



Federal Transit Administration
901 Locust Street, Suite 404
Kansas City, MO 64106
816-329-3920
816-329-3921 (fax)

Federal Highway Administration
6111 SW 29th Street, Suite 100
Topeka, KS 66614-4271
785-228-2544
785-271-1797 (fax)

U.S. Department of Transportation

November 12, 2015

Jerome T. Younger, P.E.
Deputy Secretary and
State Transportation Engineer
Kansas Department of Transportation
Topeka, KS 66603

Subject: FHWA/FTA Approval of an
Amendment to the FY 2016-2019
Kansas STIP

Dear Mr. Younger:

As requested by your November 5, 2015 letter, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the proposed Amendment #1 to the FY 2016-2019 Kansas Statewide Transportation Improvement Program (STIP).

Based on our review, we find that this STIP Amendment is based on a statewide transportation planning process that substantially meets the requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and 23 CFR 450. We also find that the referenced revisions to the metropolitan Transportation Improvement Programs (TIP) are consistent with the metropolitan transportation plans produced by the continuing, cooperative, and comprehensive transportation process carried out by the Metropolitan Planning Organization, the Kansas Department of Transportation (KDOT), and the public transportation operators in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303.

This STIP Amendment is hereby approved.

If you have any questions or need additional information, please contact Paul Foundoukis of FHWA at (785) 273-2655 or Daniel Nguyen of FTA at (816) 329-3938.

Sincerely yours,

for
Mokhtee Ahmad
Regional Administrator
Federal Transit Administration

J. Michael Bowen, P.E.
Division Administrator
Federal Highway Administration

Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3745

Mike King, Secretary
Jerome T. Younger, P.E.,
Deputy Secretary and
State Transportation Engineer



Phone: 785-296-3285
Fax: 785-296-0287
Hearing Impaired - 711
publicinfo@ksdot.org
<http://www.ksdot.org>

Sam Brownback, Governor

November 5, 2015

Mr. Mokhtee Ahmad
Region Administrator
FTA, Region VII
901 Locust St., Suite 404
Kansas City, MO 64106

Mr. J. Michael Bowen
Division Administrator
FHWA, Kansas Division
6111 SW 29th St., Suite 100
Topeka, KS 66611-2237

Dear Messrs. Ahmad and Bowen:

RE: Amendment #1 to the 2016-2019 STIP

The Kansas Department of Transportation (KDOT) has approved an amendment to the Kansas 2016-2019 Statewide Transportation Improvement Program (STIP) which includes projects within the Kansas City metropolitan area, along with projects outside of the metropolitan areas. These items are enclosed for your review.

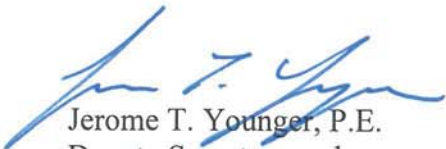
We are requesting your concurrence and approval of this amendment to the 2016-2019 STIP.

The public involvement activities conducted by the Mid-America Regional Council (MARC) for the Transportation Improvement Program (TIP) serve to satisfy the requirements of 23 CFR §450.324.

A copy of Administrative Modification #1 to the 2016-2019 STIP is also enclosed for your reference.

Please forward any questions or comments regarding projects outside the metropolitan areas to Susie Lovelady, Bureau of Program and Project Management, at (785) 296-0281; and projects within the metropolitan areas to Allison Smith, Bureau of Transportation Planning, at (785) 296-0341.

Sincerely,



Jerome T. Younger, P.E.
Deputy Secretary and
State Transportation Engineer

Enclosures: 2016 November STIP Amendment List of Projects
2016 STIP Amendment Cash Flow Report
MARC 2016-2020 TIP Approval Request Letter and Related Documents

Messrs. Ahmad and Bowen

Page 2

November 5, 2015

cc: Mark Bechtel, FTA Region VII, Team Leader
Daniel Nguyen, FTA Region VII, Community Planner
Jeremiah Schuler, FTA Region VII, Community Planner
Paul Foundoukis, FHWA-KS, Community Planner
Marci Ferrill, KDOT Division of Planning & Development
Davonna Moore, KDOT Transportation Planning
Cory Davis, KDOT Transportation Planning
Mike Spadafore, KDOT Transportation Planning
Allison Smith, KDOT Transportation Planning
Rene Hart, KDOT Transportation Planning
Tod Salfrank, KDOT Local Projects
Crystal Madrid, KDOT Local Projects
Paul Ahlenius, KDOT Local Projects
Susie Lovelady, KDOT Program and Project Management
Linda Fritton, KDOT Program and Project Management

NOVEMBER STIP AMENDMENT
FEDERAL FISCAL YEAR 2016-2019 STIP

COUNTY	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO		PLANNED YEAR OBLIGATION
											OBLIGATE (\$1,000's)	WORK PHASE	
Move In		MORRIS	C-0371-01	Road Safety Improvements in Morris County	GRSU	0.0	C037(101)	HRRR	90.00	\$462	\$416	CONST	2016
Move In		MORRIS	C-0371-01	Road Safety Improvements in Morris County	GRSU	0.0	C037(101)	C0064	10.00	\$462	\$46	CONST	2016
Add		STATEWIDE	C-4505-16	Statewide Local Bridge Load Rating Program	BR	0.0	C450(516)	STP	100.00	\$5,000	\$5,000	PE	2016
Add		STATEWIDE	C-4505-17	Statewide Local Bridge Load Rating Program	BR	0.0	C450(517)	STP	100.00	\$5,000	\$5,000	PE	2017
Move In		POTTAWATOMIE	C-4593-01	Flush Rd N of John Scott Rd	GR	0.2	C459(301)	HRRR	90.00	\$292	\$263	CONST	2016
Move In		POTTAWATOMIE	C-4593-01	Flush Rd N of John Scott Rd	GR	0.2	C459(301)	C0075	10.00	\$292	\$29	CONST	2016
Add		GREENWOOD	C-4627-01	Local Rd over Verdigris Rv 3 Mi E & 1.5 Mi S of Madison	BRRPL	0.0	C462(701)	STP	80.00	\$719	\$576	CONST	2016
Add		GREENWOOD	C-4627-01	Local Rd over Verdigris Rv 3 Mi E & 1.5 Mi S of Madison	BRRPL	0.0	C462(701)	C0037	20.00	\$719	\$144	CONST	2016
Add		GREENWOOD	C-4627-01	Local Rd over Verdigris Rv 3 Mi E & 1.5 Mi S of Madison	BRRPL	0.0	C462(701)	C0037	100.00	\$694	\$694	CONST	2016
Move In		BARTON	C-4671-01	Signing on Various Major Collectors in Barton County	SIGN	0.0	C467(102)	HSIP	100.00	\$151	\$151	CONST	2016
Chg Cost		BROWN	C-4672-01	Signing on Various Major Collectors in Brown County	SIGN	0.0	C467(201)	HSIP	100.00	\$228	\$228	CONST	2016
Move In		COWLEY	C-4677-01	Signing on Various Major/Minor Collectors in Cowley County	SIGN	0.0	C467(702)	HSIP	100.00	\$296	\$296	CONST	2016
Move In		NESS	C-4682-01	Signing on Various Major/Minor Collectors in Ness County	SIGN	0.0	C468(202)	HSIP	100.00	\$86	\$86	CONST	2016
Move In		PRATT	C-4684-01	Signing on Various Major Collectors in Pratt County	SIGN	0.0	C468(402)	HSIP	100.00	\$95	\$95	CONST	2016
Move In		MEADE	C-4685-01	Signing on Various Major Collectors in Meade Co	SIGN	0.0	C468(502)	HSIP	100.00	\$125	\$125	CONST	2016
Move In		NORTON	C-4686-01	Signing on Various Major Collectors in Morton Co	SIGN	0.0	C468(602)	HSIP	100.00	\$83	\$83	CONST	2016
Chg Cost		JEFFERSON	C-4691-01	Willman Rd near the Inter of 13th Rd	MILLG	0.3	C469(101)	HSIP	90.00	\$251	\$226	CONST	2016
Chg Cost		JEFFERSON	C-4691-01	Willman Rd near the Inter of 13th Rd	MILLG	0.3	C469(101)	C0044	10.00	\$251	\$25	CONST	2016
Chg Cost		JACKSON	C-4693-01	Local Rd ver N Cedar Cr 2 Mi W of Denison & .75 Mi N on U Rd	BRRPL	0.0	C469(301)	STP	80.00	\$495	\$396	CONST	2016
Chg Cost		JACKSON	C-4693-01	Local Rd ver N Cedar Cr 2 Mi W of Denison & .75 Mi N on U Rd	BRRPL	0.0	C469(301)	C0043	20.00	\$495	\$99	CONST	2016
Chg Cost		PHILLIPS	C-4698-01	Local Rd over Prairie Dog Cr 3 Mi N & 4 Mi E of Long Island	BRRPL	0.0	C469(801)	STP	80.00	\$530	\$424	CONST	2016
Chg Cost		PHILLIPS	C-4698-01	Local Rd over Prairie Dog Cr 3 Mi N & 4 Mi E of Long Island	BRRPL	0.0	C469(801)	C0074	20.00	\$530	\$106	CONST	2016
Chg Cost		SUMNER	C-4701-01	Local Rd over Slate Cr 1 Mi N & 1.1 Mi E of Conway Springs	BRRPL	0.0	C470(101)	STP	80.00	\$723	\$578	CONST	2016
Chg Cost		SUMNER	C-4701-01	Local Rd over Slate Cr 1 Mi N & 1.1 Mi E of Conway Springs	BRRPL	0.0	C470(101)	C0096	20.00	\$723	\$145	CONST	2016
Add		ATCHISON	C-4797-01	Signing on Major Collectors in Atchison Co	SIGN	0.0	C479(701)	HSIP	100.00	\$46	\$46	PE	2016
Add		ATCHISON	C-4797-01	Signing on Major Collectors in Atchison Co	SIGN	0.0	C479(701)	HSIP	100.00	\$314	\$314	CONST	2016
Add		COMANCHE	C-4798-01	Signing on Major Collectors in Comanche Co	SIGN	0.0	C479(801)	HSIP	100.00	\$35	\$35	PE	2016
Add		COMANCHE	C-4798-01	Signing on Major Collectors in Comanche Co	SIGN	0.0	C479(801)	HSIP	100.00	\$218	\$218	CONST	2016
Add		DONIPHAN	C-4799-01	Signing on Major Collectors in Doniphan Co	SIGN	0.0	C479(901)	HSIP	100.00	\$43	\$43	PE	2016
Add		DONIPHAN	C-4799-01	Signing on Major Collectors in Doniphan Co	SIGN	0.0	C479(901)	HSIP	100.00	\$368	\$368	CONST	2016
Add		ELK	C-4800-01	Signing on Major Collectors in Elk Co	SIGN	0.0	C480(001)	HSIP	100.00	\$22	\$22	PE	2016
Add		ELK	C-4800-01	Signing on Major Collectors in Elk Co	SIGN	0.0	C480(001)	HSIP	100.00	\$208	\$208	CONST	2016
Add		ELLIS	C-4801-01	Signing on Major Collectors in Ellis Co	SIGN	0.0	C480(101)	HSIP	100.00	\$27	\$27	PE	2016
Add		ELLIS	C-4801-01	Signing on Major Collectors in Ellis Co	SIGN	0.0	C480(101)	HSIP	100.00	\$153	\$153	CONST	2016
Add		GRANT	C-4802-01	Signing on Major Collectors in Grant Co	SIGN	0.0	C480(201)	HSIP	100.00	\$17	\$17	PE	2016
Add		GRANT	C-4802-01	Signing on Major Collectors in Grant Co	SIGN	0.0	C480(201)	HSIP	100.00	\$66	\$66	CONST	2016
Add		GRAY	C-4803-01	Signing on Major Collectors in Gray Co	SIGN	0.0	C480(301)	HSIP	100.00	\$22	\$22	PE	2016
Add		GRAY	C-4803-01	Signing on Major Collectors in Gray Co	SIGN	0.0	C480(301)	HSIP	100.00	\$87	\$87	CONST	2016
Add		HAMILTON	C-4804-01	Signing on Major Collectors in Hamilton Co	SIGN	0.0	C489(401)	HSIP	100.00	\$21	\$21	PE	2016
Add		HAMILTON	C-4804-01	Signing on Major Collectors in Hamilton Co	SIGN	0.0	C489(401)	HSIP	100.00	\$118	\$118	CONST	2016
Add		JEFFERSON	C-4805-01	Ferguson Rd: US-24 to K-16 & Wellman Rd:1st to K-192	SIGN	0.0	C489(501)	HSIP	100.00	\$21	\$21	PE	2016
Add		JEFFERSON	C-4805-01	Ferguson Rd: US-24 to K-16 & Wellman Rd:1st to K-192	SIGN	0.0	C489(501)	HSIP	100.00	\$160	\$160	CONST	2016
Add		KIOWA	C-4806-01	Signing on Major Collectors in Kiowa Co	SIGN	0.0	C489(601)	HSIP	100.00	\$42	\$42	PE	2016

NOVEMBER STIP AMENDMENT
FEDERAL FISCAL YEAR 2016-2019 STIP

COUNTY	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO		PLANNED YEAR OBLIGATION
											OBLIGATE (\$1,000's)	WORK PHASE	
Add		KIOWA	C-4806-01	Signing on Major Collectors in Kiowa Co	SIGN	0.0	C489(601)	HSIP	100.00	\$253	\$253	CONST	2016
Add		LINCOLN	C-4807-01	Signing on Major Collectors in Lincoln Co	SIGN	0.0	C489(701)	HSIP	100.00	\$13	\$13	PE	2016
Add		LINCOLN	C-4807-01	Signing on Major Collectors in Lincoln Co	SIGN	0.0	C489(701)	HSIP	100.00	\$79	\$79	CONST	2016
Add		MCPHERSON	C-4808-01	Signing on Major Collectors in McPherson Co	SIGN	0.0	C480(801)	HSIP	100.00	\$34	\$34	PE	2016
Add		MCPHERSON	C-4808-01	Signing on Major Collectors in McPherson Co	SIGN	0.0	C480(801)	HSIP	100.00	\$223	\$223	CONST	2016
Add		MARSHALL	C-4809-01	Signing on Major Collectors in Marshall Co	SIGN	0.0	C489(901)	HSIP	100.00	\$41	\$41	PE	2016
Add		MARSHALL	C-4809-01	Signing on Major Collectors in Marshall Co	SIGN	0.0	C489(901)	HSIP	100.00	\$312	\$312	CONST	2016
Add		NEOSHO	C-4810-01	Signing & Pvmr Mrkg on Elk Rd from 230th to 250th in Neosho Co	SIGN	0.0	C481(001)	HSIP	100.00	\$74	\$74	CONST	2016
Add		NESS	C-4811-01	Signing on Major Collectors in Ness Co	SIGN	0.0	C481(101)	HSIP	100.00	\$31	\$31	PE	2016
Add		NESS	C-4811-01	Signing on Major Collectors in Ness Co	SIGN	0.0	C481(101)	HSIP	100.00	\$136	\$136	CONST	2016
Add		PAWNEE	C-4812-01	Signing on Major Collectors in Pawnee Co	SIGN	0.0	C481(201)	HSIP	100.00	\$28	\$28	PE	2016
Add		PAWNEE	C-4812-01	Signing on Major Collectors in Pawnee Co	SIGN	0.0	C481(201)	HSIP	100.00	\$121	\$121	CONST	2016
Add		POTTAWATOMIE	C-4813-01	Signing on Major Collectors in Pottawatomie Co	SIGN	0.0	C481(301)	HSIP	100.00	\$44	\$44	PE	2016
Add		POTTAWATOMIE	C-4813-01	Signing on Major Collectors in Pottawatomie Co	SIGN	0.0	C481(301)	HSIP	100.00	\$230	\$230	CONST	2016
Add		REPBULIC	C-4814-01	Signing on Major Collectors in Republic Co	SIGN	0.0	C481(401)	HSIP	100.00	\$26	\$26	PE	2016
Add		REPBULIC	C-4814-01	Signing on Major Collectors in Republic Co	SIGN	0.0	C481(401)	HSIP	100.00	\$173	\$173	CONST	2016
Add		RICE	C-4815-01	Signing on Major Collectors in Rice Co	SIGN	0.0	C481(501)	HSIP	100.00	\$19	\$19	PE	2016
Add		RICE	C-4815-01	Signing on Major Collectors in Rice Co	SIGN	0.0	C481(501)	HSIP	100.00	\$116	\$116	CONST	2016
Add		STAFFORD	C-4816-01	Signing on Major Collectors in Stafford Co	SIGN	0.0	C481(601)	HSIP	100.00	\$9	\$9	PE	2016
Add		STAFFORD	C-4816-01	Signing on Major Collectors in Stafford Co	SIGN	0.0	C481(601)	HSIP	100.00	\$40	\$40	CONST	2016
Chg Cost		STATEWIDE	KA-0431-15	Statewide Pavement Marking Program	PAVMK	0.0	A043(115)	HSIP	100.00	\$5,600	\$5,600	CONST	2016
Chg Cost		STATEWIDE	KA-0432-16	FY-2016 Statewide Highway Lighting Project	LIGHT	0.0	A043(216)	HSIP	100.00	\$1,100	\$1,100	CONST	2016
Chg Cost		STATEWIDE	KA-0432-16	FY-2016 Statewide Highway Lighting Project	LIGHT	0.0	A043(216)	HSIP	100.00	\$100	\$100	PE	2016
Chg Cost	US-83	HASKELL	KA-1008-05	From 1.75 Mi S of Jct US-83/US-160 N for 6.2 Mi	GRSU	6.2	A100(805)	ACNHP	80.00	\$36,600	\$29,280	CONST	2016
Chg Cost	US-83	HASKELL	KA-1008-05	From 1.75 Mi S of Jct US-83/US-160 N for 6.2 Mi	GRSU	6.2	A100(805)	K	20.00	\$36,600	\$7,320	CONST	2016
Cnvrt AC	US-83	HASKELL	KA-1008-05	From 1.75 Mi S of Jct US-83/US-160 N for 6.2 Mi	GRSU	6.2	A100(805)	NHPP	80.00	\$36,600	\$29,280	CONST	2016
Move In/Chg FF	K-7	CHROKEE	KA-1586-01	From K-7/US-160 Jct (Columbus) N to CK/CR Co Ln	GRBRS	11.1	A158(601)	STP	80.00	\$47,104	\$37,683	CONST	2016
Move In/Chg FF	K-7	CHROKEE	KA-1586-01	From K-7/US-160 Jct (Columbus) N to CK/CR Co Ln	GRBRS	11.1	A158(601)	K	20.00	\$47,104	\$9,421	CONST	2016
Move In/Cnvrt AC	K-7	CHROKEE	KA-1586-01	From K-7/US-160 Jct (Columbus) N to CK/CR Co Ln	GRBRS	11.1	A158(601)	STP	80.00	\$1,000	\$800	PE	2016
Move In/Cnvrt AC	K-7	CHROKEE	KA-1586-01	From K-7/US-160 Jct (Columbus) N to CK/CR Co Ln	GRBRS	11.1	A158(601)	K	20.00	\$1,000	\$200	PE	2016
Move In/Cnvrt AC	K-7	CHROKEE	KA-1586-01	From K-7/US-160 Jct (Columbus) N to CK/CR Co Ln	GRBRS	11.1	A158(601)	STP	80.00	\$3,600	\$2,880	UTIL	2016
Move In/Cnvrt AC	K-7	CHROKEE	KA-1586-01	From K-7/US-160 Jct (Columbus) N to CK/CR Co Ln	GRBRS	11.1	A158(601)	K	20.00	\$3,600	\$720	UTIL	2016
Chg Cost	US-56	BARTON	KA-2051-01	Br#5 over Arkansas Rv Drng 5.79 Mi E of US-56/K-156 Jct	BRRPL	1.7	A205(101)	ACNHP	80.00	\$2,613	\$2,091	UTIL	2016
Chg Cost	US-56	BARTON	KA-2051-01	Br#5 over Arkansas Rv Drng 5.79 Mi E of US-56/K-156 Jct	BRRPL	1.7	A205(101)	K	20.00	\$2,613	\$523	UTIL	2016
Cnvrt AC	US-56	BARTON	KA-2051-01	Br#5 over Arkansas Rv Drng 5.79 Mi E of US-56/K-156 Jct	BRRPL	1.7	A205(101)	NHPP	80.00	\$2,613	\$2,091	UTIL	2021
Chg Cost	US-56	BARTON	KA-2051-01	Br#5 over Arkansas Rv Drng 5.79 Mi E of US-56/K-156 Jct	BRRPL	1.7	A205(101)	NHPP	80.00	\$900	\$720	PE	2016
Chg Cost	US-56	BARTON	KA-2051-01	Br#5 over Arkansas Rv Drng 5.79 Mi E of US-56/K-156 Jct	BRRPL	1.7	A205(101)	K	20.00	\$900	\$180	PE	2016
Chg Cost	K-258	ROOKS	KA-2088-01	Removal of Br#6 at Jct K-258/US-24	BRRPL	0.0	A208(801)	ACSTP	80.00	\$1,900	\$1,520	CONST	2016
Chg Cost	K-258	ROOKS	KA-2088-01	Removal of Br#6 at Jct K-258/US-24	BRRPL	0.0	A208(801)	K	20.00	\$1,900	\$380	CONST	2016
Cnvrt AC	K-258	ROOKS	KA-2088-01	Removal of Br#6 at Jct K-258/US-24	BRRPL	0.0	A208(801)	STP	80.00	\$1,900	\$1,520	CONST	2021
Add	K-9	MARSHALL	KA-2101-01	Br#21 over Coon Cr 2.3 Mi E of WA Co Ln	BRRPL	0.0	A210(101)	ACSTP	80.00	\$2,600	\$2,080	CONST	2017
Add	K-9	MARSHALL	KA-2101-01	Br#21 over Coon Cr 2.3 Mi E of WA Co Ln	BRRPL	0.0	A210(101)	K	20.00	\$2,600	\$520	CONST	2017
Cnvrt AC	K-9	MARSHALL	KA-2101-01	Br#21 over Coon Cr 2.3 Mi E of WA Co Ln	BRRPL	0.0	A210(101)	STP	80.00	\$2,600	\$2,080	CONST	2017

