | "Add Wrong Way, Do Not Enter and One Way Signing to various ramp locations, not including I-70 and I-29."   | \$588.00   |
| 690525                                | MoDOT                        | Signal upgrades to portions of Rte. 24, Rte. 40 and Rte. 78 in the urban Kansas City area.  | \$782.00   |
| 690530                                | MoDOT                        | I-29: Adding Wrong Way, Do Not Enter and One Way Signing at various ramp locations along I-29.  | \$417.00   |
| 690542                                | MoDOT                        | ROUTE RA: Pavement resurfacing from SE Oldham Parkway to Park Road  | \$291.00   |
| 690545                                | MoDOT                        | I-70: Replace drop inlet in median  | \$462.00   |
| 690552                                | MoDOT                        | IS 49: Scoping for bridge replacement over Little Blue River.   | \$20.00    |
| 690583                                | MoDOT                        | I-70: Scoping for bridge replacement  | \$45.00    |
| 695008                                | Blue Springs School District | BSSD Bus Fleet Strategic Plan   | \$2,625.34 |
| 735025                                | Belton                       | Belton Nexus  | \$483.20   |
| 735029                                | Belton                       | Belton Outer Road   | \$991.82   |
| 739103                                | Raymore                      | Foxridge Drive - SRTS   | \$350.00   |
| 790102                                | MoDOT                        | Rt. A: Scoping for ADA Transition Plan and sidewalk improvements within the city of Drexel.   | \$50.00    |
| 790106                                | MoDOT                        | MO-2: Grading to improve sight distance at Blinker Light Road near Harrisonville  | \$946.00   |
| 790122                                | MoDOT                        | Rt. P: Pavement resurfacing from Rte. 7 to Staley Mound Road.   | \$461.00   |
| 790124                                | MoDOT                        | Rte. Z: Pavement resurfacing from Rte. 2 to Rte. 7 in Garden City.  | \$919.00   |
| 790131                                | MoDOT                        | MO 58: Scoping for pavement resurfacing from Prairie Road to Rte. 291.  | \$25.00    |
| 867006                                | Miami County                 | Bridge Replacement; 263rd St over North Wea Creek   | \$531.70   |
| 880008                                | KDOT                         | Bridge #055 on US-169 in Miami County   | \$500.50   |
| 880009                                | KDOT                         | Kelly Parkway (Baptiste Drive) Improvements in Paola, KS  | \$991.60   |
| 970107                                | MARC                         | Operation Green Light - US-71 Traffic Responsive System   | \$65.00    |
| 980027                                | KC Scout                     | Advance DMS for K-7 Traffic approaching I-70  | \$1,623.80 |
| 980032                                | KDOT                         | Bridge #026 #235 & #240 on K-92 & I-435   | \$375.00   |
| 990206                                | MoDOT                        | Job Order Contracting for guard cable and guardrail repair at various locations in the urban Kansas City District.                                  | \$3,781.00 |
| 990262                                | MoDOT                        | Job Order Contracting for lighting repair at various locations in the urban Kansas City District.   | \$970.00   |

| Projects From TIP 2020-2024 Completed |             |  |            |
|---------------------------------------|-------------|--|------------|
| TIP Project Number                    | Lead Agency | Project Name   | Total Cost |
| 990266                                | MoDOT       | Various Route: Job Order Contracting for guard cable and guardrail repair at various locations in the urban Kansas City District.  | \$6,503.00 |