NOVEMBER STIP AMENDMENT
FEDERAL FISCAL YEAR 2016-2019 STIP

COUNTY	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO		PLANNED YEAR OBLIGATION
											OBLIGATE (\$1,000's)	WORK PHASE	
Chg Cost	K-9	MARSHALL	KA-2101-01	Br#21 over Coon Cr 2.3 Mi E of WA Co Ln	BRRPL	0.0	A210(101)	ACSTP	80.00	\$300	\$240	PE	2017
Chg Cost	K-9	MARSHALL	KA-2101-01	Br#21 over Coon Cr 2.3 Mi E of WA Co Ln	BRRPL	0.0	A210(101)	K	20.00	\$300	\$60	PE	2017
Cnvr AC	K-9	MARSHALL	KA-2101-01	Br#21 over Coon Cr 2.3 Mi E of WA Co Ln	BRRPL	0.0	A210(101)	STP	80.00	\$300	\$240	PE	2017
Chg Cost	K-51	STEVENS	KA-2219-01	From West City Limits of Hugoton E to ECL of Hugoton	PAVRC	0.9	A221(901)	ACSTP	80.00	\$3,765	\$3,012	CONST	2016
Chg Cost	K-51	STEVENS	KA-2219-01	From West City Limits of Hugoton E to ECL of Hugoton	PAVRC	0.9	A221(901)	K	20.00	\$3,765	\$753	CONST	2016
Cnvr AC	K-51	STEVENS	KA-2219-01	From West City Limits of Hugoton E to ECL of Hugoton	PAVRC	0.9	A221(901)	STP	80.00	\$3,765	\$3,012	CONST	2021
Cnvr AC/Chg Cost	US-400	STATEWIDE	KA-2375-01	From US-400/US-54 Jct E to Jct US-400/US-69	PE	131.9	A237(501)	NHPP	80.00	\$800	\$640	PE	2016
Chg Cost	US-83	DECATUR	KA-3101-01	Br#11 over Sappa Cr Drng .76 Mi S of US-83/US-36 Jct	BRRPL	0.0	A310(101)	ACNHP	80.00	\$1,100	\$880	CONST	2016
Chg Cost	US-83	DECATUR	KA-3101-01	Br#11 over Sappa Cr Drng .76 Mi S of US-83/US-36 Jct	BRRPL	0.0	A310(101)	K	20.00	\$1,100	\$220	CONST	2016
Cnvr AC	US-83	DECATUR	KA-3101-01	Br#11 over Sappa Cr Drng .76 Mi S of US-83/US-36 Jct	BRRPL	0.0	A310(101)	NHPP	80.00	\$1,100	\$880	CONST	2021
Chg Cost	US-83	DECATUR	KA-3101-01	Br#11 over Sappa Cr Drng .76 Mi S of US-83/US-36 Jct	BRRPL	0.0	A310(101)	ACNHP	80.00	\$165	\$132	PE	2016
Chg Cost	US-83	DECATUR	KA-3101-01	Br#11 over Sappa Cr Drng .76 Mi S of US-83/US-36 Jct	BRRPL	0.0	A310(101)	K	20.00	\$165	\$33	PE	2016
Cnvr AC	US-83	DECATUR	KA-3101-01	Br#11 over Sappa Cr Drng .76 Mi S of US-83/US-36 Jct	BRRPL	0.0	A310(101)	NHPP	80.00	\$165	\$132	PE	2021
Move Out	K-96	WICHITA	KA-3274-01	From Indiana St to Water St in Leoti	MILOV	0.9	A327(401)	ACSTP	80.00	\$6,450	\$5,160	CONST	2018
Move Out	K-96	WICHITA	KA-3274-01	From Indiana St to Water St in Leoti	MILOV	0.9	A327(401)	K	20.00	\$6,450	\$1,290	CONST	2018
Cnvr AC	K-96	WICHITA	KA-3274-01	From Indiana St to Water St in Leoti	MILOV	0.9	A327(401)	STP	80.00	\$6,450	\$5,160	CONST	2021
Add	K-49	SUMNER	KA-3886-01	Br#96 over Chikaskia Rv Drng 6.11 Mi N of US-81	BRRPL	0.0	A388(601)	ACSTP	80.00	\$12	\$10	UTIL	2016
Add	K-49	SUMNER	KA-3886-01	Br#96 over Chikaskia Rv Drng 6.11 Mi N of US-81	BRRPL	0.0	A388(601)	K	20.00	\$12	\$2	UTIL	2016
Cnvr AC	K-49	SUMNER	KA-3886-01	Br#96 over Chikaskia Rv Drng 6.11 Mi N of US-81	BRRPL	0.0	A388(601)	STP	80.00	\$12	\$10	UTIL	2022
Add		STATEWIDE	KA-3917-01	Implementation of Kansas Byways Interpretive Plan	SHHWP	0.0	A391(701)	TA	80.00	\$730	\$584	CONST	2016
Add		STATEWIDE	KA-3917-01	Implementation of Kansas Byways Interpretive Plan	SHHWP	0.0	A391(701)	OTHER	20.00	\$730	\$146	CONST	2016
Chg Cost		STATEWIDE	KA-4155-01	Conflation, Aggregation, and Implementation of KDOT's K-Hub	PE	0.0	A415(501)	AID	80.00	\$1,250	\$1,000	PE	2016
Chg Cost		STATEWIDE	KA-4155-01	Conflation, Aggregation, and Implementation of KDOT's K-Hub	PE	0.0	A415(501)	K	20.00	\$1,250	\$250	PE	2016
Chg Cost		STATEWIDE	KA-4155-01	Conflation, Aggregation, and Implementation of KDOT's K-Hub	PE	0.0	A415(501)	K	100.00	\$2,663	\$2,663	PE	2016
Add		STATEWIDE	TE-0402-03	Flint Hills Nature Trail Ph 3 from Council Grove to K-68	PEDBI	0.0	T040(203)	OTHER	20.00	\$2,375	\$475	CONST	2016
Add		STATEWIDE	TE-0402-03	Flint Hills Nature Trail Ph 3 from Council Grove to K-68	PEDBI	0.0	T040(203)	TA	80.00	\$2,375	\$1,900	CONST	2016
Chg Cost		ATCHISON	TE-0411-01	Ped/Bike Path in the City of Atchison	PEDBI	0.0	T041(101)	TA	80.00	\$1,664	\$1,331	CONST	2016
Chg Cost		ATCHISON	TE-0411-01	Ped/Bike Path in the City of Atchison	PEDBI	0.0	T041(101)	U0040	20.00	\$1,664	\$333	CONST	2016
Chg Cost		BARTON	TE-0423-01	Overlook on K-4 Highway	LNDBT	0.0	T042(301)	TA	80.00	\$315	\$252	CONST	2016
Chg Cost		BARTON	TE-0423-01	Overlook on K-4 Highway	LNDBT	0.0	T042(301)	C0005	20.00	\$315	\$63	CONST	2016
Chg Cost	US-69	BOURBON	U-0040-01	Two Intersection on US-69 in Fort Scott	SU	0.5	U004(002)	STP	100.00	\$31	\$31	PE	2016
Chg Cost	US-69	BOURBON	U-0040-01	Two Intersection on US-69 in Fort Scott	SU	0.5	U004(002)	K	100.00	\$123	\$123	PE	2016
Chg Cost	US-69	BOURBON	U-0040-01	Two Intersection on US-69 in Fort Scott	SU	0.5	U004(002)	STP	100.00	\$469	\$469	CONST	2016
Chg Cost	US-69	BOURBON	U-0040-01	Two Intersection on US-69 in Fort Scott	SU	0.5	U004(002)	K	100.00	\$139	\$139	CONST	2016
Chg Cost	US-69	BOURBON	U-0040-01	Two Intersection on US-69 in Fort Scott	SU	0.5	U004(003)	STP	100.00	\$196	\$196	PE	2016
Chg Cost	US-69	BOURBON	U-0040-01	Two Intersection on US-69 in Fort Scott	SU	0.5	U004(003)	K	100.00	\$771	\$771	PE	2016
Chg Cost	US-69	BOURBON	U-0040-01	Two Intersection on US-69 in Fort Scott	SU	0.5	U004(003)	STP	100.00	\$155	\$155	ROW	2016
Chg Cost	US-69	BOURBON	U-0040-01	Two Intersection on US-69 in Fort Scott	SU	0.5	U004(003)	K	100.00	\$340	\$340	CONST	2016
Chg Cost	US-69	BOURBON	U-0040-01	Two Intersection on US-69 in Fort Scott	SU	0.5	U004(003)	STP	100.00	\$1,148	\$1,148	CONST	2016
Add		FINNEY	U-0218-01	City of Holcomb Safe Routes to School	PEDBI	0.0	U021(801)	SRTS	80.00	\$250	\$200	CONST	2016
Add		FINNEY	U-0218-01	City of Holcomb Safe Routes to School	PEDBI	0.0	U021(801)	U0631	20.00	\$250	\$50	CONST	2016
Add		FINNEY	U-0218-01	City of Holcomb Safe Routes to School	PEDBI	0.0	U021(801)	U0631	100.00	\$10	\$10	CONST	2016
Chg Cost		SALINE	U-0222-01	City of Salina Safe Routes to School	PEDBI	0.0	U022(201)	SRTS	100.00	\$65	\$65	CONST	2016

NOVEMBER STIP AMENDMENT
FEDERAL FISCAL YEAR 2016-2019 STIP

COUNTY	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO		PLANNED YEAR OBLIGATION
											OBLIGATE (\$1,000's)	WORK PHASE	
Chg Cost		SALINE	U-0222-01	City of Salina Safe Routes to School	PEDBI	0.0	U022(201)	U0600	100.00	\$60	\$60	CONST	2016
Chg FF		MITCHELL	U-0473-01	Sidewalk & Pedestrian Improvements in Beloit	PEDBI	0.0	U047(301)	TA	80.00	\$250	\$200	CONST	2016
Chg FF		MITCHELL	U-0473-01	Sidewalk & Pedestrian Improvements in Beloit	PEDBI	0.0	U047(301)	U0080	20.00	\$250	\$50	CONST	2016
Chg FF		ELLSWORTH	U-0474-01	Sidewalk & Pedestrian Improvements in Ellsworth	PEDBI	0.0	U047(401)	TA	80.00	\$250	\$200	CONST	2016
Chg FF		ELLSWORTH	U-0474-01	Sidewalk & Pedestrian Improvements in Ellsworth	PEDBI	0.0	U047(401)	U0166	20.00	\$250	\$50	CONST	2016
Chg FF		NEOSHO	U-0475-01	Sidewalk & Pedestrian Improvements in Erie	PEDBI	0.0	U047(501)	TA	80.00	\$250	\$200	CONST	2016
Chg FF		NEOSHO	U-0475-01	Sidewalk & Pedestrian Improvements in Erie	PEDBI	0.0	U047(501)	U0175	20.00	\$250	\$50	CONST	2016
Chg FF		BOURBON	U-0476-01	Sidewalk & Pedestrian Improvements in Fort Scott	PEDBI	0.0	U047(601)	TA	80.00	\$250	\$200	CONST	2016
Chg FF		BOURBON	U-0476-01	Sidewalk & Pedestrian Improvements in Fort Scott	PEDBI	0.0	U047(601)	U0210	20.00	\$250	\$50	CONST	2016
Chg FF		RENO	U-0477-01	Sidewalk & Pedestrian Improvements in Hutchinson	PEDBI	0.0	U047(701)	TA	80.00	\$250	\$200	CONST	2016
Chg FF		RENO	U-0477-01	Sidewalk & Pedestrian Improvements in Hutchinson	PEDBI	0.0	U047(701)	U0350	20.00	\$250	\$50	CONST	2016
Chg FF		EDWARDS	U-0478-01	Sidewalk & Pedestrian Improvements in Kinsley	PEDBI	0.0	U047(801)	TA	80.00	\$250	\$200	CONST	2016
Chg FF		EDWARDS	U-0478-01	Sidewalk & Pedestrian Improvements in Kinsley	PEDBI	0.0	U047(801)	U0284	20.00	\$250	\$50	CONST	2016
Cnvrt AC		CRAWFORD	X-2851-01	SKOL RR Xing & Joplin St in Pittsburg	FLTSG	0.0	X285(101)	RRP	100.00	\$356	\$356	CONST	2016
Chg Cost/Cnvrt AC		CRAWFORD	X-2883-01	BNSF RR Xing & Magnolia St in Girard	FLTSG	0.0	X288(302)	HSIP	70.00	\$465	\$326	CONST	2016
Chg Cost/Cnvrt AC		CRAWFORD	X-2883-01	BNSF RR Xing & Magnolia St in Girard	FLTSG	0.0	X288(302)	RR	30.00	\$465	\$140	CONST	2016
Chg Cost/Cnvrt AC		CRAWFORD	X-2884-01	BNSF RR Xing & Orange St in Girard	FLTSG	0.0	X288(402)	HSIP	70.00	\$260	\$182	CONST	2016
Chg Cost/Cnvrt AC		CRAWFORD	X-2884-01	BNSF RR Xing & Orange St in Girard	FLTSG	0.0	X288(402)	RR	30.00	\$260	\$78	CONST	2016
Chg Cost/Cnvrt AC		CRAWFORD	X-2885-01	BNSF RR Xing & Willow St in Girard	FLTSG	0.0	X288(502)	HSIP	70.00	\$323	\$226	CONST	2016
Chg Cost/Cnvrt AC		CRAWFORD	X-2885-01	BNSF RR Xing & Willow St in Girard	FLTSG	0.0	X288(502)	RR	30.00	\$323	\$97	CONST	2016
Chg Cost/Cnvrt AC		CRAWFORD	X-2886-01	BNSF RR Xing & Elm St in Girard	FLTSG	0.0	X288(602)	RR	30.00	\$412	\$124	CONST	2016
Chg Cost/Cnvrt AC		CRAWFORD	X-2886-01	BNSF RR Xing & Elm St in Girard	FLTSG	0.0	X288(602)	HSIP	70.00	\$412	\$288	CONST	2016
Cnvrt AC		OTTAWA	X-2901-01	KYLE RR Xing & Mulberry Rd N of Minneapolis	FLTSG	0.0	X290(101)	HSIP	100.00	\$201	\$201	CONST	2016
Cnvrt AC		MITCHELL	X-2902-01	KYLE RR Xing & S River St in Beloit	FLTSG	0.0	X290(201)	RRP	100.00	\$271	\$271	CONST	2016
Cnvrt AC		MITCHELL	X-2903-01	KYLE RR Xing & K-14 (Hersey Ave) in Beloit	FLTSG	0.0	X290(301)	RRP	100.00	\$326	\$326	CONST	2016
Add		LYON	X-2940-01	BNSF RR Xing & D Rd 4 Mi W of Emporia	FLTSG	0.0	X294(001)	ACHSP	100.00	\$476	\$476	CONST	2016
Cnvrt AC		LYON	X-2940-01	BNSF RR Xing & D Rd 4 Mi W of Emporia	FLTSG	0.0	X294(001)	HSIP	100.00	\$476	\$476	CONST	2016
Add		LYON	X-2941-01	BNSF RR Xing & C Rd 5 Mi W of Emporia	FLTSG	0.0	X294(101)	ACHSP	100.00	\$476	\$476	CONST	2016
Cnvrt AC		LYON	X-2941-01	BNSF RR Xing & C Rd 5 Mi W of Emporia	FLTSG	0.0	X294(101)	HSIP	100.00	\$476	\$476	CONST	2016
Add		HARVEY	X-2942-01	BNSF RR Xing & Woodberry Rd 1 Mi W of Burton	FLTSG	0.0	X294(201)	ACHSP	100.00	\$276	\$276	CONST	2016
Cnvrt AC		HARVEY	X-2942-01	BNSF RR Xing & Woodberry Rd 1 Mi W of Burton	FLTSG	0.0	X294(201)	HSIP	100.00	\$276	\$276	CONST	2016
Add		RENO	X-2943-01	BNSF RR Xing & Ricksecker St in Abbyville	FLTSG	0.0	X294(301)	ACHSP	100.00	\$326	\$326	CONST	2016
Cnvrt AC		RENO	X-2943-01	BNSF RR Xing & Ricksecker St in Abbyville	FLTSG	0.0	X294(301)	HSIP	100.00	\$326	\$326	CONST	2016
Add		RENO	X-2944-01	BNSF RR Xing & Main St in Abbyville	FLTSG	0.0	X294(401)	ACHSP	100.00	\$426	\$426	CONST	2016
Cnvrt AC		RENO	X-2944-01	BNSF RR Xing & Main St in Abbyville	FLTSG	0.0	X294(401)	HSIP	100.00	\$426	\$426	CONST	2016
Add		SUMNER	X-2945-01	BNSF RR Xing & E 80th Ave N 1 Mi SW of Belle Plaine	FLTSG	0.0	X294(501)	ACHSP	100.00	\$401	\$401	CONST	2016
Cnvrt AC		SUMNER	X-2945-01	BNSF RR Xing & E 80th Ave N 1 Mi SW of Belle Plaine	FLTSG	0.0	X294(501)	HSIP	100.00	\$401	\$401	CONST	2016
Add		SUMNER	X-2946-01	BNSF RR Xing & N Hydraulic Rd 2.5 Mi SW of Belle Plaine	FLTSG	0.0	X294(601)	ACHSP	100.00	\$401	\$401	CONST	2016
Cnvrt AC		SUMNER	X-2946-01	BNSF RR Xing & N Hydraulic Rd 2.5 Mi SW of Belle Plaine	FLTSG	0.0	X294(601)	HSIP	100.00	\$401	\$401	CONST	2016
Add		HARPER	X-2947-01	BNSF RR Xing & NW 80 Ave 2 Mi NE of Attica	FLTSG	0.0	X294(701)	ACHSP	100.00	\$476	\$476	CONST	2016
Cnvrt AC		HARPER	X-2947-01	BNSF RR Xing & NW 80 Ave 2 Mi NE of Attica	FLTSG	0.0	X294(701)	HSIP	100.00	\$476	\$476	CONST	2016
Cnvrt AC	K-47	CRAWFORD	X-2948-01	BNSF RR Xing & K-47, St. John St in Girard	FLTSG	0.0	X294(801)	RR	30.00	\$257	\$77	CONST	2016
Cnvrt AC	K-47	CRAWFORD	X-2948-01	BNSF RR Xing & K-47, St. John St in Girard	FLTSG	0.0	X294(801)	HSIP	70.00	\$257	\$180	CONST	2016

NOVEMBER STIP AMENDMENT
FEDERAL FISCAL YEAR 2016-2019 STIP

COUNTY	ROUTE	COUNTY	KDOT PROJECT NUMBER	DESCRIPTION	WORK TYPE	LENGTH (Miles)	F/A PROJECT NUMBER	FUND CAT CODE	PRO- RATA	WORK PHASE ESTIMATE (\$1,000's)	FUNDS EXPECTED TO OBLIGATE (\$1,000's)	WORK PHASE	PLANNED YEAR OBLIGATION
Cnvt AC		CRAWFORD	X-2949-01	BNSF RR Xing & Forest St in Girard	FLTSG	0.0	X294(901)	RR	30.00	\$322	\$97	CONST	2016
Cnvt AC		CRAWFORD	X-2949-01	BNSF RR Xing & Forest St in Girard	FLTSG	0.0	X294(901)	HSIP	70.00	\$322	\$225	CONST	2016
Add		BROWN	X-2952-01	UP RR Xing & 260th Rd NW of Hiawatha	FLTSG	0.0	X295(201)	ACHSP	100.00	\$201	\$201	CONST	2016
Cnvt AC		BROWN	X-2952-01	UP RR Xing & 260th Rd NW of Hiawatha	FLTSG	0.0	X295(201)	HSIP	100.00	\$201	\$201	CONST	2017
Add		BROWN	X-2953-01	UP RR Xing & Foxtail Rd W of Hamlin	FLTSG	0.0	X295(301)	ACHSP	100.00	\$201	\$201	CONST	2016
Cnvt AC		BROWN	X-2953-01	UP RR Xing & Foxtail Rd W of Hamlin	FLTSG	0.0	X295(301)	HSIP	100.00	\$201	\$201	CONST	2017
Add		BROWN	X-2954-01	UP RR Xing & Antelope Rd NE of Sabetha	FLTSG	0.0	X295(401)	ACHSP	100.00	\$201	\$201	CONST	2016
Cnvt AC		BROWN	X-2954-01	UP RR Xing & Antelope Rd NE of Sabetha	FLTSG	0.0	X295(401)	HSIP	100.00	\$201	\$201	CONST	2017

KDOT Cash-Flow Worksheet

KDOT - All Agency Funds					
(\$000)	2016	2017	2018	2019	FY 2016-2019
BEGINNING BALANCE	655,824	500,866	266,056	351,979	
Resources					
Motor Fuel Taxes	435,592	436,892	438,192	439,492	1,750,168
Sales & Compensating Tax	536,929	560,145	581,145	602,933	2,281,152
Registration Fees	205,000	205,000	205,000	205,000	820,000
Drivers Licenses Fees	7,090	7,090	7,090	7,090	28,360
Special Vehicle Permits	2,763	2,763	2,763	2,763	11,052
Interest on Funds	4,468	4,710	6,459	4,466	20,103
Misc. Revenues	18,843	14,920	10,487	10,530	54,780
Transfers:	4,813	1,401	1,401	1,401	9,016
Motor Carrier Property Tax	-	-	-	-	-
Transfers Out	(385,563)	(375,054)	(108,630)	(110,272)	(979,519)
Subtotal	829,935	857,867	1,143,907	1,163,403	3,995,112
Federal and Local Construction Reimbursement					
Federal Reimbursement - SHF	213,088	260,239	255,131	254,113	982,571
Local Construction - Federal	65,477	69,875	69,534	58,063	262,949
Local Construction - Local	25,735	23,120	32,562	21,766	103,183
Miscellaneous Federal Aid	33,147	35,631	35,631	35,631	140,040
Subtotal Federal & Local	337,447	388,865	392,858	369,573	1,488,743
Total before Bonding	1,167,382	1,246,732	1,536,765	1,532,976	5,483,855
Bond Sales (par)	300,000	-	-	-	300,000
Issue Costs/Premium/Discount/Acc Int.	-	-	-	-	-
Net from Bond Sales:	300,000	-	-	-	300,000
Net TRF Loan Transactions	5,074	5,087	2,974	2,660	15,795
TOTAL RECEIPTS	1,472,456	1,251,819	1,539,739	1,535,636	5,799,650
AVAILABLE RESOURCES	2,128,280	1,752,685	1,805,795	1,887,615	

The following revenue estimates are currently being used:
 April 2015 State Consensus Revenue Estimating Group
 November 2014 Highway Revenue Estimating Group
 Debt Service updated August 2014

KDOT Cash-Flow Worksheet

EXPENDITURES:	2016	2017	2018	2019	FY 2016-2019
Maintenance	131,586	136,235	136,832	140,253	544,906
Construction					
Preservation	428,595	236,131	290,874	395,491	1,351,091
Modernization	27,263	62,932	107,895	96,691	294,781
Expansion & Enhancements	315,321	333,423	202,530	189,545	1,040,819
CE & PE	108,040	95,537	91,845	95,723	391,145
Total Construction	879,219	728,023	693,144	777,450	3,077,836
Modes					
Aviation	7,711	5,954	5,336	5,118	24,119
Public Transit	35,543	38,028	38,028	38,028	149,627
Rail	13,944	9,083	7,410	6,850	37,287
Total Modes	57,198	53,065	50,774	49,996	211,033
Local Support					
SC&CHF	146,483	146,920	147,357	147,794	588,554
Local Federal Aid Projects	61,281	70,136	84,231	64,199	279,847
Local Partnership Programs	84,613	70,853	64,002	53,403	272,871
City Connecting Links	3,360	3,360	3,360	3,360	13,440
Agency Operations	7,306	7,243	7,307	7,489	29,345
Other	13,417	14,249	12,258	9,584	49,508
Total Local Support	316,460	312,761	318,515	285,829	1,233,565
Administration & Transportation Planning	57,666	57,960	58,338	59,771	233,735
Buildings	6,188	7,128	7,435	7,621	28,372
Total	63,854	65,088	65,773	67,392	262,107
TOTAL before Debt Service	1,448,317	1,295,172	1,265,038	1,320,920	5,329,447
Debt Service	179,098	191,456	188,780	192,261	751,595
TOTAL EXPENDITURES	1,627,415	1,486,628	1,453,818	1,513,181	6,081,042
ENDING BALANCE	500,866	266,056	351,979	374,434	
Minimum Ending Balance Requirement	299,270	275,380	276,974	290,103	
AVAILABLE ENDING FUND BALANCE:	201,596	(9,324)	75,005	84,331	
	2016	2017	2018	2019	Total FY 2016-2019

Required Ending Balances reflect:

1. Amounts required to satisfy bond debt service requirements.
2. Funds allocated by statute for distribution to specific programs.
3. An amount necessary to provide for orderly payment of agency bills.