| 990269                                | MoDOT       | Job Order Contracting for bridge repair  | \$1,515.00 |
| 990272                                | MoDOT       | On-call work zone enforcement at various locations in the urban Kansas City District   | \$171.00   |
| 990273                                | MoDOT       | Job Order Contracting for lighting repair  | \$171.00   |
| 990274                                | MoDOT       | Job Order Contracting for concrete pavement repair   | \$552.00   |
| 990278                                | MoDOT       | Emergency response operations and staffing in the urban Kansas City District   | \$1,636.00 |
| 990280                                | MoDOT       | KC Scout Intelligent Transportation System   | \$4,812.00 |
| 990289                                | MoDOT       | VARIOUS: Job Order Contracting for asphalt pavement repair at various major route locations in the urban Kansas City District.   | \$1,041.00 |
| 990290                                | MoDOT       | Job Order Contracting for asphalt pavement repairs at various major route locations in the urban Kansas City District.   | \$1,071.00 |
| 990300                                | MoDOT       | Job Order Contracting for lighting repair at various location in the urban Kansas City District.   | \$1,220.00 |
| 990301                                | MoDOT       | VARIOUS; JOC FOR FENCE REPAIRS AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT.   | \$119.00   |
| 990305                                | MoDOT       | Bridge improvements at various locations throughout the urban Kansas City district.  | \$4,654.90 |
| 990313                                | MoDOT       | Job Order Contracting for Guard Cable and Guardrail repair   | \$4,400.00 |
| 990317                                | MoDOT       | Adding Wrong Way, Do Not Enter and One Way Signing at various interchange locations.   | \$1,151.00 |
| 990326                                | MoDOT       | Replace various reflective signs at various locations in the urban Kansas City District  | \$1,122.00 |
| 990329                                | MoDOT       | Job Order Contracting for asphalt pavement repair at various interstate locations in the urban Kansas City District.   | \$1,015.00 |
| 990330                                | MoDOT       | Job Order Contracting for concrete pavement repair at various interstate locations in the urban Kansas City District.  | \$2,090.00 |
| 990331                                | MoDOT       | Job Order Contracting for asphalt pavement repair at various interstate locations in the urban Kansas City District.   | \$1,045.00 |
| 990332                                | MoDOT       | Job Order Contracting for concrete pavement repair at various interstate locations in the urban Kansas City District.  | \$0.00     |
| 990335                                | MoDOT       | "ITS operations, staffing, and equipment for the KC Scout Intelligent Transportation System at the Transportation Management Center (TMC) building. Payment transfer \$2.876 million to MoDOT's operations budget, \$1.935 million from KDOT." | \$4,812.00 |
| 990336                                | MoDOT       | "ITS asset management and device replacements at various locations in the urban Kansas City district."   | \$2,112.00 |
| 990339                                | MoDOT       | Various: Replace various reflective signs at various locations in the urban Kansas City District.  | \$580.00   |
| 990340                                | MoDOT       | OATS Transit   | \$4,000.00 |
| 995196                                | KCATA       | Regional Transit Technology Integration for Real Time Passenger Information (RideKC)   | \$720.00   |
| 995197                                | KCATA       | New and Expanded Transit Services  | \$900.00   |
| 995200                                | MoDOT       | Transit Operating Assistance (MEHTAP)  | \$700.70   |
| 996099                                | KCATA       | Regional Fare Collection and Monitoring Program  | \$3,018.75 |