**Administrative Modification #1
(as of 10/15/2015) to the
Kansas FFY 2016-2019 STIP**

The attached administrative modification to the Kansas FFY 2016-2019 Statewide Improvement Program (STIP) updates the Program Financing narrative section of the STIP. The narrative concerning KDOT's Maintenance (routine), page 46-47, has been expanded to better explain the basis for the Maintenance (routine) figure used in the Cash-Flow Worksheet.

PROGRAM FINANCING

FUNDING

The funding of highway improvements depends on the availability of funds and on criteria established by state and federal law for the use of those funds. Highway projects may be financed entirely by state funds, by a combination of federal and matching state funds, by a combination of federal or state funds and matching local funds; or by a combination of all three- federal, state and local funds. Project cost estimates for SFY 2016-2019 of the STIP reflect an inflation rate of approximately 4.5 percent per year. KDOT's historical cost trends and future cost expectations were used to develop these rates. Cost trend information is based upon reasonable financial principles developed cooperatively by KDOT, the MPO's, and the public.

A key federal requirement of the STIP is the demonstration of fiscal constraint. Fiscal constraint of only federal funds is demonstrated in the Federal Funds section of this narrative in the "Federal Fiscal Years 2016-2019 Estimated Apportionments & Obligations" table. This table provides a breakout by apportionment grouping of the federal apportionments and obligations anticipated in the next four federal fiscal years. The federal apportionments by year represent the federal funds the

state of Kansas reasonably expects to be available in the next four fiscal years. While the obligations demonstrate the projects currently programmed and anticipated to obligate in the next four fiscal years- including projects anticipated to obligate in the MPO areas. However, the state of Kansas has both state and federal funding sources for transportation and a financial discussion of fiscal constraint would be incomplete without the inclusion of all funding and expenditure sources. For this reason, the primary document of fiscal constraint for KDOT is the Cash-Flow Worksheet provided at the end of the Program Financing narrative. The Cash-Flow Worksheet provides a broader picture of the funding than the "Federal Fiscal Years 2016-2019 Estimated Apportionments & Obligations" table, by itemizing all anticipated resources- state, federal and local and all anticipated expenditures in the upcoming four years. Assuming that there are no major changes in funding or expenditures, the Cash-Flow Worksheet provided demonstrates that KDOT is reasonably funded through 2019.

Additionally to further illustrate financial constraint all projects programmed to date and administered by KDOT that are anticipated to have one or more work phase obligate regardless

of funding source (meaning not just federally funded projects) in the years of the STIP are listed in the project appendixes A & B. In Appendix A, the first project index, the interim projects from the preceding year that are anticipated to obligate during the preparation and approval period of the new STIP are reported. Appendix B, the second project index, reports all KDOT administered projects programmed at the time the STIP was developed and that are anticipated to have a work phase obligate during the four federal fiscal years of the STIP. Both appendixes provide the estimated total project cost for each project listed (included in this total project cost if funded, are the estimates for work phases that extend outside the STIP years). Appendix C provides a summary by year of the information provided in Appendixes A & B. The fourth appendix, Appendix D, lists projects using Advanced Construction and provides the year(s) and amount (s) of anticipated conversion for each project listed. The information provided in these indexes along with the information in the finance section illustrates the fiscal constraint the State of Kansas has in place.

The KDOT Cash-Flow Worksheet is based upon the state fiscal year (SFY) which is from July 1 through June 30 while the “Federal Fiscal Years 2016-2019 Estimated Apportionments & Obligations” table is based upon the federal fiscal year, which is from October 1 through September 30. The reason for the different periods is that fed-

eral funds are distributed on the FFY while state funds are distributed on the SFY. It is important to recognize this difference when comparing the information in the tables and worksheet provided in this section. The federal funding estimated in the KDOT Cash-Flow Worksheet is the funding estimated for the state fiscal years. This period is not the same period used in the anticipated apportionments and obligations presented in the “Federal Fiscal Years 2016-2019 Estimated Apportionments & Obligations” table.

STATE FUNDS

With the highway program, T-WORKS, in place at the State level, total KDOT revenues for the 10-year program are anticipated to increase by total of \$2.7 billion. As a result total KDOT revenues are anticipated to increase by total of \$2.7 billion. The sources of additional funding are 0.4% increase in State Sales Tax deposits beginning in SFY 2014, authority to issue bonds, and increase in the Heavy Truck Registration fees (part of vehicle registration fees) effective in SFY 2013. Under the T-WORKS program, 100 % of the highway system’s preservation needs are met. Additionally, investment in transit, aviation and rail is increased. Moreover, a minimum of \$8 million is invested in each of the state’s 105 counties during the program. There are various components of this \$7.3 billion program. As previously, mentioned preservation needs are met with an anticipated \$3.8 billion to be

spent for highway preservation over the next ten years. Transit spending increases from \$6 million per year to \$11 million per year (effective in SFY 2014) for a 10-year total of \$95 million spent. Aviation spending increased from \$3 million per year to \$5 million per year beginning in SFY 2014 for a 10-year expenditure of \$44 million. Beginning in SFY 2014, Rail expenditures of \$5 million per year commence for a program total of \$35 million. Special City - County Highway (SCCH) funding (which receives 1/3 of all motor fuel taxes) receives approximately \$1.5 billion in the 10-year program. The remaining \$1.8 billion funds the highway expansion and modernization programs and the KDOT Local Partnership program.

Specific funding sources for T-WORKS include motor fuels tax, sales and compensating tax, vehicle registra-

tion fees, bond proceeds, driver's license fees, special vehicle permit fees and a number of miscellaneous fees such as mineral royalties, publications and sale of usable condemned equipment. All of these revenues are itemized in the **Resources section** of the Cash-Flow Worksheet located at the end of the Fiscal Constraint section of this narrative. These revenue sources are, also, listed in the "Estimated State Generated Revenues by Source" table below. However, in the "Estimated State Generated Revenues by Source" table rather than itemizing each source as in the Cash-Flow Worksheet several of the sources are grouped together. Specifically Miscellaneous fees (Revenues), Transfers, Motor Carrier Property Tax and Interest (on funds) are grouped together and Driver's License Fees and Special Vehicle Permits are combined. The "Estimated State Generated Revenues by Source" below estimates an-

Estimated State Generated Revenues by Source					
(\$ Millions)					
Some totals may not sum due to rounding of dollars.					
Source	State Fiscal Years				Source 4-year Total
	2016	2017	2018	2019	
Motor Fuels Tax	436	437	438	439	1,750
Vehicle Registration Fees	205	205	205	205	820
Sales & Comp Tax	537	560	581	603	2,281
Bond Proceeds (Net)	250	0	0	0	250
Drivers License Fees & Special Vehicle Permits	11	11	11	11	44
Misc Revenues, Transfers, Motor Carrier Property Tax & Interest	<u>29</u>	<u>27</u>	<u>29</u>	<u>28</u>	<u>113</u>
Total Estimated State Revenues by Fiscal Year	<u>\$1,468</u>	<u>\$1,239</u>	<u>\$1,264</u>	<u>\$1,286</u>	<u>\$5,257</u>

anticipated revenue by source per year for the next four years and provides a sum of the 4-year total revenue anticipated from each source.

As the “Estimated State Generated Revenues by Source” table illustrates, motor fuels tax receipts and sales tax receipts provide the majority of the revenue with an estimated 33 % and 43 %, respectively of the four-year total SFY 2016 - 2019 state-generated funding. Vehicle registration fees and bond proceeds represent approximately 16 % & 5 % respectively. All remaining sources combined- Driver’s License Fees, Special Vehicle Permits, Miscellaneous Revenues, Motor Carrier Property Tax, Transfers and Interest-compose 3% of the four year total.

The estimates for KDOT revenues come from three main sources-the Consensus Estimating Group (CEG), the Highway Revenue Estimating Group (HREG) and agency staff in the Office of Finance & Budget (OFAB). The CEG includes staff from the State Division of the Budget, the Department of Revenue, Legislative Research, as well as several consulting economists. Each member of the CEG prepares independent estimates of receipts to the State General Fund and then the CEG meets as a group to arrive at a consensus. Although the primary emphasis of the CEG group is on State General Fund receipts, the group also prepares estimates for the growth rate of personal income, inflation, interest rates, and

fuel prices and production. These factors all affect state revenues and ultimately the revenues KDOT receives from taxes and fees. The CEG provides estimated revenue growth from **sales and compensating use taxes** for two years.

The HREG group is composed of representatives from the State Department of Revenue, Legislative Research, Division of the Budget and KDOT. Typically, this group meets shortly after the CEG meets. The primary function of the HREG is to prepare forecasts for the amounts of **motor vehicle registration fees and motor fuels tax** that will be collected. Since these revenues do not flow into the State General Fund, the CEG does not prepare their estimates. In addition, since the CEG only estimates a growth rate of revenues for two years, the HREG agrees on a long-term growth rate of revenues for the latter years.

KDOT’s OFAB estimates the remaining KDOT revenues in the Cash-Flow Worksheet Resources group. **Miscellaneous revenues, Drivers Licenses Fees and Special Vehicle Permits** are estimated based upon historical data and the previous year’s actual revenues. **Transfers (Motor Carrier Property Tax)** are determined by review of applicable statute and **Interest on Funds** is determined by staff projected interest rates. **Transfers (Out)** are resources that are transferred to other state agen-

cies for transportation-related functions performed by these agencies but financed by the State Highway Fund. KDOT transfers funds to agencies to finance salary and operating costs of these functions. The Department of Revenue, for example, receives state highway funds for activities related to the collection and enforcement of vehicle registrations, titles, driver licensing and motor fuel tax. Estimates for ‘transfers out’ are from the budget and are modified after each legislative session to reflect appropriations set by the legislature.

The second revenue section of the Cash-Flow Worksheet is the **Federal and Local Construction Reimbursement** section. While this group is not “revenue” in the traditional sense, the section estimates the receipt of the federal share and local share of project costs. The federal-aid program is a reimbursement program, which means funding received from FHWA is reimbursement for monies already spent. In the case of the local share, these are monies received from locals in advance of a project using local funds being let. The local share is the LPA estimated portion of projects programmed. At the conclusion of construction for projects with LPA participation a final accounting of cost is done. This final accounting is to determine if the local share received prior to construction was less than or greater than the actual local share of actual project costs. Any overage is returned to the LPA and reimburse-

ments for shortages are requested from the LPA.

FEDERAL FUNDS

Without a new federal program in place, the federal funding applied in the FFY 2016-2019 STIP for Kansas assumes a flat level (no growth) of federal funding based on the federal funding received in the last year of MAP-21 in FFY 2014. In general, MAP-21 held funding levels at FFY 2012 levels with a small allowance for inflation. At the time the STIP document was prepared the federal distribution for 2016 was not in place, so all federal funding for all STIP years 2016-2019, is estimated at the 2014 levels. This assumption is applied in the Estimated Apportionments and Obligations table and the Cash-Flow Worksheet. Using the funding levels received in FFY 2014 as the estimated funding for future years, assures a level of conservatism is built into the forecasting, thereby, helping to ensure that the State of Kansas does not over program.

Under MAP-21 changes were made to the program structure and these changes are maintained in this STIP. Several programs that were previously authorized under SAFETEA-LU were eliminated while several other programs were combined to form broader more encompassing programs. Additionally, within MAP-21 a “core” program was established. The core program is composed of the

National Highway Performance program (NHPP), which combined the National Highway System (NHS), Interstate Maintenance (IM) and the Highway Bridge (BR) program from SAFETEA -LU; the Surface Transportation Program (STP), which combined Surface Transportation (STP) and the Off-System Bridges portion of the Highway Bridge Program from SAFETEA-LU; the Congestion Mitigation and Air Quality program (CMAQ); the Highway Safety Improvement program (HSIP); and the Metropolitan Planning (MP) program. (The MP funds are transferred to the FTA are managed jointly by FTA, the Kansas MPOs and KDOT.)

Two new non-core formula programs were created under MAP-21, the Construction of Ferry Boats and Terminal Facilities program (Kansas does not receive this funding) and the Transportation Alternatives (TA) program. TA merges several programs that were stand-alone programs under SAFETEA-LU. The programs merged under TA are Recreational Trails (RT), Safe Routes to Schools (SRT), Appalachian Highway Developments (Kansas does not qualify to receive this funding) and Transportation Enhancements (TE).

Discretionary programs were greatly reduced in MAP-21 with only five programs continuing and one new program created. Of the remaining discretionary programs, Kansas receives funding from only two- the On-

the-Job Training Support Services and Disadvantaged Business Enterprise (DBE) Support Services. However, many of the eligibilities from the discontinued discretionary programs have been incorporated into the remaining programs under MAP-21.

The funding categories created under MAP-21 have been maintained in the information in this STIP and are reflected in the tables and appendixes. One difference between MAP-21 programs and those used in the tables in this document is the ‘Other’ grouping which was created by KDOT to group together many of the smaller MAP-21 programs into a single group in the apportionment and obligation tables.

The requirements from MAP-21 that affect the use of federal funds on projects programmed in the FFY 2016-2019 Kansas STIP are assumed to continue. Some provisions are broad and apply to all projects using federal funding, while other provisions are program specific. In order for a project to be eligible to use a specific program’s funding, the project must meet the conditions defined within MAP-21 for that program. The STIP reflects the requirements of MAP-21 until such time that a new program is in place.

In addition to apportioning funds to the states, Congress annually sets an upper limit, termed **an obligation ceiling** on the total amounts of obligations that each state may incur.

Federal Fiscal Years 2016-2019 Estimated Apportionments & Obligations

Estimated Apportionments for KDOT, Local and Metro Projects as of 07/16/2015

All dollar amounts in \$1,000's - Dollar amounts may be rounded

Apportionment Grouping	Anticipated Carry Over					FFY 2016-2019 plus FFY 2015 Carry Over
	from FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019	Total
NHPP	\$109,582	\$213,952	\$213,952	\$213,952	\$213,952	\$965,391
STP (KDOT)	\$101,347	\$58,264	\$58,264	\$58,264	\$58,264	\$334,403
STP (Local)	\$26,670	\$16,406	\$16,406	\$16,406	\$16,406	\$92,296
STP (Metro)	\$36,316	\$23,735	\$23,735	\$23,735	\$23,735	\$131,257
TA	\$25,406	\$10,278	\$10,278	\$10,278	\$10,278	\$66,518
HSIP (Rail Safety)	\$9,673	\$7,397	\$6,897	\$6,897	\$6,897	\$37,761
HSIP (Federal Safety)	\$27,838	\$16,500	\$17,000	\$17,000	\$17,000	\$95,338
CMAQ	\$21,087	\$9,037	\$9,037	\$9,037	\$9,037	\$57,234
Other	\$21,850	\$766	\$766	\$766	\$766	\$24,913
Total	\$379,769	\$356,335	\$356,335	\$356,335	\$356,335	\$1,425,340

Estimated Obligations for KDOT, Local and Metro Projects as of 07/16/2015

All dollar amounts in \$1,000's- Dollar amounts may be rounded

Obligation Grouping	Advance Construction		Remaining to Obligate				FFY 2016-2019	FFY 2015-2019 & AC Conversions
	Conversion after FFY	FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019	Total	after FFY 2019 Total
NHPP	\$233,710	\$91,489	\$184,422	\$214,694	\$169,600	\$181,568	\$750,284	\$1,075,483
STP (KDOT)	\$215,733	\$35,334	\$63,505	\$55,725	\$75,599	\$81,551	\$276,380	\$527,447
STP (Local)	\$0	\$6,981	\$9,345	\$488	\$0	\$0	\$9,833	\$16,814
STP (Metro)	\$0	\$17,093	\$19,599	\$16,418	\$3,750	\$0	\$39,767	\$56,860
TA	\$0	\$5,121	\$10,829	\$1,060	\$1,640	\$0	\$13,529	\$18,650
HSIP (Rail Safety)	\$0	\$7,920	\$6,289	\$0	\$0	\$0	\$6,289	\$14,209
HSIP (Federal Safety)	\$0	\$6,469	\$22,240	\$9,700	\$0	\$0	\$31,940	\$38,409
CMAQ	\$0	\$5,339	\$2,833	\$1,115	\$1,127	\$0	\$5,075	\$10,414
Other	\$0	\$10,437	\$1,055	\$2,272	\$0	\$0	\$3,327	\$13,764
Total	\$449,443	\$186,183	\$320,117	\$301,472	\$251,716	\$263,119	\$1,136,424	\$1,772,050

Note:

In some years, the estimated obligations for a grouping may include funds apportioned in prior years resulting in the obligations being greater than the corresponding apportionments for that grouping. In these cases, carry over apportionment are anticipated to be used to balance the difference.

The estimated obligations for each STIP year include the anticipated conversions for projects authorized with advance construction that are expected to convert within the year.

This limit is used as a means of controlling budget outlays to improve the federal-aid highway programs' responsiveness to the nation's current economic and budgetary conditions. The obligation limitation is typically less than the amount of federal-aid apportioned to the states. The obligation set out (the ceiling) in MAP-21 for FFY 2014 was used to estimate obligations in the "Federal Fiscal Years 2016-2019 Estimated Apportionments & Obligations" table on the preceding page.

The table "Federal Fiscal Years 2016-2019 Estimated Apportionments & Obligations" depicts the apportionment and obligation that KDOT estimates to be available for projects during the years of this STIP. The groupings listed in the table reflect the MAP-21 programs outlined above with a few minor modifications. Both the STP and HSIP (federal safety) programs are further sub-divided to more clearly demonstrate where the funding from each is anticipated to be used. The MP program is not shown since the funding is transferred to the FTA and is not managed by KDOT. The RT funding from the 'TA' grouping is not shown since these funds are transferred to KDWP&T and are never obligated by KDOT. Currently, within the 'Other' grouping in the apportionments section is the funding for the discretionary programs (if applicable) and the redistribution of miscellaneous funds. In the obligation section, the 'Other' grouping is composed of ear mark funding-if applicable, allocated funding and the carry-over Safe Routes to School and STP- Transportation En-

hancement funds from the SAFETEA-LU TE program.

The estimates presented within the table are for all projects within the boundaries of the state including estimates for projects located within MPO areas. However, the actual projects that comprise the estimates that fall within MPO areas are not listed in the project appendixes of this document. Rather, MPO project information is provided in the STIP by reference only. Specific projects in MPO areas may be viewed in each MPO's Transportation Improvement Program (TIP), a document similar to the STIP that covers an MPO area. (For more information concerning MPO's and their TIPs, please refer to the Metropolitan Transportation Improvement Program section of this document.)

The apportionment section of the "Federal Fiscal Years 2016-2019 Estimated Apportionments & Obligations" table provides the total apportionments for KDOT, Local and Metro projects anticipated in each of the four FFY and the anticipated FFY 2015 Carry-Over Apportionment by program. The FFY 2016 – 2019 apportionments were estimated based upon the levels received for FFY 2014. Furthermore, the table displays how the funding is anticipated to be distributed by year in the core federal funding programs and the 'Other' grouping which has the smaller programs lumped together as discussed. Additionally, \$30 million has been transferred from the STP (Local) grouping to the STP (KDOT) grouping in each of the four fiscal years to

reflect the transfer anticipated for the Federal Fund Exchange program described in further detail in the Local Funds section. Likewise a similar transfer was made from the FFY 2015 Carry-Over STP (Local) apportionment to the FFY 2015 Carry-Over STP (KDOT) apportionment to account for the federal fund exchange.