| 996103                                | BikeWalkKC  | SRTS: Local Spokes Across the KC Region - Missouri   | \$312.50   |
| 996104                                | BikeWalkKC  | SRTS: Local Spokes Across the KC Region - Kansas   | \$312.50   |



| Projects From TIP 2020-2024 Under construction/in progress |  |   |             |
|--|--|---|-------------|
| TIP Project Number   | Lead Agency  | Project Name  | Total Cost  |
| 180075   | KDOT   | Leavenworth County: K-32 at 222nd St  | \$1,748.00  |
| 258004   | Edwardsville                                       | Riverview Crossroads  | \$5,056.90  |
| 259203   | Unified Government of Wyandotte County/Kansas City | Leavenworth Road Improvements, 78th to 63rd   | \$11,485.00 |
| 259205   | Unified Government of Wyandotte County/Kansas City | Metropolitan Avenue Area Bikeway Improvements   | \$608.88    |
| 280173   | KDOT   | Phase IV: Downtown Bonner Springs Improvement Project   | \$279.40    |
| 343106   | Gardner  | I-35 and Gardner Rd Interchange; Realignment of 191st Street  | \$6,202.40  |
| 343107   | Gardner  | Moonlight Road Safe Routes To Schools   | \$429.38    |
| 344032   | Leawood  | 143rd St, Windsor to Overbrook  | \$11,950.00 |
| 345126   | Lenexa   | 95th and Santa Fe Trail Drive Intersection Improvements   | \$1,641.00  |
| 345127   | Lenexa   | Lenexa Bike Share   | \$67.00     |
| 345128   | Lenexa   | 87th Street and I-435 Interchange Improvements  | \$6,925.00  |
| 349242   | Olathe   | Lone Elm Road, Old 56 Highway to 151st Street   | \$19,460.00 |
| 349243   | Olathe   | 159th & Black Bob Road Improvements   | \$6,861.94  |
| 349245   | Olathe   | Sidewalk Missing Link Project   | \$856.25    |
| 349246   | Olathe   | Cedar Creek Trail - Phase 1   | \$1,805.00  |
| 349252   | Olathe   | Cedar Creek Trail - Phase 2   | \$1,021.00  |
| 350227   | Overland Park                                      | Quivira Road, 159th Street to 179th Street  | \$26,800.00 |
| 350233   | Overland Park                                      | 91st Street Bike Pedestrian Trail Improvements  | \$2,260.00  |
| 350330   | Overland Park                                      | 159th Street, Pflumm Road to Quivira Road   | \$5,605.00  |
| 352002   | Roeland Park                                       | Roe Boulevard Livability Improvements   | \$7,420.37  |
| 353087   | Shawnee  | Signal and Sidewalk ADA Improvements  | \$621.38    |
| 353088   | Shawnee  | Monticello Road Improvements (phase 1) - Shawnee Mission Parkway to 71st Street                           | \$9,743.90  |
| 380144   | KDOT   | I-35: Bridge #007 (199th St. over I-35) located 4.2 miles northeast of the Johnson/Miami County Line      | \$12,906.00 |
| 380174   | KDOT   | Replace the tapered tube span structures and footings at various locations                                | \$505.00    |
| 380176   | KDOT   | US-56: Beginning at Roe Avenue thence East to State Line Road   | \$893.50    |
| 380195   | KDOT   | Prairie Star Parkway & K-7 Ramp Signalization   | \$1,750.00  |
| 380196   | KDOT   | U.S. 56: Beginning 275 feet west of Old U.S 56 highway in Gardner east to the south U.S. 56/I-35 junction | \$1,531.40  |
| 410075   | MoDOT  | Reconstruct Route 152 and Platte Purchase Interchange   | \$6,742.00  |
| 415213   | Kansas City, MO                                    | Green Hills Road Complete Streets Upgrade/Reconstruction  | \$8,150.00  |

| Projects From TIP 2020-2024 Under construction/in progress |                 |   |             |
|--|-----------------|---|-------------|
| 420007   | Parkville       | Route 9 Corridor Complete Streets Improvements - Rt 45 to Lakeview Dr.  | \$1,749.50  |
| 420008   | Parkville       | Six At Park Complete Streets Improvements   | \$800.00    |
| 490157   | MoDOT           | I-29: Pavement resurfacing from Platte County line to Rte. 273.   | \$7,425.00  |
| 490159   | MoDOT           | MO 92: Realignment of ramps, grading, drainage, signing, bike and pedestrian facilities and traffic signal upgrade at I-29 in Platte City.                                      | \$5,101.00  |