Below the apportionment section of the table is the estimated obligation section that provides the total estimated obligations for FFY 2016-2019 for KDOT, Local and Metro projects. In addition to the total obligations anticipated in each of the four years, the table displays how the obligations are anticipated to be obligated within the core federal funding programs and the 'Other' grouping. The FFY 2016-2019 obligation limitations were estimated based upon the levels received for FFY 2014. For each year in the table, the estimated obligations for each grouping is composed of the expected advance construction conversion projects including projects within MPO areas- if any, and the obligation of non-advance construction projects including projects within MPO areas. From the table on the previous page, the total estimated obligation for FFY 2016-2019 is \$1.14 billion and of this obligation total advance construction conversion anticipated for FFY 2016-2019 is \$1.04 billion (as determined from Appendix D-the Advance Construction Project Index). Additionally, in the "Federal Fiscal Years 2016-2019 Estimated Apportionments & Obligations" table the "Advance Construction Conversion after 2019" column provides estimates for ad-

vance construction already in place for years that exceed the STIP range. The advance construction conversions for years after 2019 are lump sums by federal fund category.

Both, MPO project information and estimated obligations for advanced construction after FFY 2019 are included in the "Federal Fiscal Years 2016-2019 Estimated Apportionments & Obligations" table to facilitate the demonstration of fiscal constraint in federal funding. MPO projects comprise a significant portion of the projects funded in the state and therefore, the anticipated apportionments and obligations in MPO areas are included in the "Federal Fiscal Years 2016-2019 Estimated Apportionments & Obligations" table. Without inclusion of the MPO project dollars, fiscal constraint of federal funding would be difficult to demonstrate. The Advance Construction in years after FFY 2019 is included to clarify that the State does not exceed advance construction limits in place under 23 U.S.C. 115 and to aid in demonstrating fiscal constraint.

The total estimated obligations for the four FFY covered by this STIP are less than or equal to the expected federal appropriations expected in the four year period (including FFY 2015 Carry Over). Congress sets the obligation limitation or ceiling annually. However, at the time the STIP is prepared, the limitation amount is usually unknown, so the estimated obligations for the four FFY are based on historical levels previously provided to the state and on the limitation

set for FFY 2014.

When comparing estimated apportionments for an individual grouping with the estimated obligations for that grouping, there may be instances where obligations are greater than the apportionments estimated to be available. There may be several reasons for the apparent disparity. However, the most common reason is Carry-Over apportionment. Frequently, the federal obligation ceiling is set lower than the apportionment for a given year. The difference between the two is “carried –over” to the next fiscal year as part of the estimated obligation. To make the estimated apportionments and obligations tables clearer the anticipated carry- over apportionment anticipated from FFY 2015 for each grouping has been added to the apportionment table. Currently, there is anticipated apportionment carry- over from FFY 2015 for all groupings. For the STP (KDOT) grouping the estimated obligations in FFY’s 2016, 2018 & 2019 are greater than the apportionments for those years. However, there is a significant FFY 2015 Carry-Over STP (KDOT) apportionment and this carry over is anticipated to be used to meet the overages in the FFY’s 2016, 2018 & 2019. Likewise in FFY 2017 the NHPP anticipated obligation is greater than the anticipated apportionment but the FFY 2015 Carry Over apportionment for NHPP will be more than sufficient to cover the difference.

Finally, it must be noted that the inclusion of the anticipated advance construction conversions and MPO information in the “Federal Fiscal Years 2016-

2019 Estimated Apportionments & Obligations” table precludes the total expected obligations in the table and the total expected obligations from Appendix C- Summary of State Transportation Improvement Program Project Indexes from matching. The table and the appendix do not share the same source data. Appendix C summarizes, Appendixes A& B which do not include the MPO projects (this project information is available in the individual MPO TIPs) or the advance construction conversion information (information is listed separately in Appendix D). In general, the information presented within the “Federal Fiscal Years 2016-2019 Estimated Apportionments & Obligations” table is broader and more encompassing than the information summarized in Appendix C.

LOCAL FUNDS

Local government sources of transportation funds include state motor fuels tax revenue received through the Special City and County Highway Fund, federal-aid funds received through KDOT, state funds through partnership with KDOT on certain projects or through the local federal fund exchange program, property taxes, local option sales taxes, and bond issues. Of these transportation revenue sources, property taxes are the largest with the majority of this revenue being spent on maintenance rather than new construction.

The funds are distributed to cities and counties with respect to all applicable federal laws, state statutes, and/or KDOT policies and these funds comprise the “ob-

ligation authority” or “allocation” that is distributed to each Local Public Authority (LPA). County funding is allocated in accordance with K.S.A. 68-402(b) and funding to cities is allocated based upon the proportion each city's population is to the total population of all eligible cities. Only cities with a population between 5,000 and less than 200,000, not within an urbanized area are eligible for funding. Cities with a population of 200,000 or greater fall within the urbanized classification and funding for these cities is outlined in the requirements in place for Metropolitan Planning Organizations (MPOs).

Additionally, local governments may obtain funding through the Local Partnership Program. In this program, the state participates in a portion of the project cost. The Local Partnership Program includes the City Connecting Link (KLINK) Resurfacing Program. The KLINK program is for resurfacing type projects that are intended to improve the surfacing of City Connecting Links of the State Highway System. All cities with City Connecting Links within their city limits are eligible for the KLINK program. City Connecting Links on the Interstate System and fully controlled access sections on the Freeway System are excluded from this program. The KLINK program is intended to address deficiencies of the driving surface. Projects may include, but are not limited to, surface replacement, milling, overlay, curb and gutter replacement and bridge improvements.

The Geometric Improvement (GI) on City Connecting Links Program is a

highway construction program intended to improve geometric deficiencies on City Connecting Links. All City Connecting Links within city limits are eligible except those on the Interstate System and fully controlled access sections on the Freeway System. To be eligible for this program cities must have a City Connecting Link on the State Highway System within their boundaries and if selected must be able to provide their matching share (as determined by statute) of the total project cost. Projects are limited to geometric improvements to the driving lanes on the connecting links.

Another option for funding is the City Connecting Link Payments. In this option, cities through an agreement with KDOT take responsibility for maintaining the City Connecting link and in return receive payments from KDOT to assist in the cost of the maintenance.

A new program recently implemented with the new T-WORKS program is the Federal Fund Exchange Program. The program is a voluntary program that allows a Local Public Authority (LPA) to trade all or a portion of its federal fund allocation in a specific federal fiscal year with KDOT, in exchange for state transportation dollars or with another LPA in exchange for their local funds.

Under this program, the LPA may utilize the funds in a project following its own procedures, criteria, and standards. All work performed shall be consistent with the Kansas Statutes, applicable regulations, and normal engineering practices.

Any work performed on the state highway or city connecting link will require coordination with the local KDOT Area Office.

Only LPAs eligible to receive a federal fund allocation may participate in the federal fund exchange program. Eligible LPAs include all counties in the state and cities with populations greater than 5,000 that are not located in a Transportation Management Area (TMA). Currently the only TMAs in Kansas are the Mid-America Regional Council (MARC – Kansas City Region) and the Wichita Metropolitan Planning Organization (WAMPO).

This optional program provides LPAs more flexibility when planning their programs and when deciding how to fund them. Eligible LPAs may elect to exchange their federal funds or they may use the funds to develop a federal-aid project following the established procedures. If exchanged, the exchange rate for the program is \$0.90 of state funds for every \$1.00 of local federal obligation authority exchanged. For more information about this program, visit KDOT's BLP website at the following link:
<http://www.ksdot.org/burlocalproj/default.asp>

STATE EXPENDITURES

Sources used to forecast expenditures are more varied than those used for revenues. Primary sources for expenditure forecasting are the agency's budget and two computer information systems—the Comprehensive Program Management

System (WinCPMS) and the Contract Management System (CMS). These two computer systems are used to maintain program information and specific project and contract information. Data generated from these two computer programs are used to create the FFY 2016-2019 Estimated Apportionments and Obligations table, Interim Project Index- Appendix A, FFY 2016-2019 Project Index- Appendix B, Project Index Summaries- Appendix C and the Advance Construction Index- Appendix D, and aids in the generation of the expenditure information in the Cash-Flow Worksheet.

Expenditures in the Cash-Flow Worksheet may be divided into fixed costs and variable costs. Fixed costs represent the expense of KDOT's daily operation and costs like debt service and transfers to other agencies. Variable costs are expenses that change in proportion to the level of activity being undertaken. For KDOT, these are the costs associated with the preservation, modernization and expansion of the highway infrastructure. In the Cash-Flow Worksheet, the expenditures that are a part of the operations and fixed cost category are Maintenance, Agency Operations in Local Support, Administration & Transportation Planning, Buildings and Debt Service.

Maintenance (routine) is defined as expenditures on equipment, staff salaries, and materials used in snow/ice removal, mowing and minor roadway repair necessary to preserve the State Highway System. This Cash-Flow Worksheet expenditure is a summation of four budgeted

groups: salary, contractual activities, commodities and capital outlay. The **salary** portion is the budgeted funded amount for positions in SFY 2016 & 2017 that are necessary to maintain the system. (Included are the salaries for the district, area and subarea maintenance personnel as well as some headquarters positions that provide policy and planning support.). **Contractual activities** are the portion budgeted for equipment repair that exceeds the capabilities of the KDOT shops or repairs that are more cost effective to be contracted. The **commodities** portion represents the materials necessary to accomplish the work anticipated to be performed in SFY 2016 & 2017. (This is a large and varied group composed of items like fuels-unleaded, ethanol, diesel, equipment repair parts, signing materials, motor oil, propane gas, rock salt and traffic paint among others.) **Capital outlay** is the last group included in routine maintenance and is for the purchase of heavy equipment to maintain the system, vehicles to transport the personnel to the work sites, shop tools, equipment and computers used in the support of these maintenance activities. Routine maintenance is typically done entirely by KDOT forces. The long-term projected need for this expense is calculated by inflating historical actual expenditures for the above four groupings using a standard inflation rate of 2.5 percent. In the Cash-Flow Worksheet, the values for SFY 2016 and 2017 are from the budget submittal, while SFY 2018 & 2019 are percentage estimates based upon projected inflation.

To ensure that the expenditures in place for these activities are sufficient to meet the need, KDOT has several internal initiatives in place to monitor routine maintenance activities. These initiatives include the Maintenance Quality Assurance (MQA) Program, Managing Snow & Ice (MS&I) guidance, and the Managing Kansas' Roadsides (MKR) guidelines for mowing. Together these three resources help KDOT measure the value of the maintenance effort and helps ensure that routine maintenance is being performed at adequate levels.

The MQA program divides the road into different segments for monitoring: Travelway-the portion of the roadway for the movement of vehicles, Traffic Guidance-all KDOT maintained signs, pavement markings, striping or anything used to regulate, warn or guide traffic, Shoulders-areas of consideration are joint separation, cracking, drop-off or build-up and vegetation, Drainage- areas of focus include curb and gutter, ditches, erosion control, culverts and pipes and Roadside-with areas of focus that include fencing, litter, vegetation control, erosion and side roads and entrances. The MQA program is a management tool that assists managers in prioritizing maintenance projects and resources (personnel, equipment, materials and funding) and helps determine funding needs. The program involves the annual physical inspections of randomly selected sites across the state. Each sample is rated using a level of service (LOS) criteria rating. The data from the inspections are compiled into the LOS reports. These reports provide information about

the Kansas highway system at the State, District, Area and Subarea levels. From these reports, KDOT staff make determinations about what areas need increased maintenance efforts or if additional funding should be requested in the next budget for additional equipment or materials.

KDOT's MQA program was initiated in 1999. The program was developed using the National Cooperative Highway Research Program (NCHRP) report 422 "Maintenance QA Program Implementation Manual". With guidance from the manual and input from KDOT staff and public input from surveys and correspondence LOS targets were established for each of the roadway segments. These targets are reviewed periodically and adjusted as needed. The LOS established targets for the different segments are Travelway-90; Traffic Guidance-90; Shoulders-90; Drainage-85 and Roadside-85. The combined statewide target LOS is 90. In SFY 2014, the statewide LOS rating was 89. (This rating does not denote that all districts- areas -subareas met the rating target nor that all segments monitored were within their target LOS but merely that the overall rating for the state as a whole was a level of service of 89.) All the ratings for SFY 2014 may be viewed at the following link <http://kdotapp.ksdot.org/perfmeasures/>.

KDOT maintains more than 150,000 acres of highway right-of-way. To maintain a land area of this size requires a flexible approach that adjusts to the needs of differing areas. To meet this need KDOT uses the Managing Kansas'

Roadside Program (MKR). The MKR program is a responsive program that uses different mowing approaches to achieve greater mowing efficiency. The different approaches include elimination of mowing, varying height mowing and varying frequency (based on the season) mowing. The characteristics of each mowing site determine which approach or approaches are employed. Some of the site characteristics considered when making mowing decisions are the location (rural versus urban), line of sights and slopes. This tailored mowing approach has yielded key benefits like cost reductions and increased employee safety. The overall reduction in cost has allowed KDOT's dollars to stretch further in difficult financial times and the reduction in mowing accidents has reduced KDOT employee injury and time away from duties. This modified approach to mowing also benefits wildlife by increasing necessary cover and reduces erosion on roadsides. For more information about KDOT's roadside management, visit KDOT's website at http://www.ksdot.org/PDF_Files/RoadsideBrochure.pdf.

Administration & Transportation Planning expenditures encompass salaries for administrative and support personnel and the daily operation costs of the agency such as building rents and utilities. Likewise under Local Support, the expenditure **Agency Operations** are salaries for administrative and support personnel dedicated to the support of local activities. Both of these expenditures are fixed costs, projected by growing the his-

torical expenditures using an inflation rate of 2.5 %.

The **Buildings** expense in the Cash-Flow Worksheet is for the purchase, maintenance and repair of KDOT owned buildings. These buildings are located throughout the state in the district, areas and subareas of KDOT and are used for offices, equipment storage and material storage. Estimates for this expenditure are from the Capitol Improvement Plan, which is a five year request that is adjusted to reflect the Governor's budget.

Debt Service reflects the expense related to the repayment of highway bonds. These are fixed rate bonds so the expenditures are a fixed cost.

In addition to fixed costs, there are the variable costs for construction related activities. The variable costs in the Cash-Flow Worksheet are the expenditures in the Construction and Modes sections and all expenses in the Local Support section except for Agency Operations.

Construction expenditures: Preservation, Modernization and Expansion are anticipated construction work phase expenditures for T-WORKS projects. These three programs are concerned with road system infrastructure. The construction expenditure information presented here is provided at the project work phase level in Appendix A & Appendix B for projects KDOT currently has programmed. However, the total of the projects programmed may not equal the Cash-Flow Worksheet fore-

casts. The reason for the difference is threefold:

- 1) the Cash-Flow Worksheet forecasts the entire program including the un-programmed portion, while the Appendixes only provide information about projects actually programmed at the time the STIP was prepared;
- 2) the Cash-Flow Worksheet includes projections for projects that have all work phases obligated and underway; these projects are not a part of Appendixes A or B.
- 3) While expenditures in the Cash-Flow Worksheet prior to construction letting are based on engineers' estimates as is the STIP information in Appendixes A & B, post construction letting Cash-Flow expenditures are based on a combination of the encumbered construction contract amount (inflated slightly for change orders) and actual payments made to the contractor.

As with routine maintenance for preservation, there are measures- one for roads and one for bridges to verify that the system is being maintained at adequate levels. Roads are assessed annually using the Pavement Management System and bridges are assessed annually using the Pontis Bridge Management System. For roads, the targets are 85 percent and 80 percent for Interstate and Non-Interstate pavements, respectively with a

rating of PL-1. A PL-1 rating indicates that the roadway surface is in good condition and needs only routine or light preventative maintenance. Following is the road table which shows the actual road conditions statewide for the years SFY 2012-2014.

Statewide Roadway Condition for Interstate and Non-Interstate Miles				
Interstate Miles			Non-interstate Miles	
Fiscal Year	Minimum Acceptable Condition Level*	Actual Condition Level*	Minimum Acceptable Condition Level*	Actual Condition Level*
2012	85	98	80	83
2013	85	96	80	83
2014	85	98	80	89

* - Percent of miles in PL-1 condition

For state-owned bridges, a bridge health index (BHI) is used, and while KDOT's goal is to maintain the state-owned bridge system at a high level, an overall bridge health index (BHI) of 85 is defined as the minimum acceptable condition level. Below is the bridge table which shows the actual bridge conditions statewide for the years SFY 2012-2014.

Statewide Bridge Health Ratings		
Fiscal Year	Minimum Acceptable Bridge Health Index	Actual Health Index
2012	85	88
2013	85	88
2014	85	87

As both tables illustrate KDOT continues to maintain roads and bridges at acceptable levels. For more information concerning asset allocation and maintenance levels of the highway infrastructure

refer to the 2014 CAFR report at the following link:
<http://www.ksdot.org/Assets/wwwksdotorg/bureaus/burfiscal/rfq/findisc/CAFR.pdf>.

Construction engineering and preliminary engineering (CE & PE) are expenditures for the design portion of T-WORKS projects that deal with the road system infrastructure. This category of expense is a combination of agency CE & PE work and projected contracted CE & PE work. For the agency engineering salary portion, the first two years of the Cash-Flow Worksheet expenditure is taken directly from the budget and the last two years are determined by inflating the budgeted amounts. For the contract CE & PE, estimates are provided by the Bureau of Design and are adjusted for inflation. CE & PE information is provided at the project level in Appendix A & Appendix B for projects KDOT currently has programmed. However, CE costs are rolled into the Construction costs in the Appendixes to display the costs in the manner the Federal Highway prefers. At the federal level, construction and CE expenditure are not separated.

The **modes expenditure** grouping is for transportation forms other than road system infrastructure. For KDOT these modes are aviation, public transit and rail. In an effort to leverage transportation dollars to obtain the largest benefit possible, the new T-WORKS program has increased funding to all three of these alternate modes correlating to an increase in spending in these areas. The expenditures forecasted in the Cash-Flow Worksheet

are provided by the Division of Aviation and the Bureau of Transportation Planning- Public Transit and Rail sections and are adjusted for inflation. While the modes are a part of the Cash-Flow Worksheet, the projects that compose the modal group are not represented in the STIP narrative, Project Indexes or Summaries. These programs are part of the Local Support program in KDOT and are outside the “Core” programs discussed in the narrative section of the STIP. Except for transit these programs do not receive federal funding. The transit program has a section in the STIP narrative and the information is presented as the FTA requests at the program level. Since the STIP is a document required by the FHWA & FTA, the material presented concentrates on meeting the requirements of the two.

The expenditures in the **Local Support** grouping in the Cash-Flow Worksheet are for improvements on city or county roads. Special City & County Highway Fund (SC&CHF), Local Federal Aid Projects, Local Partnership Programs, City Connecting Links and Other are the expenditures that compose this grouping.

Of these expenditures, the SC&CHF, the City Connecting Links, and Other expenditures are not project related. Instead, the **SC&CHF expenditure** is a pass through of funds to LPAs. Consequently, while the funds are in the transportation T-WORKS program, they are not KDOT’s to use. Instead, these are funds reserved for the counties and cities. The expenditure amount is based upon

expected tax receipts and the disbursement is calculated and made by the State Treasurer. The **City Connecting Links** is expenditure for payments from KDOT to cities that have elected to maintain the City Connecting Links within their boundaries. Instead of KDOT, the cities oversee the maintenance of these roads and KDOT pays for a share of the cost of the maintenance. The calculation to determine the expenditure for each participating entity is based upon the miles of City Connecting Links within the entities boundaries and the payment rate for the cities or counties as outlined in state statute.

The **Other expenditure** is for costs related to the network of 76 communication towers KDOT operates across the state. Expenditures are for maintenance to keep the towers in operational condition and for the conversion of the towers from an 800 MHz conventional radio system to an 800 MHz digital trunked radio system. Additionally, the expenditure includes equipment purchases for digital 800 MHz which in turn are leased to first responder agencies across the state that are unable to afford the purchase themselves.

The Local Federal Aid and Local Partnership Programs are both expenditures related to projects. The **Local Federal Aid expenditures** are for projects that are on city and county roads. Specific project information for city and county projects programmed during the STIP years are in the STIP appendixes-except those projects being completed by coun-

ties and cities using the Federal Fund Exchange program. For Local Federal Aid projects, expenditures prior to letting are based upon engineers' estimates and post construction letting expenditures are based upon the encumbered construction contract amount and actual payments to contractors. Since the Federal Fund Exchange program has been initiated, the number of LPA projects funded with federal funds has diminished greatly. Currently, most counties and cities elect to trade their federal funds with KDOT for state funds. For more information on the Federal Fund Exchange program, see the discussion in the Project Selection Criteria section of this document.

The Local Partnership Programs expenditure is a combination of two types of projects City Connecting Link projects and geometric improvement projects. City Connecting Link projects are on city streets that connect two rural portions of the state highway system and are for resurfacing the existing roadway. Geometric improvement projects are designed to help cities widen pavements, add or widen shoulders, eliminate steep hills or sharp curves and add needed acceleration and deceleration lanes. Unlike the City Connecting Link expenditure discussed previously, the City Connecting Link portion of the Local Partnership Program (LPP) is for projects that both KDOT and the city are participating in jointly. Most LPP City Connecting Link projects are let by KDOT and administered by KDOT. LPP expenditures prior to construction are based upon engineers' estimates and post construction letting are

based upon the encumbered construction contract amount and actual payments to contractors.

The final "expenditure" in the Cash-Flow Worksheet is the **Minimum Ending Balance Requirement**. This is not an actual expenditure but rather is the reserve amount of cash that must be available at any given time to ensure the continued orderly function of the agency. This amount is determined by considering such factors as the funds needed to satisfy bond debt service requirements, funds allocated by statute for distribution to specific programs and the funds needed for the continued timely payment of agency bills. This is a requirement that KDOT imposes upon itself to maintain an adequate level of funding to continue operations. SFY 2017 while not technically underfunded is over programmed to the degree that the self-imposed minimum balance is not attainable in that year. However, in SFY 2018 & 2019 the budget is anticipated to improve and the minimum balance is met.

FISCAL CONSTRAINT

In accordance with 23 CFR 450.216(a)(5), the STIP is required to be financially constrained by year and this fiscal constraint must be demonstrated in the STIP. To be fiscally constrained by year, the demand on total available funding (state, federal and local) for each STIP year must not exceed the funding that is available for that year. To assure fiscal constraint, KDOT's OFAB maintain a Cash-Flow Worksheet that summarizes

agency revenue and expenditure projections. The agency's most recent Cash-Flow Worksheet is at the end of this discussion. The Cash-Flow Worksheet is reviewed and updated as needed at key times during the SFY in:

- September during budget preparation
- January after the Governor's budget is presented, if needed
- May/June at the conclusion of the legislative session, if needed
- And as changes to programs and projects warrant.

As previously discussed in this finance section, the sources of information and data used to compile and maintain the Cash-Flow Worksheet are many and varied. In addition to the methods already described, the OFAB uses a Cash-Flow computer system, Cash Availability and Forecasting Environment (CAFE). CAFE maintains the cash flow data and models cash flows in and out of the agency. CAFE is compatible with and interacts with KDOT's other computer systems which greatly automates cash-flow modeling and allows project data from the project management system, WinCPMS, to be incorporated into the modeling. In addition, CAFE has the ability to store assumptions such as inflation factors for motor fuel taxes for use in modeling. CAFE allows for efficient and effective cash management by the agency.

The Cash-Flow Worksheet forecasts all anticipated revenues (state, federal and local) and all anticipated ex-

penditures in the next four years. Without a new federal program in place, the federal funding applied in the Cash-Flow Worksheet assumes a flat level (no growth) of federal funding based on the federal funding received under MAP-21 in FFY 2014. To estimate state and local revenues that will be available for the agency's use, KDOT uses information from both the CEG and the HREG. Whenever, the CEG and/or HREG issue revised information, usually three times annually in April, November and September, KDOT reviews the new data to determine whether the new information continues to support current revenue projections in the cash-flow modeling. If KDOT's OFAB determines the new information warrants an adjustment to the state and local funding projections, then changes are made to CAFE and a revised the Cash-Flow Worksheet is generated. Likewise, as information changes in KDOT's project management system, these changes are incorporated automatically to CAFE since the two systems interact. Finally, the OFAB staff continually monitors and reviews the data relevant to revenue and expenditure. In this way, the Cash-Flow Worksheet generated from CAFE is timely and provides the information KDOT needs to be fiscally constrained.

KDOT Cash-Flow Worksheet
as of June 2015

KDOT - All Agency Funds

(\$000)	2016	2017	2018	2019	FY 2016-2019
BEGINNING BALANCE	667,449	463,286	241,791	314,637	363,890
Resources					
Motor Fuel Taxes	435,592	436,892	438,192	439,492	1,750,168
Sales & Compensating Tax	537,496	560,144	581,144	602,931	2,281,715
Registration Fees	205,000	205,000	205,000	205,000	820,000
Drivers Licenses Fees	7,960	7,960	7,960	7,960	31,840
Special Vehicle Permits	2,634	2,634	2,634	2,634	10,536
Interest on Funds	5,141	5,142	5,502	3,703	19,488
Misc. Revenues	22,324	20,099	12,422	12,690	67,535
Transfers:	1,409	1,409	1,409	1,409	5,636
Motor Carrier Property Tax	-	-	10,064	10,064	20,128
Transfers Out	(377,563)	(375,054)	(108,630)	(110,272)	(971,519)
Subtotal	839,993	864,226	1,155,697	1,175,611	4,035,527
	1,217,556	1,239,280	1,264,327	1,285,883	
Federal and Local Construction Reimbursement					
Federal Reimbursement - SHF	213,088	260,239	250,131	249,113	972,571
Local Construction - Federal	59,478	67,107	73,240	63,636	263,461
Local Construction - Local	20,343	26,289	31,021	20,083	97,736
Miscellaneous Federal Aid	31,155	33,554	33,927	34,306	132,942
Subtotal Federal & Local	324,064	387,189	388,319	367,138	1,466,710
	1,164,057	1,251,415	1,544,016	1,542,749	5,502,237
Bond Sales (par)	250,000	-	-	-	250,000
Issue Costs/Premium/Discount/Acc Int.	-	-	-	-	-
Net from Bond Sales:	250,000	-	-	-	250,000
Net TRF Loan Transactions	5,074	5,087	2,974	2,660	15,795
TOTAL RECEIPTS	1,419,131	1,256,502	1,546,990	1,545,409	5,768,032
AVAILABLE RESOURCES	2,086,580	1,719,788	1,788,781	1,860,046	

The following revenue estimates are currently being used:
 April 2015 State Consensus Revenue Estimating Group
 November 2014 Highway Revenue Estimating Group
 Debt Service updated August 2014

KDOT Cash-Flow Worksheet

as of June 2015

EXPENDITURES:	2016	2017	2018	2019	FY 2016-2019
Maintenance	131,495	135,838	140,184	143,688	551,205
Construction					
Preservation	434,286	213,520	301,936	404,221	1,353,963
Modernization	29,170	62,082	108,126	97,062	296,440
Expansion & Enhancements	339,050	358,542	188,129	163,142	1,048,863
CE & PE	98,398	92,412	96,329	98,387	385,525
Total Construction	900,904	726,556	694,520	762,812	3,084,791
Modes					
Aviation	5,885	5,290	5,114	5,040	21,329
Public Transit	33,496	35,894	36,517	37,155	143,062
Rail	9,787	9,331	9,345	9,523	37,986
Total Modes	49,168	50,515	50,976	51,718	202,377
Local Support					
SC&CHF	146,483	146,920	157,421	157,858	608,682
Local Federal Aid Projects	58,473	69,029	90,239	70,733	288,474
Local Partnership Programs	63,794	69,175	60,841	53,167	246,977
City Connecting Links	3,360	3,360	3,360	3,360	13,440
Agency Operations	7,537	7,531	7,719	7,912	30,699
Other	12,486	12,312	11,271	8,596	44,665
Total Local Support	292,133	308,327	330,851	301,626	1,232,937
Administration & Transportation Planning	58,873	60,427	62,256	63,787	245,343
Buildings	5,624	5,735	7,435	7,621	26,415
Total	64,497	66,162	69,691	71,408	271,758
TOTAL before Debt Service	1,438,197	1,287,397	1,286,222	1,331,252	5,343,068
Debt Service	185,097	190,599	187,924	191,404	755,024
TOTAL EXPENDITURES	1,623,294	1,477,996	1,474,146	1,522,656	6,098,092
ENDING BALANCE	463,286	241,791	314,637	337,390	
Minimum Ending Balance Requirement	284,976	264,267	266,996	280,584	
AVAILABLE ENDING FUND BALANCE:	178,310	(22,476)	47,641	56,805	
	2016	2017	2018	2019	Total FY 2016-2019

Required Ending Balances reflect:

1. Amounts required to satisfy bond debt service requirements.
2. Funds allocated by statute for distribution to specific programs.
3. An amount necessary to provide for orderly payment of agency bills.

October 30, 2015

TO: KDOT, MoDOT, and Federal Offices

SUBJECT: Adoption of the FFY 2016-2020 Transportation Improvement Program (TIP) for the Kansas City Metropolitan Region
Approval of the MPO Self-Certification Statement

On October 27, 2015, the Mid-America Regional Council adopted the FFY 2016-2020 Transportation Improvement Program (TIP) for the Kansas City Metropolitan Region. The TIP is a comprehensive listing of surface transportation improvements scheduled to be implemented over the next five year period.

The draft TIP was posted on MARC's website and was available in the MARC office for review and comment to meet the requirements indicated in Title 23. Two public comments were received during the public comment period. The comments and responses from MARC are included for your reference.

It is requested that the necessary steps be taken to amend the Statewide Transportation Improvement Programs (STIP) to include the TIP. The 2016-2020 TIP is maintained as an electronic document at www.marc.org/20162020TIP and may be printed at your convenience using the print function of your internet browser.

The MARC Board of Directors also approved the MPO Self-Certification Statement at their October 27, 2015 meeting. Since this document requires signatures from officials outside of MARC, it will be included in the TIP and provided to you under separate cover once signed by all parties.

Please contact me if you have any questions.

Sincerely,



Ronald B. Achelpohl, P.E.
Director of Transportation

Hello,

I'd like to submit one comment for MARC's 2016 - 2020 Transportation Improvement Program (TIP).

I live in the Indian Mound neighborhood of Kansas City, Missouri, and I think it would be very helpful for me and my neighbors if there was a KCATA MAX line along Independence Ave to supplement the current 24 bus line.

I haven't been able to access real data about this, but it is my understanding that the 24 KCATA bus line has one of the highest volume of riders in the metro? I know from working with the 6 neighborhoods that touch Independence Ave that we have around 35,000 KCMO residents in the area. Currently, the functioning MAX bus lines and proposed MAX lines will run north to south. I think that adding an east-west MAX would greatly improve the transportation of our many residents to the downtown area. Many of my neighbors complain that on weekends they can only catch the 24 every hour. A faster bus making fewer stops would really help residents get to Downtown KCMO faster.

If you can provide any more information to me about KCATA services in Northeast KCMO, that would be great. And/or, information on what goes in to the decision-making process for MAX transit.

Thank you,
Jenna Wilkins
Secretary, Indian Mound Neighborhood Association

Ms. Wilkins,

Thank you for your comment regarding the 2016-2020 Transportation Improvement Program. You are correct in that the 24 Independence line is one the top performing routes in the region. Because of this, Independence Avenue is considered a good candidate for MAX service and is currently designated as such in the Smart Moves Regional Transit Vision. Additionally, Transportation Outlook 2040, the region's metropolitan transportation plan, includes transit service enhancements for Independence Avenue in its financially-constrained list of projects (http://www.to2040.org/assets/2015_plan/AppendD_Constrained_adopt_final.pdf). Including this project in this plan means that it is considered a priority project and can likely be funded, through local and federal funds, once all the necessary planning and engineering have been completed.

MARC and the region's transit providers are in the process of updating the Smart Moves plan, to be renamed the RideKC Regional Transit Plan. Your comment will be incorporated into the record of comments for this plan and considered as planners are updating the regional transit service concept and prioritizing corridors for MAX service upgrades. We encourage your (and your neighbors) involvement in this process as we are interested in learning more about the needs of and vision for your community. Your comment has also been shared with transit planners at the KCATA.

For more information about the RideKC Regional Transit Plan please visit our webpage, <http://www.marc.org/Transportation/Special-Projects/Regional-Initiatives/RideKC-Transit-Plan>. You may also contact Karen Clawson, Senior Transportation Planner, directly for more information about how to be involved in the process at kclawson@marc.org or 816-701-8255.

Comments on the Draft of the 2016–2020 Transportation Improvement Program (TIP) – Janet Rogers, September 30, 2015

Although I understand that MARC staff is trying to abide by federal regulations, I think it is fair to analyze what they are doing to see if it is reasonable.

I am mainly commenting on the Environmental Justice section of the TIP 2016-2020 draft document. I am not commenting on any NEPA evaluation for particular projects but rather on MARC's financial analysis on page 52, which states that, 33% of the region's minority and low-income population receives 76.8% of the Federal project money based on EJ tracts. **This is untrue and terribly misleading.** It comes out of a biased analysis that shouldn't be acceptable. In this age of big data, MARC should be able to allocate the federal dollars in an appropriate manner for the 114 projects in the TIP that include federal dollars.

Looking at the FTA circular providing guidance for implementing the Presidential Order on Environmental Justice, this section stands out.

“Transportation planning processes seek to identify and respond to the unmet accessibility and mobility needs of all communities, with general parity across EJ and non-EJ populations”

As MARC staff has told me “a financial analysis is not explicitly specified within FTA's EJ Circular on Environmental Justice policy guidance; however, since the TIP is a program of investments for surface transportation projects throughout our region, we feel it's important to examine how investments will be allocated throughout the region.” I AGREE but think the analysis should be unbiased.

This analysis does not show general parity between the populations but it might if it was done in an objective fashion.

1. I question both the criteria and the methodology for the financial analysis used to separate the federal dollars between EJ and Non-EJ populations.

A. Census Tracts and Thresholds. The Environmental Justice Analysis is meant to identify high concentrations of minority and low-income populations. Using census tracts means large areas are being considered as EJ tracts, especially in the suburbs. Neighborhood tracts, or another geographical measure might give us a better analysis of where high concentrations of EJ populations are.

Considering that studies consider the Kansas City region hyper-segregated and the minority and low-income populations together are only 33% of the total population, I find it odd that MARC finds 211 of 507 total census tracts, or 42% of the region, as EJ tracts. I think your methodology is over-counting.

The low-income population averages 11% yet you use 20% as the threshold for identifying low-income tracts. I accept that. For minority tracts though, you are using the average minority population of 27% as the threshold for minority tracts. That means you are counting tracts as EJ tracts that have up to 73% non-minority populations (mainly white populations).

You are not using the average for low-income tracts as the threshold, so why is that appropriate for minority tracts? This threshold for minority tracts might make sense for NEPA evaluations where you want to make sure the physical environmental impact of an individual project is not having a negative impact on EJ populations. However for your system-wide financial analysis it appears to be overzealous. Because you are using such a low threshold for minority tracts, when you combine them with the low-income tracts that is **why you have 42% of the geographical region as minority or low-income populations. I don't believe this is representative of our region.** It makes it almost impossible for any project not to **touch** an EJ tract, which is why the Non-EJ tracts are only receiving 23.2% of the federal money in your analysis.

B Federal Dollar Allocation. I really object to the biased methodology used to allocate the federal dollars for individual projects between EJ and Non-EJ-tracts. **Although you say you are allocating spatially you are not.** Any valid allocation method would allocate costs in the same manner regardless of whether you started with EJ or Non-EJ populations.

MARC is using an extremely biased method to allocate costs. All of the project costs are put into the EJ column if any part of the project is located in or “intersects an EJ tract. Even if part of a road project just goes past an EJ tract then all of those dollars are put in the EJ column.

MARC Method per project: 1. Identify the census tracts related to the project. 2.If any EJ tract so much as touches or even passes along side a project, then 100% of the federal dollars for that project goes into the EJ column. **It should not be the purpose of this analysis to dump everything possible into EJ tracts, but rather do a fair analysis of where the federal dollars are actually being spent.**

If this were a fair allocation method, then if you used the same method from a Non-EJ perspective, you would get the same costs allocation.

Imagine what would happen if you started this process from a Non-EJ perspective. IF you placed any dollars from projects that even grazed a Non-EJ tract into the Non-EJ column, then most of the dollars would end up in the Non-EJ column and the percentages would be reversed. That is a biased, invalid allocation method since it would not give you the same numbers you have now, but extremely different results.

Spatial allocation fallacy:

EXAMPLE 1. Take the Johnson County Gateway project as an example, which is the largest dollar amount in the EJ allocation.

Currently 100% of this project’s federal dollars (\$132MM) for this time period, 2016-2020, are showing in the EJ column.

Looking at the NEPA analysis, I think there are about 11-12 census tracts that touch this project. About 2 or 3 of them are defined as EJ tracts. If this were truly a spatial allocation of costs, then the EJ tracts would get maybe 2/11 of the cost NOT 100%, as in the MARC analysis. BIAS!!!

EXAMPLE 2. Many of the large federal dollar projects are not spatial, such as the next two biggest dollar amounts.

- \$64 MM in the EJ column for KCATA “Other Capital” which is Preventive Maintenance, Capital Cost of Contracting, Fixed Guideway (Bus Lanes) Maint, Project Administration.
- \$32 MM in the EJ column for KCATA “Support Equipment and Facilities” which is Office & Shop Equipment, Service Vehicle Replacement, Facilities Rehab.

Although these are federal dollars I’m not sure why they are in TIP, since they don’t look like improvement projects. Even if there is a good reason for these dollars to be in the TIP, they shouldn’t ALL be allocated to the EJ column. An alternative allocation method should be used. Maybe use the population percentages, 33%/67% split. Maybe another allocation would be better, but it is unreasonable to dump all of these costs in the EJ column and then pretend this is representative of how much money we spend on EJ populations.

2. I think the table labels are confusing. The population percentages are for EJ and non-EJ populations in the REGION. These are NOT percentages for the populations in the EJ area or non-EJ area. Based on MARC’s definition some EJ AREAs might be 70% white.

3. I don’t like the color scheme for the charts in the EJ section. It is too hard to see light peach against white.

Overall, I object to how the EJ Financial Analysis is conducted since it is untrue and very misleading and MARC makes it look like a huge amount of money is spent on EJ tracts/populations based on an inappropriate allocation process. We can’t tell if there is general parity between populations since this analysis is invalid. What MARC is doing is inappropriate mathematically and unfair. I can’t believe there isn’t an objective way to do this allocation instead of using such a subjective biased approach.

I have an additional problem with the TIP.

4. I don’t think the transit agencies normal operating expenses should be included in the TIP, which MARC describes as: “The TIP is an important, short-term planning document that helps budget funds for significant transportation improvements in the region. It identifies significant projects that receive federal funds, which

will be implemented over the next three to five years. MARC updates the full TIP every two years. In between updates, the TIP is amended on a quarterly basis to allow for the addition of new projects and changes to existing projects.”

Although there should be some place, like TO2040, to include all federal and local expenditures on transportation, the TIP is for “significant transportation improvement” The normal transit O & M costs of a transit agency probably shouldn’t be included.

5. Although it isn’t part of TIP draft, I am concerned about the overall assignment of federal dollars to projects in the MARC process. This Presidential Executive Order on Environmental Justice has been around for 30 years, yet we still can’t get to 82% of the jobs in the region by transit, resulting in transit only getting 1.3% share of the region’s work trips.

For decades minority and low-income populations in the Kansas City region have not been able to get to jobs, educational facilities, medical facilities, shopping or entertainment by transit outside of a very limited area. As long as we continue to misrepresent how much money is spent on EJ populations, I suspect this situation will continue.

Fed circular: *While you strive to reflect the needs of all communities proportionately by projects and strategies within the 20-year horizon of the long-range plan, you should also consider the needs of EJ populations when setting priorities of projects contained in the plan, as reflected by the projects programmed in the TIP or STIP.*

We are definitely NOT fulfilling the unmet regional transportation needs of EJ populations and I would be very surprised if they are truly getting a proportional amount of the Federal dollars. For instance, although I am pleased that in the last two years, transit has received more than the 5% it normally received from the allocation of federal money to projects, I think it is fair to say that spending \$16 million of federal money to purchase the streetcar vehicles is not fulfilling the unmet needs of the EJ population. That money would belong to the Non-EJ side.

In addition, if we had an objective, unbiased allocation method, I think we need to do an analysis of projects by Kansas and Missouri separately, since most of the federal dollars in the TIP are allocated by state.

MARC just called for the next round of projects to allocate federal dollars. When will we start following the federal guidelines and fill the unmet transportation needs of the EJ population (and Non-EJ populations) instead of mainly filling the desire to build roads, where most of this money is typically allocated?

Ms. Rogers,

Thank you for reviewing MARC’s draft *2016-2020 Transportation Improvement Program (TIP)* and submitting your very thoughtful and detailed comments.

MARC follows federal guidance for ensuring nondiscrimination in its federally funded activities. Because certain populations (i.e., minority and low-income populations) are protected by Executive Order 12898, we cannot exclude, overlook, or ignore them in our programs, policies, and activities including the 2016-2020 TIP. We strive to achieve “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” as outlined in the Executive Order.

MARC also follows best practice guidance developed by federal agencies for identifying minority populations throughout the eight-county region. This includes the U.S. Department of Transportation’s (USDOT) *Environmental Justice Policy Guidance for Federal Transit Administration Recipients*, which provides guidance

for using publicly available demographic data sources to identify populations protected by Executive Order 12898:

“Small area Census data such as blocks and block-groups is generally more appropriate for projects and local planning activities. Large scale Census data, such as tracts and counties, may be more appropriate for Statewide and metropolitan planning activities... Regardless of the source, you will want to use the most up-to-date reliable data available... As well, consistency in data sources may be an important consideration, particularly if the analysis seeks to track changes in socioeconomic data over time.”

MARC uses the Census bureau’s American Community Survey (ACS) data sets because the ACS is conducted every year and provides the most up-to-date social and economic information. We’ve considered using neighborhood-level tracts (i.e., Census blocks) in our environmental justice analyses to provide a closer look at where low-income and minority populations are concentrated, but block-level data for specific demographics is only available every 10 years with the release of the Decennial Census. ACS data shows that there have been significant changes in our region’s demographics since the 2010 Census. Additionally, we have considered using block-group data in our analyses, but unfortunately, block-group data presents a greater margin of error. As a result, we continue to use Census tracts as a more appropriate and accurate data source for a regional-level analysis. It’s important to keep in mind that Census tracts are determined by population, not area, with each containing an average of 4,000 people. Although 42 percent of Census tracts in the eight-county region are classified as environmental justice tracts, this only accounts for 361 square miles, or 9.4 percent of the region’s total 3,849 square miles.

We regularly examine best practices for conducting environmental justice analyses at the regional level, and we also research methods used by other metropolitan planning organizations (MPOs), including their methodologies for establishing protected population thresholds. Our practices are consistent with methods other MPOs around the county are currently using. Continuing to use the same methodologies used in previous TIPs and metropolitan transportation plans helps ensure continuity between plans and that we do not inadvertently overlook changes in minority and low-income populations wherever they may occur across the region.

Your comments include assessments of specific projects contained in the TIP. Our environmental justice analysis is a system-level analysis, not project-specific, as we cannot make objective, data-driven assessments about individual projects. The analysis for the 2016-2020 TIP contains 223 projects using federal sources of funding. Our methodology would not remain objective if we were to try and break out every single source of federal investment for every project, and we cannot use a system-level analysis to determine how specific project segments and portions of funding impact or relate to specific tracts, areas or neighborhoods. The evaluation of specific impacts, adverse effects and benefits at the project level, as well as the identification of project-level measures to avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects — including social and economic effects — is conducted by project sponsors during the project development stage. The identification of project level impacts should occur during project development in the environmental review process as required by the National Environmental Protection Act (NEPA).