| 490166   | MoDOT           | I-29: Bridge replacement over 56th Street, 1.8 miles west of Rte. 169 near Riverside.   | \$4,666.00  |
| 490167   | MoDOT           | I-29: Bridge replacement over Rte. AA, 0.8 mile west of Rte. 169 near Northmoor.  | \$5,265.00  |
| 490168   | MoDOT           | SP 45: Pavement resurfacing from Rte. 92 to Rte. 45.  | \$2,802.00  |
| 490170   | MoDOT           | MO 9: Pavement resurfacing from Mattox Road to I-635 in Riverside.  | \$2,384.00  |
| 490172   | MoDOT           | MO 9: Pavement resurfacing from Route FF to Mattox Road.<br>Riverside.  | \$1,200.00  |
| 490173   | MoDOT           | MO 92: Add roundabout at intersection of Rt. 45 Spur  | \$2,678.00  |
| 490177   | MoDOT           | Rte. FF: Bridge replacement 2.1 miles west of Rte. 9 in Parkville and 0.1 mile east of Union Chapel Road.   | \$978.00    |
| 490198   | MoDOT           | OR 9: Replace or modify existing drainage structures on Tullison Road from Riverway to Northwest Plaza Road   | \$177.00    |
| 510065   | Kansas City, MO | Front Street - Chouteau to Universal  | \$11,131.52 |
| 510070   | Kansas City, MO | N Brighton - 58th Street to Pleasant Valley Road  | \$12,600.00 |
| 510083   | Kansas City, MO | Vivion Corridor Improvements  | \$1,344.00  |
| 510084   | Kansas City, MO | North Oak Traffic Signal Fiber Interconnect   | \$1,143.30  |
| 510085   | Kansas City, MO | Chouteau/I-35 Interchange Improvement   | \$2,583.87  |
| 518014   | Gladstone       | Rock Creek Greenway Trail - Phase 2   | \$570.00    |
| 518015   | Gladstone       | NE 76 Street Complete Streets Project   | \$2,260.00  |
| 590238   | MoDOT           | MO 92: Safety Improvements from Rte. DD to Nation Rd. and improvements at Marimack Golf Course  | \$10,035.00 |
| 590244   | MoDOT           | US-69: Pavement resurfacing from Klamme Road to North Denver Avenue.  | \$3,216.00  |
| 590245   | MoDOT           | US-69: Pavement resurfacing from just north of Garrison Road to Denver Avenue.  | \$2,374.00  |
| 590257   | MoDOT           | US 169: Upgrade pedestrian facilities to comply with the ADA Transition Plan from south of Commercial Avenue to Rte. 92. \$802,000 Statewide Transportation Alternatives funds. | \$1,247.00  |
| 590259   | MoDOT           | CST 53RD Ter: Bridge replacement over I-435   | \$4,098.00  |
| 611178   | Kansas City, MO | Paseo Gateway Intersection  | \$8,800.00  |
| 611193   | Kansas City, MO | Front Street Interconnect and Signal Upgrade  | \$360.00    |
| 625032   | MoDOT           | MO 7: ADA Transition Plan improvements from Shaw Parkway to Roanoke Drive   | \$1,091.00  |
| 627019   | Grandview       | I-49 Frontage Road 2-Way Conversion - Phase 1   | \$15,303.49 |
| 632006   | Raytown         | 350 Highway & Raytown Road Intersection Improvements  | \$950.00    |
| 634071   | Jackson County  | Tarsney Lake Bridge and Spillway  | \$700.00    |
| 690491   | MoDOT           | I-70: Pavement resurfacing and guardrail from Rte. 7 to Horsehoe Creek Bridge   | \$8,569.00  |

| Projects From TIP 2020-2024 Under construction/in progress |               |   |              |
|--|---------------|---|--------------|
| 690505   | MoDOT         | MO 150: Pavement resurfacing from 0.1 mile west of Andrews Road to 0.2 mile west of Byars Road.   | \$1,361.00   |
| 690507   | MoDOT         | MO 291: Signalize intersection at Scherer Road, 0.2 mile north of Stuart Road to 0.1 mile south of Persels Road/Pfizer Way in Lee's Summit.         | \$1,782.00   |
| 690509   | MoDOT         | US 40: Pavement resurfacing from I-70 to Sterling Avenue.   | \$2,334.00   |
| 690514   | MoDOT         | Hickman Mills Rd: Rebuild pavement from Bannister Road to Blue River Road.  | \$2,361.00   |
| 690515   | MoDOT         | MO 78: Pavement resurfacing from Speck Road to Rte. 7.  | \$3,159.00   |
| 690516   | MoDOT         | MO 78: Pavement resurfacing from Rte. 291 to Belmont Boulevard.   | \$939.00     |