Given the importance of transit to the region’s transportation network, MARC has long considered the ongoing operation and maintenance of the transit system to be regionally significant. As a result, we include projects that document these expenditures in the TIP. This is consistent with federal regulations, which require the TIP to include all capital and non-capital surface transportation projects (or phases of projects) that fall within the boundaries of the Kansas City metropolitan planning area and receive federal funding, as well as regionally significant projects regardless of their funding source. Additionally, the TIP financial plan is required to include system-level estimates of the costs and revenue sources available to operate and maintain federal-aid highways and public transportation. In light of these requirements, we believe it is appropriate to include transit operation and maintenance projects in the TIP.

For more information on the guidance we use to incorporate environmental justice principles into plans, projects and activities that receive funding from FTA, please see the USDOT's *Environmental Justice Policy Guidance for Federal Transit Administration Recipients* document available online at: http://www.fta.dot.gov/documents/FTA_EJ_Circular_7.14-12_FINAL.pdf

Thank you again for reviewing MARC's 2016-2020 TIP and submitting comments. If you have further questions regarding MARC's environmental justice analysis for the 2016-2020 TIP, feel free to contact Stephen Lachky, Transportation Planner, at slachky@marc.org or 816-701-8247.

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 MAP-21 (Pub. L. 112-141) 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.



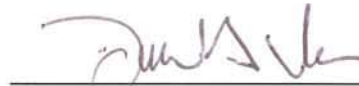
Jerry Younger
Deputy Secretary/State Transportation Engineer
Kansas Department of Transportation

Date 11/10/15



Dan Niec
Kansas City District Engineer
Missouri Department of Transportation

Date 27 OCT 2015



David A. Warm
Executive Director
Mid-America Regional Council

Date 10/27/15

Transportation Improvement Program

2016-2020

Mid-America Regional Council
Transportation Department



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 MAP-21 (Pub. L. 112-141) 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.



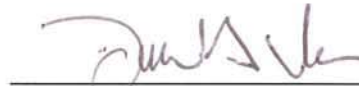
Jerry Younger
Deputy Secretary/State Transportation Engineer
Kansas Department of Transportation

Date 11/10/15



Dan Niec
Kansas City District Engineer
Missouri Department of Transportation

Date 27 OCT 2015



David A. Warm
Executive Director
Mid-America Regional Council

Date 10/27/15

Table of Contents

1. Introduction.....	6	4. Financial Plan	24
Mid-America Regional Council	6	Suballocated Federal Programs.....	26
Transportation Improvement Program.....	7	Congestion Mitigation and	
Relationship to the		Air Quality Program.....	26
Transportation-Planning Process	8	Surface Transportation Program	27
Metropolitan Transportation Plan.....	8	Transportation Alternatives	28
Unified Planning Work Program	8	FTA Section 5310	29
Congestion Management Process	8	Street and highway element	29
TIP and Public Involvement.....	9	Kansas Analysis.....	29
TIP and Financial Planning.....	10	Missouri Analysis.....	30
TIP and Performance Management.....	10	Advance construction	31
TIP and Air Quality.....	11	Public transportation element.....	31
TIP and Environmental Justice.....	11	Financial analysis.....	32
TIP Development and Maintenance.....	12	System preservation.....	37
2. Programming Process	13	System Operation and Maintenance	39
Federal Highway Administration Programs.....	14	5. Measuring Progress.....	41
Congestion Mitigation and		6. Environmental Justice Analysis	44
Air Quality Program.....	14	Methodology	46
Surface Transportation Program	15	EJ populations.....	49
Transportation Alternatives.....	16	Transportation-disadvantaged populations.....	51
Federal Transit Administration Programs.....	16	Financial analysis.....	61
Section 5310.....	17	Travel model analysis	66
Other federal funds.....	18	Programming	68
Congestion Management Process	19	Conclusions.....	70
Complete Streets.....	20	8. Project Listings	72
TIP timeline	20	Appendices	
Projects from the 2014-2018 TIP.....	21	A. Funding definitions	73
Annual listing of obligated projects.....	21	B. Public Participation Plan.....	75
3. Public Participation	22	C. Public comments and responses	75
When to get involved.....	22	D. Projects removed from TIP.....	76
Public notification and participation procedures		E. Single-occupant Vehicle Capacity Analysis	
and techniques	22	worksheets	86

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 9-1-1, environmental issues and additional programs.

MARC's Board of Directors consists of 33 locally elected leaders representing the nine counties and 119 cities in the bistate, metropolitan Kansas City.

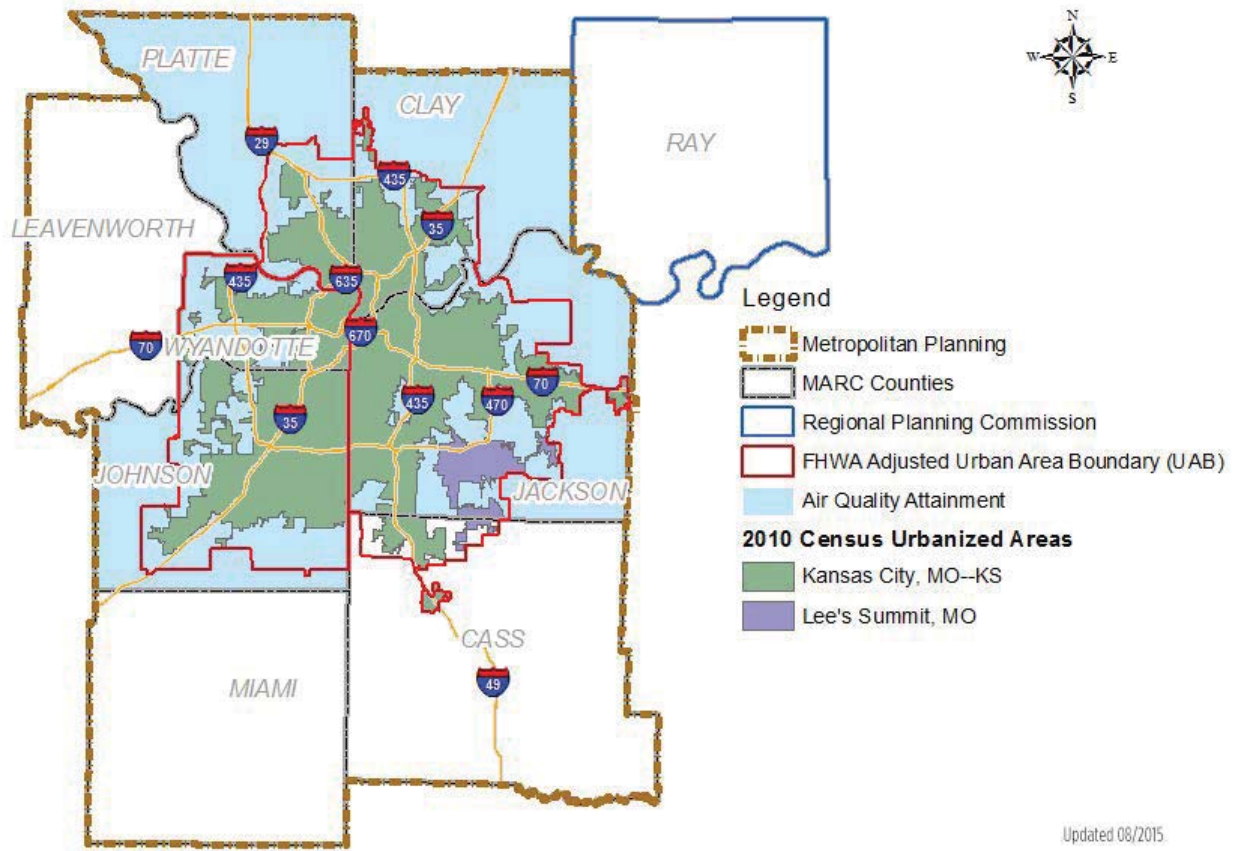
MARC plays an active leadership role in strengthening the metropolitan community by providing:

- 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 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 1.96 million people.

• *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*
• *1.96 million.*

Figure 1: MARC Regional Boundaries



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, *Transportation Outlook 2040*, serves as a blueprint for the management of the region's transportation system through the year 2040. 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 in order 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.

Figure 2: Transportation Improvement Program Development

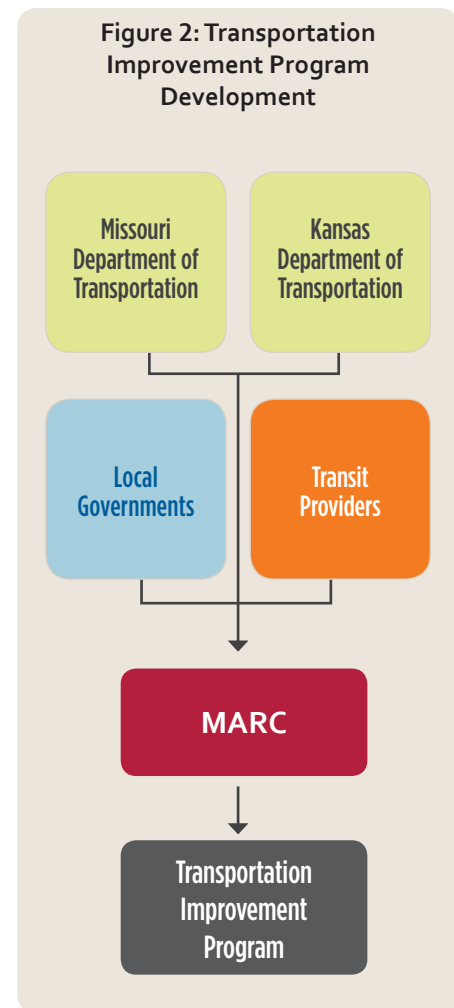


Table 1: Schedule of Key MARC Products in the Metropolitan Planning Process

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 Moving Ahead for Progress in the 21st Century Act (MAP-21) (P.L. 112-141), maintains 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 eight 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.

The 2016–2020 Transportation Improvement Program has been developed through a coordinated process consistent with the planning documents and eight 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 2016–2020 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 2016–2020.

MAP-21 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

As a new feature, MAP-21 establishes a performance- and outcome-based program. The objective of this performance- and outcome-based program is to invest resources in projects that collectively will make progress toward the achievement of the 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:

- Safety
- Congestion reduction
- Freight movement and economic vitality
- Reduced project delivery delays
- Infrastructure condition
- System reliability
- Environmental sustainability

The TIP and other plans are required to include information regarding these performance measures. However, the regulations and guidance regarding the establishment and use of these performance measures have not yet been developed and implemented; therefore, they are not included in the 2016–2018 TIP. Future versions of the TIP will address these requirements.

Although performance measures have not yet been developed at the national level, MARC has actively tracked a number of performance measures since the adoption of the region's metropolitan transportation plan, *Transportation Outlook 2040*, in 2010. 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 in order 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 area for all transportation-related criteria of pollutants, so no conformity analyses or determinations are required. The 2008, federal, eight-hour ozone standard is currently under review and proposed revisions are expected soon (later in 2015). A nonattainment designation is expected for the Kansas City area if the standard remains at 75ppb or becomes more stringent, with a conformity analysis required one year after the designation becomes final. MARC continues to monitor this situation closely while preparing for the 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.

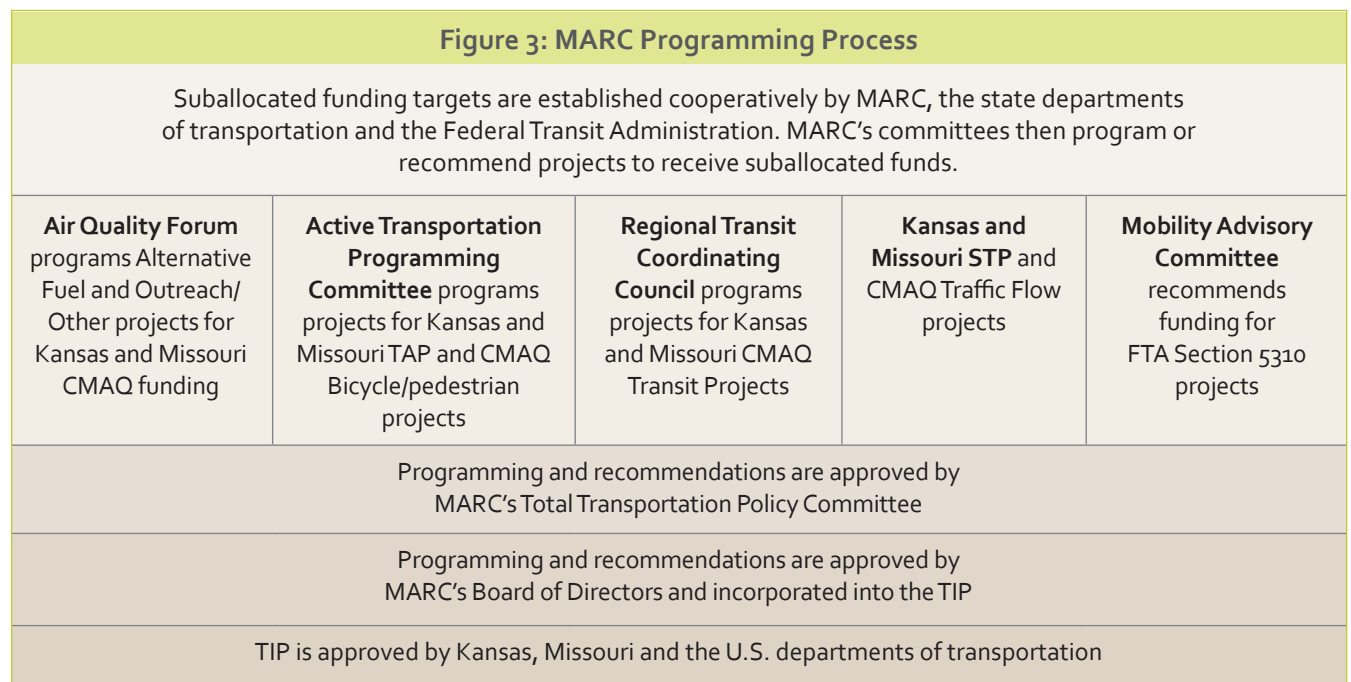
The 2016–2020 Transportation Improvement Program was developed in consistency with the MARC Public Participation Plan (PPP). The PPP uses a number of strategies to involve traditionally underserved segments of the population in the transportation planning process. MARC also analyzes the projects in the 2016–2020 TIP to ensure federal transportation investments are proportionally funded and made in areas with higher concentrations of low-income and minority populations. The 2016–2020 TIP also includes a safety analysis that seeks to determine if a relationship exists between environmental justice areas, crash injury severity and potential crash causes based on the regional high priority transportation safety issues, including unbelted motorists, aggressive driving, youth and young adults, impaired driving, and pedestrians.

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 2016–2020.

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 2016–2020 TIP, MARC has used its established committee structure to develop priorities for these following suballocated metropolitan programs, as shown in Figure 3.

- Surface Transportation Program (STPM)
- Congestion Mitigation/Air Quality (CMAQ)
- Transportation Alternatives Program (TAP)
- FTA Section 5310



The MARC Total Transportation Policy Committee (TTPC) will consider approving the 2016–2020 TIP on October 20, 2015. 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 recommendation for approval by TTPC, the MARC Board of Directors will consider the TIP. 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.

2. 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) 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					
2015	2016	2017	2018	2019	2020
Complete update	Amendments only	Complete update	Amendments only	Complete update	Amendments only
2016–2020		2018–2022		2020–2024	

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.

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.

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

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).¹”

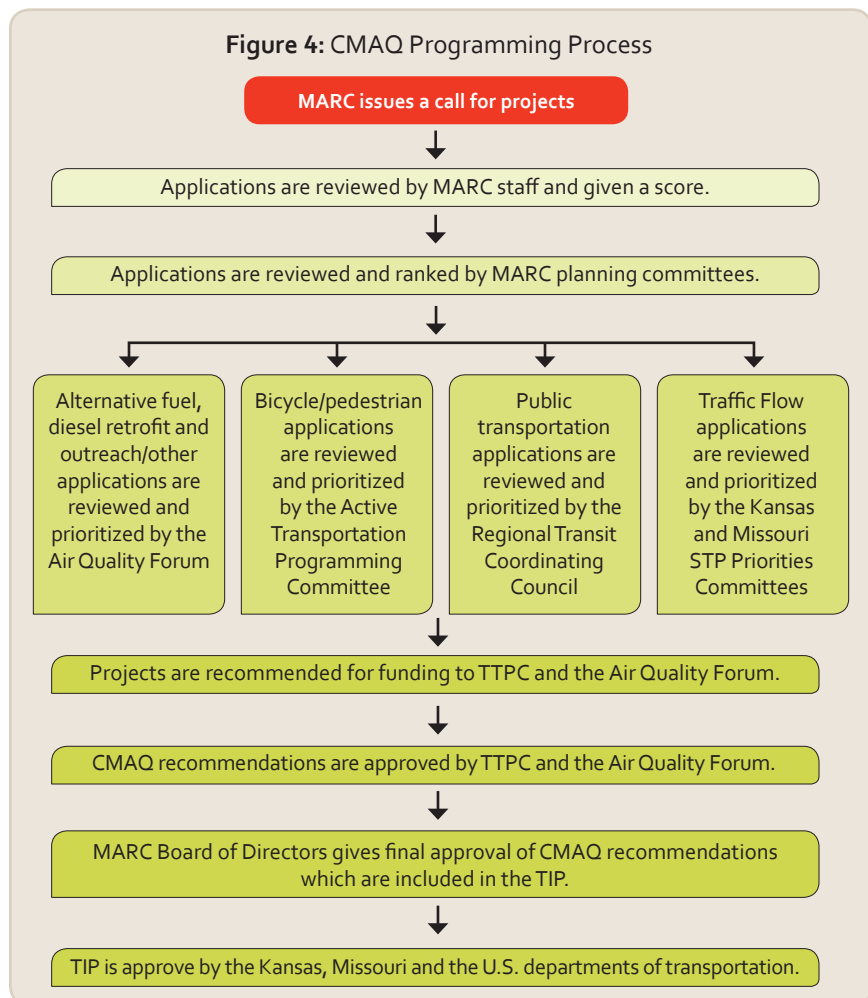
CMAQ program funds are distributed on a national level to states as a share of their core program funds under MAP-21 based on the ratio of CMAQ to other program funding in 2009. Other factors such as population in non-attainment and maintenance areas determine the flexibility to distribute CMAQ funds to areas within each state.

CMAQ Programming Responsibilities

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

The Kansas City metropolitan area retains eligibility to receive CMAQ funding under MAP-21 since the area was designated as an attainment area for air quality in May 2005. Prior to 1998, KDOT elected to distribute minimum-allocation CMAQ funds in the Kansas City and Wichita areas; all of MoDOT’s minimum-allocation CMAQ funds were distributed to the St. Louis area. In 1998, TEA-21 legislation changed the formula for distributing CMAQ funds nationally; currently the Kansas City area receives a share of attributable CMAQ funds from both Kansas and Missouri.

For the projects in the 2016–2020 TIP, MARC programmed these CMAQ funds using a competitive



¹ <https://www.fhwa.dot.gov/map21/factsheets/cmaq.cfm>

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.

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

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

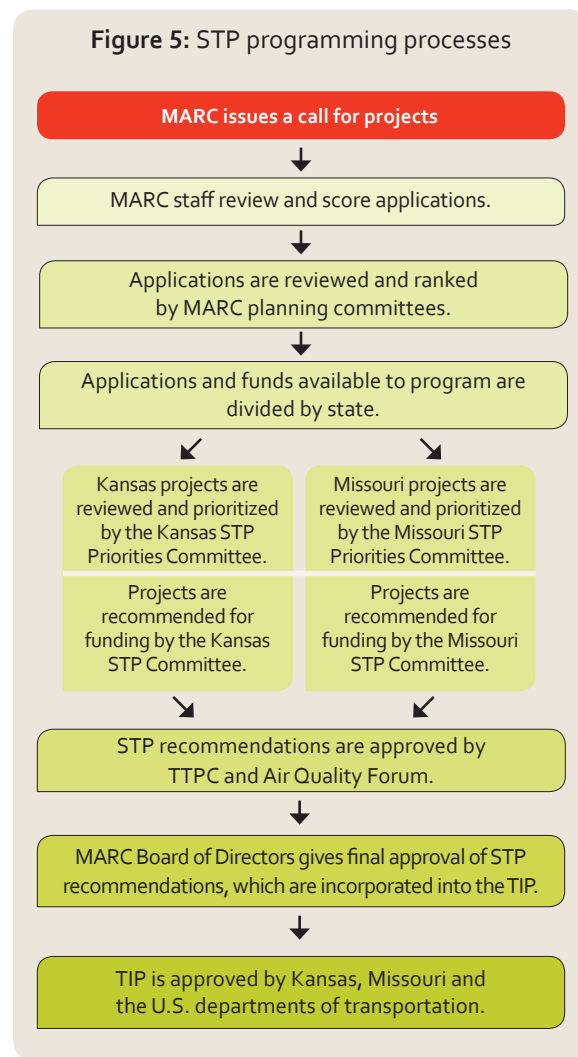
Surface Transportation Program

The Surface Transportation Program (STP) 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. STP funds are divided into a number of 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 STPM. 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 six 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 STP 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



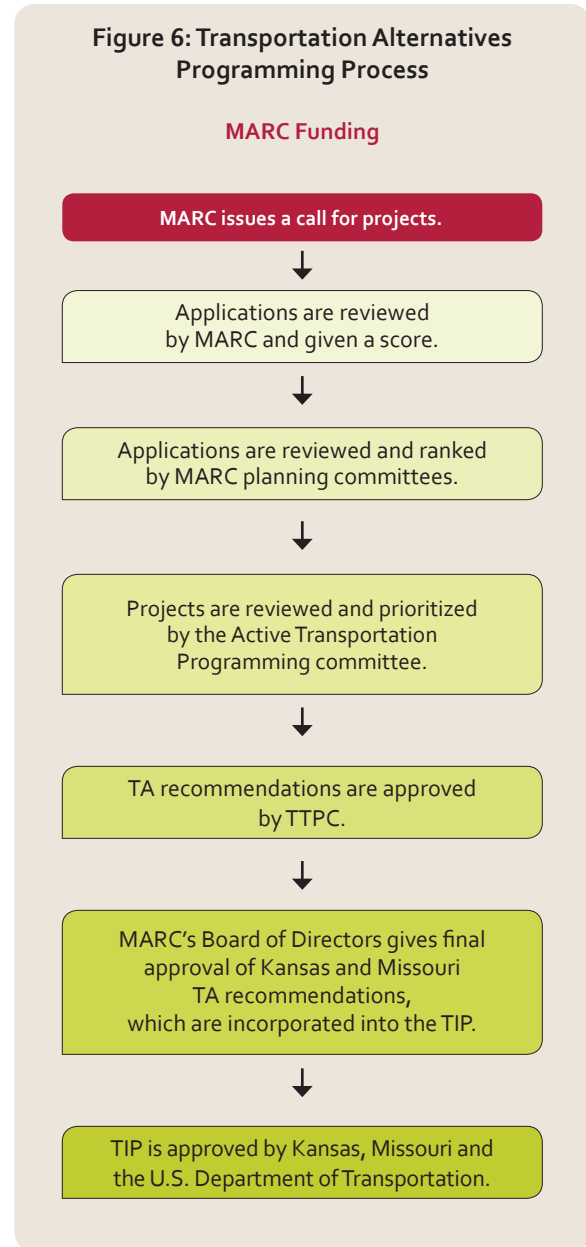
these scores, advisory rankings developed by the MARC planning committees, other relevant information and committee discretion to develop a ranking of proposed projects for each category. Finally, the committees make recommendations to the TTPC. Additional information regarding the STP programs is available online at marc.org/Transportation/Funding/FHWA/Surface-Transportation-Program

Transportation Alternatives Program (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. ATPC uses these scores, advisory rankings from the MARC planning committees, other relevant information, and committee discretion to develop a ranking of proposed project. 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.

Figure 6: Transportation Alternatives Programming Process



Federal Transit Administration Programs

Section 5310

MAP-21 modified the Federal Transit Administration’s Section 5310 Capital Assistance Program, a program providing funds to support transport of 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 with populations greater than 200,000. A federally designated recipient for funds suballocated to the Kansas City metropolitan area must be identified.

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

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

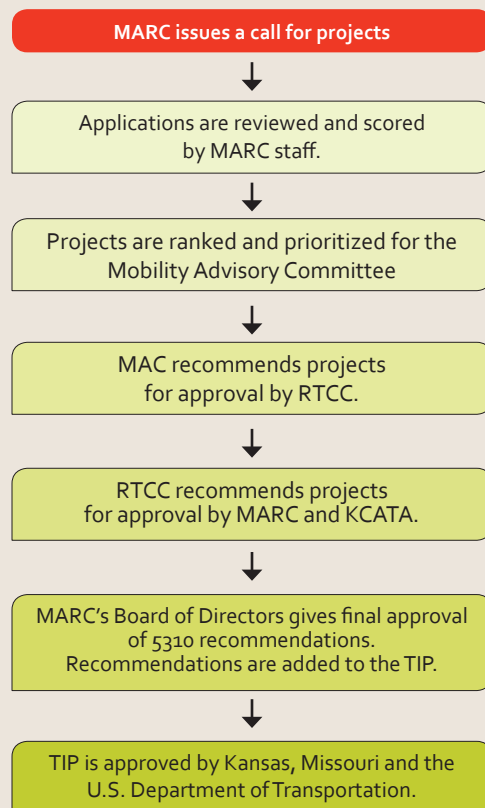
Project applications are solicited in four categories:

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

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

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

Figure 7: Section 5310 Programming Process



Other federal funds

The majority of Federal Highway Administration (FHWA) 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: www.modot.org/plansandprojects/planning_projects/PlanningFramework.htm.

In Kansas, KDOT established ranges of funding targets for elements of the T-WORKS program for each of its six districts. KDOT also implemented an extensive stakeholder engagement process to gather input into its statewide project selection process. More information about KDOT's T-WORKS process is available at: <http://kdotapp.ksdot.org/TWorks/>.

The bistate Kansas City Area Transportation Authority (KCATA) is the largest provider of public transportation in the Kansas City metropolitan area. In addition, three local governments provide substantial public transportation services: Johnson County, Kansas, operates Johnson County Transit; the city of Independence, Missouri, operates IndeBus; and the Unified Government of Wyandotte County/Kansas City, Kansas, and Wyandotte County operates Unified Government Transit/UGT. 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. A fifth transit operator, the Kansas City Streetcar, will begin service in downtown Kansas City, Missouri, in 2016. KCATA is the designated recipient for Federal Transit Administration (FTA) programs other than those listed above.

All proposed projects are evaluated prior to inclusion in the TIP. Projects of regional significance are analyzed for their impacts on regional air quality. All 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 underserved 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 distance of one-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 2016-2020 TIP timeframe, 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 on the online at marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/Congestion-Management-Process. Completed analyses for projects meeting the significant SOV capacity definition are included in Appendix E.

Complete Streets

In March 2013, the MARC Board of Directors approved a Complete Streets Policy in support of the region's vision for a safe, balanced, multimodal and equitable transportation system that is coordinated with land-use planning and protective of the environment and that 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.

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.

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.

The list of projects proposed for amendment is analyzed by MARC for impacts to air quality and 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 2014–2018 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(1) (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.

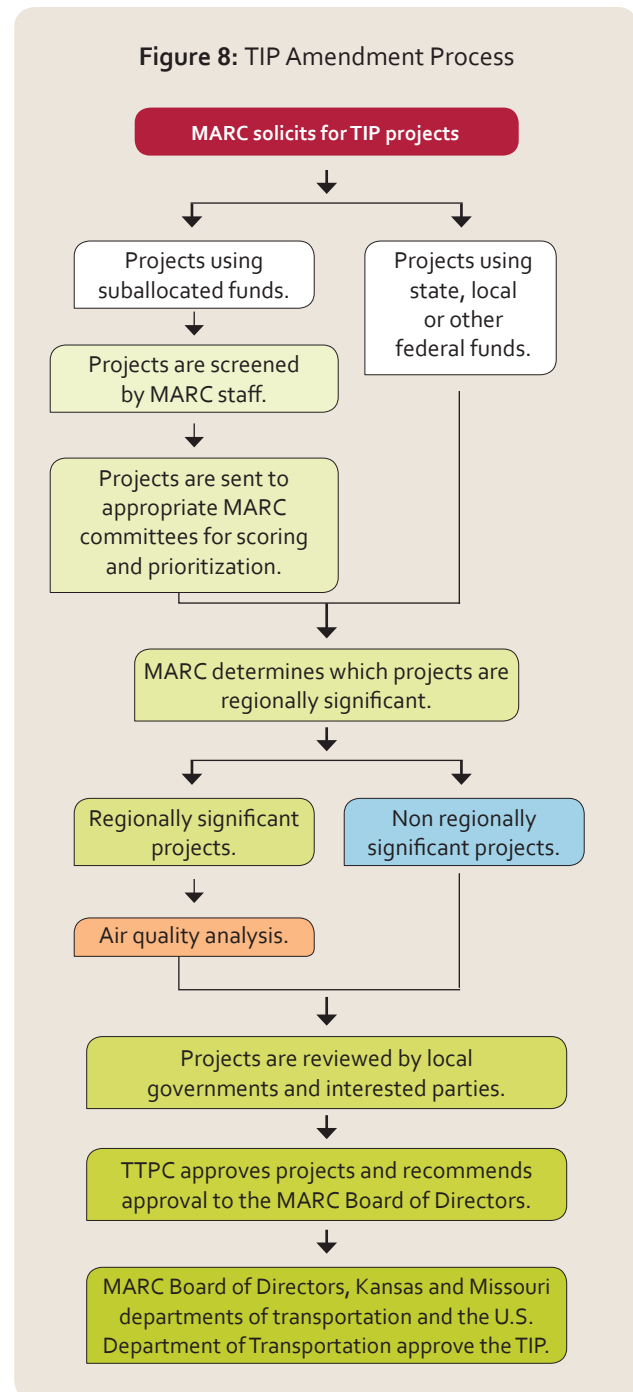
No projects from the 2016–2020 TIP meet this criteria.

MARC has compiled a listing of all projects included in the 2014–2018 TIP which 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 2015 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, 2014 to Sept. 30, 2015. MARC will produce the Annual Listing by Dec. 31, 2015, in accordance with 23 CFR 450.332 and the MARC Public Participation Plan.

Figure 8: TIP Amendment Process



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

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

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

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

- **ReMARC** — a bimonthly newsletter, published by MARC, that reports on activities and issues of interest to cities and counties in the Kansas City region. Regional transportation issues, TIP updates, and TIP amendment announcements may be included in this newsletter.
- **Transportation Matters** — a blog, written and edited by MARC staff, that provides information about major transportation plans and projects; public comment period announcements; TIP updates and amendments; upcoming meetings, events and activities; and possible transportation decisions and actions.

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

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

Public engagement and inclusion

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

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

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

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

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. This document can be found on the MARC website.

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.

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.*

4. 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 2016–2020 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 2016–2020 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 MAP-21, reduced by 10 percent to account for obligation limitation.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in July of 2012, 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 successor, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 continues two financial planning requirements established under SAFETEA-LU. 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 2016–2020 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 2.26 percent 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 has been operating on continuing resolutions since the end of the 2014 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), continued in MAP-21, 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 2014, MARC programmed CMAQ funds through FY 2018 in a competitive application process, and distributed among five modal transportation committees. The MARC Air Quality Forum (AQF) and Total Transportation Policy Committee (TTPC) governed this process.

As mentioned previously, projections of federal funding involve a measure of uncertainty because the current legislation authorizing federal transportation will expire at the end of the 2014 fiscal year. In early 2016, MARC expects to begin the process of developing a new program for CMAQ projects in both Kansas and Missouri through at least FY 2020. 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 2016–2020 TIP includes previously programmed CMAQ projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2016–2020 have been projected based on levels of funding under MAP-21. Table 5 summarizes the expected revenues and expenditures for the CMAQ program.

Table 5: MARC CMAQ Program (\$1,000s)						
Kansas	2016	2017	2018	2019	2020	Total
Revenue	\$3,387.24	\$2,737.26	\$2,900.00	\$2,900.00	\$2,900.00	\$14,824.50
Expenditure	\$3,387.24	\$2,617.26	\$1,239.75	\$0.00	\$0.00	\$7,244.25
AC Conversion	\$0.00	\$120.00	\$263.00	\$0.00	\$0.00	\$383.00
Total remaining	\$0.00	\$0.00	\$1,397.25	\$2,900.00	\$2,900.00	\$7,197.25
Missouri	2016	2017	2018	2019	2020	Total
Revenue	\$4,764.87	\$2,833.75	\$2,500.00	\$2,500.00	\$2,500.00	\$15,098.62
Expenditure	\$4,764.87	\$2,833.75	\$599.75	\$0.00	\$0.00	\$8,198.37
AC Conversion	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total remaining	\$0.00	\$0.00	\$1,900.25	\$2,500.00	\$2,500.00	\$6,900.25

Surface Transportation Program

MAP-21 continues the Surface Transportation Program (STP), which provides flexible funding for use by states, local governments and other eligible project sponsors for projects to preserve or improve conditions and performance on any federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.

Most current STP eligibilities were continued under MAP-21, with some additions and clarifications. Some program activities no longer funded separately include transportation enhancement activities and truck parking facilities. Additionally, explicit eligibilities have been added for electric vehicle charging infrastructure for existing or new fringe and corridor parking facilities, and projects and strategies that support congestion pricing, such as electronic toll collection and travel demand management strategies and programs.

In 2014, MARC programmed STP funds through FY 2018 using a competitive application process. MARC's Kansas and Missouri STP Priorities Committees, subcommittees of the Total Transportation Policy Committee (TTPC), govern this process. As with other programs, projections of federal STP funding involves a measure of uncertainty. In early 2016, both the Kansas and Missouri STP Priorities committees will begin the process of developing a new round of projects for FFY 2019-2020. 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 2016-2020 TIP includes previously programmed STP projects for which funds have not yet been obligated. Obligation authority for these projects has been reserved. Revenues for 2019-2020 have been projected based on levels of funding under MAP-21. Since MARC has programmed STP funds only through 2018, no expenditures exist for 2019-2020 in these programs.

Table 6: Kansas STPM Program (\$1,000s)						
	2016	2017	2018	2019	2020	Total
Revenue	\$13,212.76	\$14,448.80	\$13,570.00	\$13,300.00	\$13,300.00	\$67,831.56
Expenditures	\$6,542.00	\$14,448.80	\$11,820.00	\$0.00	\$0.00	\$32,810.80
AC Conversion	\$6,670.76	\$0.00	\$1,750.00	\$0.00	\$0.00	\$8,420.76
Total remaining	\$0.00	\$0.00	\$0.00	\$13,300.00	\$13,300.00	\$26,600.00

Table 7: Missouri STPM Program (\$1,000s)						
	2016	2017	2018	2019	2020	Total
Revenue	\$17,655.43	\$35,248.00	\$25,700.00	\$18,685.23	\$18,685.23	\$115,973.89
Expenditures	\$17,655.43	\$35,248.00	\$18,900.00	\$0.00	\$0.00	\$71,803.43
AC Conversion	\$0.00	\$0.00	\$6,800.00	\$0.00	\$0.00	\$6,800.00
Total remaining	\$0.00	\$0.00	\$0.00	\$18,685.23	\$18,685.23	\$37,370.46

Transportation Alternatives

MAP-21 established a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs such as Transportation Enhancements and Safe Routes to School. The program continues to support projects that expand travel choices and enhance the transportation experience through improvements to the cultural, aesthetic, historic and environmental aspects of the transportation network. Examples of eligible activities include bicycle and pedestrian accommodations, Safe Routes to School programs and recreational trails.

In 2014, MARC used a competitive application process to program Transportation Alternatives funding directly suballocated to the region through FY 2018 in both Kansas and Missouri. MARC's Active Transportation Programming Committee, a subcommittee of the Total Transportation Policy Committee (TTPC), governed this process.

MARC expects to begin developing a new round of Transportation Alternatives projects through at least FY 2020 for both Kansas and Missouri in early 2016. 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 2016-2020 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 2016-2020 have been projected based on levels of funding provided under MAP-21.

Table 8: Transportation Alternatives Program (\$1,000s)						
Kansas	2016	2017	2018	2019	2020	Total
Revenue	\$2,628.88	\$1,210.00	\$1,790.00	\$1,195.10	\$1,195.10	\$8,019.08
Expenditure	\$2,628.88	\$710.00	\$1,790.00	\$0.00	\$0.00	\$5,128.88
AC Conversion	\$0.00	\$500.00	\$0.00	\$0.00	\$0.00	\$500.00
Total remaining	\$0.00	\$0.00	\$0.00	\$1,195.10	\$1,195.10	\$2,390.20
Missouri	2016	2017	2018	2019	2020	Total
Revenue	\$7,391.00	\$4,259.90	\$2,157.80	\$2,200.00	\$2,200.00	\$18,208.70
Expenditure	\$7,391.00	\$4,259.90	\$2,157.80	\$0.00	\$0.00	\$13,808.70
AC Conversion	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total remaining	\$0.00	\$0.00	\$0.00	\$2,200.00	\$2,200.00	\$4,400.00

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

MAP-21 modified 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 percent 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 percent 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 percent local match is required when using these funds for operating expenses; a 20 percent local match is required when using these funds for capital expenses.

In 2015, the Mobility Advisory Committee used a competitive application process to determine priorities for funding made available under MAP-21. MARC expects to program additional 5310 funding in early 2016.

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 Analysis

MAP-21 provided federal aid to states and local units of government through FFY 2014, and continues to do so through short-term extensions of the legislation. In general, MAP-21 funding levels are consistent with those seen for FFY 2012 under SAFETEA-LU. Funds received in FY 2013 were used to estimate funding for future years, to create a conservative forecast for KDOT programming.

In 2010, Kansas developed a new comprehensive transportation program, Transportation Works for Kansas (T-WORKS). This program, primarily funded through a sales tax increase, new bonding capacity and an increase to heavy-truck registration fees, represents a \$7.7 billion investment over a 10-year period. Additional funding sources for the T-WORKS program include, but are not limited to, motor fuels taxes, vehicle registration fees, drivers' license fees, mineral royalties and signboard permit fees. Sales tax receipts, comprising 40 percent, are the largest source of state-generated highway revenues, followed by taxes on motor fuels, estimated at 31.5 percent. Vehicle registration fees and the other income sources represent the remainder of state-generated highway revenues. Revenue collectively generated from these sources is expected to remain steady over the period covered by the 2016-2020 TIP.

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

Local government sources of transportation funds include state and federal motor-fuel tax revenue, state funds, property taxes, local-option sales taxes and bond issues. Regional Economic Modeling Inc., created the local revenue forecasts for the 2016–2020 TIP and *Transportation Outlook 2040*, the region's metropolitan transportation plan. The forecast was created by applying the projected Kansas City gross regional product (GRP) growth rate to aggregate local revenue. A percentage was derived from the 2012 Census of Governments, and applied to calculate the estimate of local revenue available for transportation. For the Kansas portion of the MARC region, this was 9 percent. Please note, the forecasts of local revenue may not fully account for the level of private-sector funding available or for additional funding sources available to local governments.

Kansas projects that were programmed prior to FY 2016 but were not placed under contract as of September 2015 are carried forward into the FY 2016–2020 TIP.

Missouri Analysis

MAP-21 provided federal aid to states and local units of government through FFY 2014 , and continues to do so through short-term extensions of the legislation. In general, MAP-21 funding levels are consistent with those seen for FFY 2012 under SAFETEA-LU; however, Missouri received approximately \$71 million less each year under MAP-21. While future federal funding remains uncertain, for FFY 2016 and beyond MoDOT has assumed level federal funding based the reduced funding levels seen under MAP-21.

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 33 percent of MoDOT's transportation revenue. MoDOT's second largest source of transportation revenue is the state fuel tax. Approximately 27 percent 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 30 percent of transportation revenues.

MoDOT also receives 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 18 percent of transportation revenues. Additional revenue is provided through a number of miscellaneous fees, such as interest, sales of surplus property, and the General Revenue fund.

Local government sources of transportation funds in Missouri include state and federal motor fuel tax revenue, state funds, property taxes, local option sales taxes and bond issues. For the 2016–2020 TIP and *Transportation Outlook 2040*, the region's metropolitan transportation plan, Regional Economic Modeling Inc., created local revenue forecasts based on Kansas City's gross regional product models. The forecast was created by applying the predicted GRP growth rate to total local revenue. A percentage, derived from the 2012 Census of Governments Finances, was then applied to arrive at an estimate of local revenue available for transportation. For the Missouri portion of the MARC region, this was 8.11 percent. The forecasts of local revenue may not fully account for the level of private-sector funding available or for access to additional funding sources by local governments, when necessary.

Those Missouri projects programmed prior to FY 2016 and included in the FY 2014–2018 TIP that were not placed under contract as of September 2015, will be carried forward into the FY 2016–2020 TIP.

The estimated street and highway revenues are shown in Table 11; the project costs for each year of the FFY 2016–2020 TIP are included in Table 12. The comparison between these estimates is shown in Table 18. Differences between the estimated federal and state revenue and amounts identified in the TIP are largely due to the variance in the state program from the estimated amounts.

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 2016–2020 TIP and are accounted for in the financial plan.

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.

MAP-21 provides a significant source of funding for transit in the region. This legislation emphasizes several important goals, including safety, state of good repair, performance and program efficiency and establishes performance-based planning requirements that align federal funding with key goals and performance measures.

In Kansas City, Missouri, the majority of local support for transit is derived from three separate taxes. A half-cent tax for transportation was approved by the state legislature in 1971, and a 3/8-cent sales tax was approved by voters in 2003 and renewed for 15 years in 2008. In 2013, a Transportation Development District (TDD) was formed in support of the Kansas City Downtown Streetcar project. The TDD will generate revenue from a one-cent sales tax and special assessments on real property only within the designated development district. Other jurisdictions on the Missouri side of the region support 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.

The FFY 2016–2020 TIP includes estimated transit revenues and expenditures for each year, and shown in Tables 11 and 12, respectively. A comparison of these estimates is shown in Table 18. The KCATA’s ability to secure necessary local funds and federal discretionary funds will help determine the financial feasibility of the transit portion of the FY 2016–2020 TIP.

Financial analysis

Transportation Outlook 2040, the region's metropolitan transportation plan (MTP), is based on estimates of revenue that are reasonably expected to be available for 25 years – from 2015 to 2040. The forecasts for regional highway revenues and regional transit are shown below in Tables 9 and 10.

Table 9: Kansas City region MTP estimated highway revenues				
Revenue source	Years			Total
	2015–2020	2021–2030	2031–2040	
Federal	\$ 598,353,625	\$ 994,989,375	\$ 994,989,375	\$ 2,588,332,375
State	\$ 834,608,875	\$ 1,550,850,041	\$ 1,830,256,972	\$ 4,215,715,888
Local	\$ 3,683,777,253	\$ 7,351,272,918	\$ 9,192,307,864	\$ 20,227,358,035
Sub-allocated (MARC)	\$ 227,500,000	\$ 380,000,000	\$ 380,000,000	\$ 987,500,000
Total	\$ 5,344,239,753	\$ 10,277,112,334	\$ 12,397,554,211	\$ 28,018,906,298

Table 10: Kansas City region MTP estimated transit revenues				
Revenue source	Years			Total
	2015–2020	2021–2030	2031–2040	
Farebox	\$ 87,789,671	\$ 158,481,223	\$ 175,061,866	\$ 421,332,761
Federal	\$ 222,479,718	\$ 370,799,530	\$ 370,799,530	\$ 964,078,778
State	\$ 11,883,180	\$ 21,515,017	\$ 24,969,056	\$ 58,367,253
Local	\$ 589,990,470	\$ 1,177,384,054	\$ 1,472,231,255	\$ 3,239,605,779
Other	\$ 99,323,131	\$ 172,288,565	\$ 181,099,425	\$ 452,711,122
Total	\$ 1,011,466,170	\$ 1,900,468,390	\$ 2,224,161,132	\$ 5,136,095,692

The combined Kansas City region highway revenues identified in the 2016-2020 TIP and detailed in the tables on the following pages total \$3,795,863.61, within the range identified by the adopted MTP. The TIP identifies \$818,125.16 in revenue available for regional transit, also within the range presented in *Transportation Outlook 2040*. As noted, the TIP only identifies the subset of regional transportation investments limited to projects receiving federal funds, regionally significant projects and operations and maintenance costs, therefore, the revenue estimate for the TIP is lower than the estimate for the MTP.