| 690517   | MoDOT         | Paseo Boulevard: Scoping for bridge improvements 0.2 mile east of I-29 in downtown Kansas City. Project involves bridge L0786.                      | \$50.00      |
| 690523   | MoDOT         | MO 12: Resurfacing from I-435 to Spring Street.   | \$1,828.00   |
| 690528   | MoDOT         | MO 7: Add turn lanes at Stringtown Road and 155th Street (County Line Road).  | \$1,783.00   |
| 690534   | MoDOT         | MO 350: Add intersection turn lanes and crosswalks at Gregory Boulevard.  | \$569.00     |
| 690537   | MoDOT         | US 50: Pavement resurfacing from 0.8 mile east of George Road to Rte. AA.   | \$5,620.00   |
| 690538   | MoDOT         | 67th St.: Bridge replacement at I-435, from Corrington Ave. and 0.1 mile west of Richmond Ave.  | \$4,286.00   |
| 690540   | MoDOT         | Baltimore St.: Bridge replacement over I-670, 0.1 mile south of 14th Street and 0.1 mile north of West 16th Street. Project involves bridge A0817.  | \$4,174.00   |
| 690541   | MoDOT         | RP I-35 TO I-70: Bridge rehabilitation at I-70, 0.2 mile south of Santa Fe and 1.3 miles north of I-35.   | \$1,833.00   |
| 690543   | MoDOT         | US 24: Bridge replacement over drainage ditch   | \$1,417.00   |
| 690547   | MoDOT         | Buck O'Neil Corridor Design Build Project   | \$265,306.00 |
| 738109   | Pleasant Hill | 7 Hwy Signal & 163rd St. Improvements   | \$350.00     |
| 790100   | MoDOT         | MO-2: PAVEMENT RESURFACING AND SHOULDER REPLACEMENT FROM KANSAS STATE LINE TO I-49.   | \$6,940.00   |
| 790101   | MoDOT         | MO-7; Pavement resurfacing, sidewalk, and shoulder improvements from I-49 to Independence   | \$3,401.00   |
| 790103   | MoDOT         | RT-J: REPLACE BRIDGE DECK OVER YOUNG BRANCH   | \$694.00     |
| 790117   | MoDOT         | MO 291: Bridge rehabilitation at Middle Big Creek, 1.3 mile south of Rte. 150 and 0.6 mile north of 163rd Street in Lake Winnebago.                 | \$1,435.00   |
| 790119   | MoDOT         | OR 49: Bridge replacement at Tennessee Creek, 0.6 mile south of 307th Street and 0.4 mile north of 315th Street. Project involves bridge H0419.     | \$1,438.00   |
| 790121   | MoDOT         | MO 58: Bridge replacement over Big Creek, 0.1 mile east of Hilltop Road and 0.2 mile west of Walnut Street. Project involves bridge number K0498.   | \$1,508.00   |
| 790123   | MoDOT         | CRD Peculiar Dr: Bridge replacement over East Creek, 1 mile south of Main Street and 0.2 mile north of 195th Street. Project involves bridge G0618. | \$1,403.00   |
| 868001   | Paola         | Baptiste Drive & Hedge Lane   | \$563.00     |
| 880010   | KDOT          | K-68 Crosswalk Improvements in Louisburg, KS  | \$159.40     |
| 990292   | MoDOT         | Rt. H: Improve sight distance at Pink Hill Road.  | \$2,223.00   |
| 995199   | KCATA         | Enhanced Mobility for Seniors and Individuals with Disabilities Program (FTA Section 5310) Funding  | \$1,675.14   |
| 995208   | KCATA         | New Regional Job Access Services  | \$750.00     |

| Projects From TIP 2020-2024 Under construction/in progress |                |  |          |
|--|----------------|--|----------|
| 995211   | KCATA          | Advanced Drive Assistance System (ADAS) to Ensure ADA-Compliant Level Boarding for BRT | \$750.00 |
| 996095   | Johnson County | Bike Share Phase 3 and 4   | \$369.91 |
| 996101   | BikeWalkKC     | Bike Share KC Phase 5 - Missouri   | \$405.85 |

| Table 28: Projects From TIP 2020-2024 Cancelled |  |   |            |
|---|--|---|------------|
| TIP Project Number                              | Lead Agency  | Project Name  | Total Cost |
| 259179  | Unified Government of Wyandotte County/Kansas City | State Avenue and Village West Parkway Interchange         | \$2,440.28 |
| 343108  | Gardner  | Gardner Road & I-35 Interchange Improvements              | \$7,500.00 |
| 349250  | Olathe   | City of Olathe 2021-2022 Fleet Emission Reduction Project | \$210.00   |



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