Table 11: Estimated revenues by year and funding source (\$1,000s)

STATE	SOURCE	2016	2017	2018	2019	2020
Kansas	CMAQ-KS	\$1,698.00	\$1,183.00	\$1,433.25	\$1,433.25	\$1,433.25
	AC Conversion	(\$7,420.76)	(\$73,170.50)	(\$22,923.00)	(\$79,000.00)	(\$14,450.00)
	HSIP-KS	\$750.00	\$1,250.00	\$750.00	\$750.00	\$750.00
	LOCAL	\$259,117.47	\$264,973.53	\$270,961.93	\$277,085.67	\$283,347.81
	LOCAL (AC)	\$500.00	\$2,013.00	\$0.00	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$71,800.50	\$20,160.00	\$78,250.00	\$11,700.00
	STATE-KS	\$10,584.90	\$598.80	\$2,537.50	\$0.00	\$0.00
	STATE-KS (AC)	\$24,174.50	\$910.00	\$10,640.00	\$750.00	\$750.00
	STP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$2,000.00
	STPM-KS	\$13,049.76	\$9,160.00	\$10,390.00	\$13,300.00	\$13,300.00
	TA-KS	\$2,628.88	\$1,210.00	\$1,790.00	\$1,195.10	\$1,195.10
	TE-KS	\$183.34	\$0.00	\$0.00	\$0.00	\$0.00
Missouri	BRO-MO	\$1,403.50	\$3,184.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$3,353.12	\$1,432.00	\$1,181.25	\$1,181.25	\$1,181.25
	AC Conversion	(\$2,415.00)	(\$14,018.60)	(\$8,904.00)	(\$460.00)	\$0.00
	FLAP-MO	\$503.78	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$2,632.00	\$1,975.00	\$146.00	\$0.00	\$0.00
	LOCAL	\$334,169.69	\$341,721.93	\$349,444.84	\$357,342.30	\$365,418.23
	LOCAL (AC)	\$0.00	\$6,800.00	\$0.00	\$0.00	\$0.00
	NHPP-MO	\$41,355.00	\$50,263.50	\$36,678.00	\$1,675.00	\$0.00
	PRIVATE	\$3,000.00	\$4,000.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$0.00	\$0.00	\$1,705.00	\$0.00	\$0.00
	STATE-MO	\$9,900.00	\$7,669.00	\$5,808.00	\$1,804.00	\$392.00
	STATE-MO (AC)	\$15,225.60	\$2,099.00	\$457.00	\$1.00	\$1,571.00
	STPM-MO	\$17,272.50	\$34,498.00	\$25,700.00	\$18,685.23	\$18,685.23
	STP-MO	\$3,104.70	\$4,978.60	\$3,708.00	\$6,000.00	\$0.00
	TA-MO	\$7,391.00	\$4,259.90	\$2,157.80	\$2,200.00	\$2,200.00
	TCSP-MO	\$240.00	\$0.00	\$0.00	\$0.00	\$0.00
TE-MO	\$222.00	\$0.00	\$0.00	\$0.00	\$0.00	

Table 11: Estimated revenues by year and funding source (\$1,000s)

STATE	SOURCE	2016	2017	2018	2019	2020
Regional	CMAQ-KS	\$643.24	\$644.26	\$393.75	\$393.75	\$393.75
	CMAQ-MO	\$393.75	\$393.75	\$393.75	\$393.75	\$393.75
	AC Conversion	(\$2,400.00)	(\$616.00)	(\$2,400.00)	\$0.00	\$0.00
	LOCAL	\$684.45	\$588.81	\$76.18	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$616.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$250.00	\$1,705.00	\$0.00	\$0.00	\$0.00
	STATE-MO (AC)	\$0.00	\$2,400.00	\$0.00	\$0.00	\$0.00
	STPM-KS	\$163.00	\$1,200.00	\$0.00	\$0.00	\$0.00
	STPM-MO	\$382.93	\$600.00	\$0.00	\$0.00	\$0.00
	STP-MO	\$2,400.00	\$0.00	\$2,400.00	\$0.00	\$0.00
Transit	5307	\$22,737.40	\$22,682.70	\$20,418.10	\$21,181.40	\$21,969.80
	5309	\$2,640.00	\$4,200.00	\$9,000.00	\$0.00	\$0.00
	5310	\$1,100.00	\$1,100.00	\$1,100.00	\$1,100.00	\$1,100.00
	5311	\$34.30	\$35.40	\$0.00	\$0.00	\$0.00
	5337	\$1,000.00	\$1,040.00	\$1,082.00	\$1,125.00	\$1,170.00
	5339	\$2,500.00	\$2,000.00	\$2,100.00	\$2,250.00	\$2,500.00
	CMAQ-KS	\$1,046.00	\$910.00	\$1,073.00	\$1,073.00	\$1,073.00
	CMAQ-MO	\$1,018.00	\$1,008.00	\$925.00	\$925.00	\$925.00
	LOCAL	\$125,863.47	\$128,237.22	\$130,661.35	\$133,136.98	\$135,665.25
	STPM-KS	\$0.00	\$4,088.80	\$3,180.00	\$0.00	\$0.00
	STPM-MO	\$0.00	\$150.00	\$0.00	\$0.00	\$0.00
Kansas subtotal		\$305,266.09	\$279,928.33	\$295,739.68	\$293,764.02	\$300,026.16
Missouri subtotal		\$437,357.90	\$448,862.33	\$418,081.89	\$388,428.78	\$389,447.71
Regional subtotal		\$2,517.37	\$7,531.81	\$863.68	\$787.50	\$787.50
Transit		\$157,939.17	\$165,452.12	\$169,539.45	\$160,791.38	\$164,403.05
Subtotal by Year		\$903,080.52	\$901,774.59	\$884,224.70	\$843,771.68	\$854,664.42
Total: \$4,378,515.90						

Table 12: Estimated Expenditures by year and funding source (\$1,000s)

STATE	SOURCE	2016	2017	2018	2019	2020
Kansas	CMAQ-KS	\$1,698.00	\$1,063.00	\$846.00	\$0.00	\$0.00
	HSIP-KS	\$0.00	\$500.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$43,379.48	\$19,493.54	\$19,704.75	\$15,800.00	\$0.00
	LOCAL (AC)	\$500.00	\$2,013.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$10,584.90	\$598.80	\$2,537.50	\$0.00	\$0.00
	STATE-KS (AC)	\$24,174.50	\$910.00	\$10,640.00	\$750.00	\$750.00
	STPM-KS	\$6,379.00	\$9,160.00	\$8,640.00	\$0.00	\$0.00
	TA-KS	\$2,628.88	\$710.00	\$1,790.00	\$0.00	\$0.00
	TE-KS	\$183.34	\$0.00	\$0.00	\$0.00	\$0.00
Missouri	BRO-MO	\$1,403.50	\$3,184.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$3,353.12	\$1,432.00	\$206.00	\$0.00	\$0.00
	FLAP-MO	\$503.78	\$0.00	\$0.00	\$0.00	\$0.00
	HSIP-MO	\$2,632.00	\$1,975.00	\$146.00	\$0.00	\$0.00
	LOCAL	\$53,579.07	\$45,477.98	\$21,523.54	\$17,100.00	\$12,100.00
	LOCAL (AC)	\$0.00	\$6,800.00	\$0.00	\$0.00	\$0.00
	NHPP-MO	\$38,940.00	\$39,707.50	\$34,574.00	\$1,215.00	\$0.00
	PRIVATE	\$3,000.00	\$4,000.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$0.00	\$0.00	\$1,705.00	\$0.00	\$0.00
	STATE-MO	\$9,900.00	\$7,669.00	\$5,808.00	\$1,804.00	\$392.00
	STATE-MO (AC)	\$15,225.60	\$2,099.00	\$457.00	\$1.00	\$1,571.00
	STPM-MO	\$17,272.50	\$34,498.00	\$18,900.00	\$0.00	\$0.00
	STP-MO	\$3,104.70	\$1,516.00	\$3,708.00	\$6,000.00	\$0.00
	TA-MO	\$7,391.00	\$4,259.90	\$2,157.80	\$0.00	\$0.00
	TCSP-MO	\$240.00	\$0.00	\$0.00	\$0.00	\$0.00
	TE-MO	\$222.00	\$0.00	\$0.00	\$0.00	\$0.00

Table 12: Estimated Expenditures by year and funding source (\$1,000s)

STATE	SOURCE	2016	2017	2018	2019	2020
Regional	CMAQ-KS	\$643.24	\$644.26	\$393.75	\$0.00	\$0.00
	CMAQ-MO	\$393.75	\$393.75	\$393.75	\$0.00	\$0.00
	LOCAL	\$684.45	\$588.81	\$76.18	\$0.00	\$0.00
	NHPP-KS	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	STATE-KS	\$250.00	\$1,705.00	\$0.00	\$0.00	\$0.00
	STATE-MO (AC)	\$0.00	\$2,400.00	\$0.00	\$0.00	\$0.00
	STPM-KS	\$163.00	\$1,200.00	\$0.00	\$0.00	\$0.00
	STPM-MO	\$382.93	\$600.00	\$0.00	\$0.00	\$0.00
	STP-MO	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Transit	5307	\$22,737.40	\$22,682.70	\$20,418.10	\$21,181.40	\$21,969.80
	5309	\$2,640.00	\$4,200.00	\$9,000.00	\$0.00	\$0.00
	5311	\$34.30	\$35.40	\$0.00	\$0.00	\$0.00
	5337	\$1,000.00	\$1,040.00	\$1,082.00	\$1,125.00	\$1,170.00
	5339	\$2,500.00	\$2,000.00	\$2,100.00	\$2,250.00	\$2,500.00
	CMAQ-KS	\$1,046.00	\$910.00	\$0.00	\$0.00	\$0.00
	CMAQ-MO	\$1,018.00	\$1,008.00	\$0.00	\$0.00	\$0.00
	LOCAL	\$89,261.45	\$88,305.50	\$89,805.30	\$90,462.40	\$94,080.50
	STPM-KS	\$0.00	\$4,088.80	\$3,180.00	\$0.00	\$0.00
	STPM-MO	\$0.00	\$150.00	\$0.00	\$0.00	\$0.00
Kansas subtotal		\$89,528.09	\$34,448.34	\$44,158.25	\$16,550.00	\$750.00
Missouri subtotal		\$156,767.28	\$152,618.39	\$89,185.34	\$26,120.00	\$14,063.00
Regional subtotal		\$2,517.37	\$7,531.81	\$863.68	\$0.00	\$0.00
Transit		\$120,237.15	\$124,420.40	\$125,585.40	\$115,018.80	\$119,720.30
Subtotal by Year		\$369,049.89	\$319,018.94	\$259,792.67	\$157,688.80	\$134,533.30
Total: \$1,240,083.61						

System preservation

Transportation Outlook 2040, the region's metropolitan transportation plan, assessed system preservation needs for two different roadway networks in the Kansas City region:

1. National Highway System (NHS) Network.
2. Remaining non-NHS Federal-Aid System Network.

To translate current pavement condition data into pavement preservation funding needs, the FHWA's state version of the Highway Economic Requirements System (HERS-ST) was applied. HERS-ST is a computer model used to estimate investment requirements for pavement preservation and system expansion and evaluate alternative highway investment levels based on performance objectives. Year 2012 Highway Performance Monitoring System (HPMS) data was used to generate estimates of funding levels to address existing and projected pavement needs based on existing pavement conditions. Where necessary, 2008 HPMS data was used to supplement. HERS-ST generates an optimal pavement preservation work program based on engineering standards and economic analysis to minimize pavement preservation deficiencies over a plan horizon.

Current and future bridge network condition was forecast using the FHWA's NBIAS tool, under different annual budget levels. NBIAS is designed to minimize maintenance costs by generating an optimal set of preservation actions for bridge elements based on life-cycle user and agency costs, and engineering standards of bridge maintenance needs. Cost estimates for preserving bridge conditions were based on 2013 National Bridge Inventory (NBI) data.

All estimates rely on models, parameters, unit costs and decision rules defined and refined over time by FHWA to analyze conditions in the U.S for its report to Congress. It is important to note that these are planning level estimates, intended to capture reasonable assumptions for preservation costs over a long time period with the potential for unpredictability.

During the development of *Transportation Outlook 2040*, regional planning partners considered a series of roadway condition scenarios. The scenarios considered different future targets for the percentage of pavements and bridges in good condition, and developed cost estimates associated with each. Ultimately, for the purpose of estimating preservation costs over the life of the plan, stakeholders agreed to support a managed scenario that allows for some asset groups to decline from the currently high baseline. The Tables 13 and 14 detail the condition targets and annual costs associated with preserving system condition.

Estimating the long-term costs of preserving the street and highway system can be a challenge. Agencies can have a tendency to look at historical preservation spending as an indicator of system preservation needs. This often underestimates the overall system needs. Also, there is a complex interaction between capacity projects, and maintenance and rehabilitation.

Table 13: System Preservation Condition Targets		
Measure	Baseline condition	Future condition
Kansas		
NHS Pavements	99%	85%
Non-NHS Pavement	83%	50%
NHS Bridge	95%	90%
Non-NHS Bridge	96%	90%
Missouri		
NHS Pavements	98%	81%
Non-NHS Pavement	46%	46%
NHS Bridge	95%	81%
Non-NHS Bridge	91%	90%

Table 14: Estimated Federal-Aid Highway System preservation needs

	2016	2017	2018	2019	2020	Total
Kansas	\$141,083	\$144,271	\$147,532	\$150,866	\$154,275	\$738,027
Missouri	\$274,474	\$280,677	\$287,021	\$293,507	\$300,140	\$1,435,819
Total	\$415,557	\$424,948	\$434,552	\$444,373	\$454,416	\$2,173,846

The Transportation Improvement Program project list includes some projects that are strictly focused on preserving the street and highway system. These involve activities such as bridge rehabilitation and replacement, and pavement resurfacing or reconstruction, and expenditures for these activities in the 2016–2020 TIP are detailed in Table 15. For the purposes of the TIP, preservation is defined as techniques that effectively extend the life of a transportation asset. Preservation is different from operations and management (O&M), which relates to system management activities such as snow removal, signing, striping, litter control, mowing, completing routine road and bridge repairs, traffic signal operations, system management and more.

Table 15: Estimated Federal-Aid Highway System preservation needs

	2016	2017	2018	2019	2020	Total
Kansas	\$52,883	\$29,100	\$34,013	\$15,800	\$0	\$131,795
Missouri	\$68,143	\$98,205	\$53,183	\$24,601	\$14,063	\$258,195
Total	\$121,026	\$127,305	\$87,195	\$40,401	\$14,063	\$389,990

Although *Transportation Outlook 2040* identifies an estimated amount needed to meet the identified system preservation condition targets, the amount of investment programmed in the 2016–2020 TIP does not reach these levels due to the fact that many projects do not use federal funds or do not rise to the level of a regionally significant project, and are, therefore, not documented in the TIP.

For roadways, regionally significant is defined as:

1. Major roadway projects on facilities classified as minor arterial or higher, and of half-mile or more in length.
2. New or major interchanges.
3. Replacement/reconstruction projects greater than \$30 million on the National Highway System (NHS).
4. Interchange reconstruction projects requiring a break-in access/access justification report.
5. Regional programs intended to improve operation and management of the transportation system.

Additionally, financial constraints at the state level in both Kansas and Missouri, coupled with uncertainty at the federal level, may be responsible for decreased levels of investment in preservation activities and transportation, in general.

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 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). 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 for *Transportation Outlook 2040* and based the estimates on inputs from the state departments of transportation. Kansas and Missouri have taken different approaches to account for O&M and cost factors. To establish regional O&M costs, MARC reviewed information from KDOT's Statewide Improvement Program (STIP) and T-Works, and MoDOT's FY 2016 budget request for operations and maintenance. The KDOT STIP assumes a statewide O&M cost of \$6,200 per lane mile and T-Works assumes \$2,800 per lane mile for the Kansas City urban area. MoDOT estimates O&M costs at \$6,913 per lane mile for both urban and non-urban roadways. The base year O&M costs were factored using a 3 percent inflation rate over the life of the TIP.

Since KDOT only maintains 30 percent of the Federal Aid System in Kansas, 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. Therefore, local jurisdictions will need to expend, at a minimum, KDOT's statewide cost to keep pace with O&M requirements.

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 following table summarizes the system-level estimates of highway operations and maintenance expenditures.

	KDOT	Kansas Local	MoDOT/ Missouri Local	Total
Cost per lane mile	\$2,800	\$6,200	\$6,913	–
Lane miles	1,958	4,664	8,094	14,716
2016	\$5,482	\$28,917	\$55,954	\$90,353
2017	\$5,647	\$29,784	\$57,632	\$93,063
2018	\$5,816	\$30,648	\$59,361	\$95,825
2019	\$5,991	\$31,598	\$61,142	\$98,731
2020	\$6,170	\$32,546	\$62,977	\$101,693
Total	\$29,107	\$153,523	\$297,066	\$479,696

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 estimates derived from the transit maintenance and operations information contained in *Transportation Outlook 2040*. The transit

projects included in the 2016–2020 TIP directly address the current operations and maintenance of the transit system, previously presented revenue and expenditure summary tables account for these costs.

Transit operations and maintenance costs are summarized in Table 17.

Many projects in the 2016–2020 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 17: Transit Operations & Maintenance						
Region	2016	2017	2018	2019	2020	Total
	\$93,301.14	\$96,100.48	\$98,983.50	\$101,953.00	\$105,011.59	\$495,349.72

Table 18: Estimated Revenues vs. Expenditures (\$1,000s)					
	2016	2017	2018	2019	2020
Kansas revenue	\$305,266.09	\$279,928.33	\$295,739.68	\$293,764.02	\$300,026.16
Kansas O&M expenditure	\$34,399.20	\$35,431.18	\$36,494.11	\$37,588.93	\$38,716.60
Kansas project expenditure	\$89,528.09	\$34,448.34	\$44,158.25	\$16,550.00	\$750.00
Difference	\$181,338.80	\$210,048.81	\$215,087.32	\$239,625.09	\$260,559.56
Missouri revenue	\$437,357.90	\$448,862.33	\$418,081.89	\$388,428.78	\$389,447.71
Missouri O&M expenditure	\$55,953.82	\$57,632.44	\$59,361.41	\$61,142.25	\$62,976.52
Missouri project expenditure	\$156,767.28	\$152,618.39	\$89,185.34	\$26,120.00	\$14,063.00
Difference	\$224,636.80	\$238,611.51	\$269,535.14	\$301,166.53	\$312,408.19
Transit revenue	\$157,939.17	\$165,452.12	\$169,539.45	\$160,791.38	\$164,403.05
Transit O&M expenditure	\$93,301.14	\$96,100.48	\$98,983.50	\$101,953.00	\$105,011.59
Transit O&M TIP project expenditure	\$94,337.40	\$92,134.00	\$90,843.00	\$92,870.00	\$96,285.00
Remaining transit O&M	\$0.00	\$3,966.48	\$8,140.50	\$9,083.00	\$8,726.59
Transit project expenditure (Non O&M)	\$25,899.75	\$32,286.40	\$34,742.40	\$22,148.80	\$23,435.30
Difference	\$37,702.02	\$37,065.23	\$35,813.55	\$36,689.58	\$35,956.15
Regional revenue	\$2,517.37	\$7,531.81	\$863.68	\$787.50	\$787.50
Regional expenditure	\$2,517.37	\$7,531.81	\$863.68	\$0.00	\$0.00
Difference	\$0.00	\$0.00	\$0.00	\$787.50	\$787.50
Total revenue	\$903,080.52	\$901,774.59	\$884,224.70	\$843,771.68	\$854,664.42
Total expenditure	\$459,402.91	\$416,049.04	\$363,788.69	\$265,502.99	\$244,953.02
Difference	\$443,677.61	\$485,725.55	\$520,436.00	\$578,268.69	\$609,711.40

5. Measuring Progress

Transportation Outlook 2040 is the metropolitan transportation plan (MTP) that will guide the Kansas City region in management, operation and investment of approximately \$33 billion for its multimodal transportation system over the next 25 years. Updated by the Mid-America Regional Council Board of Directors in 2015, the plan responds to many challenges we face — growing more efficiently, maintaining a competitive economy and preserving the health of the environment — all while enabling everyone to access opportunity.

Our region needs a clear direction to guide its response to these evolving challenges. *Transportation Outlook 2040* supports the MARC Board’s vision for a sustainable region and provide a framework for addressing how we will manage, operate and invest in Greater Kansas City’s multimodal transportation system to help that vision.

One of the primary purposes of the MTP is to provide policy guidance on priorities for regional transportation resources. Decisions about the strategic allocation of resources to different uses within the plan can be significant and impact actual decisions made for the regional Transportation Improvement Program (TIP) as well as other state and local programs.

Extensive stakeholder input helped establish the goals found in *Transportation Outlook 2040*. These goals are consistent with those identified in the plans of local cities and counties. Serving as the foundation of the plan, *Transportation Outlook 2040’s* goals help direct the actions, strategies and investments that will help the region meet its needs. They help to define the criteria for prioritizing the region’s transportation expenditures and help to ensure that the public’s priorities are reflected in funded projects.

Transportation system goals:

Climate Change and Energy Use	Decrease the use of fossil fuels by reduction in travel demand, technological advancements and transition to renewable energy sources.
Economic Vitality	Support an innovative, competitive economy.
Environment	Protect and restore the region’s natural resources (land, water and air) through proactive stewardship.
Equity	Ensure all people have the opportunity to thrive.
Placemaking	Coordinate transportation and land-use planning to create quality places in existing and developing areas and to strengthen the quality of the region.
Public Health	Facilitate healthy, active living.
Safety and Security	Improve safety and security for all transportation users.
System Condition	Ensure the transportation system is maintained in good condition.
System Performance	Manage the system to achieve reliable and efficient performance.
Transportation Choices	Expand affordable, accessible, multimodal transportation options in order to better connect residents and visitors to jobs and services.

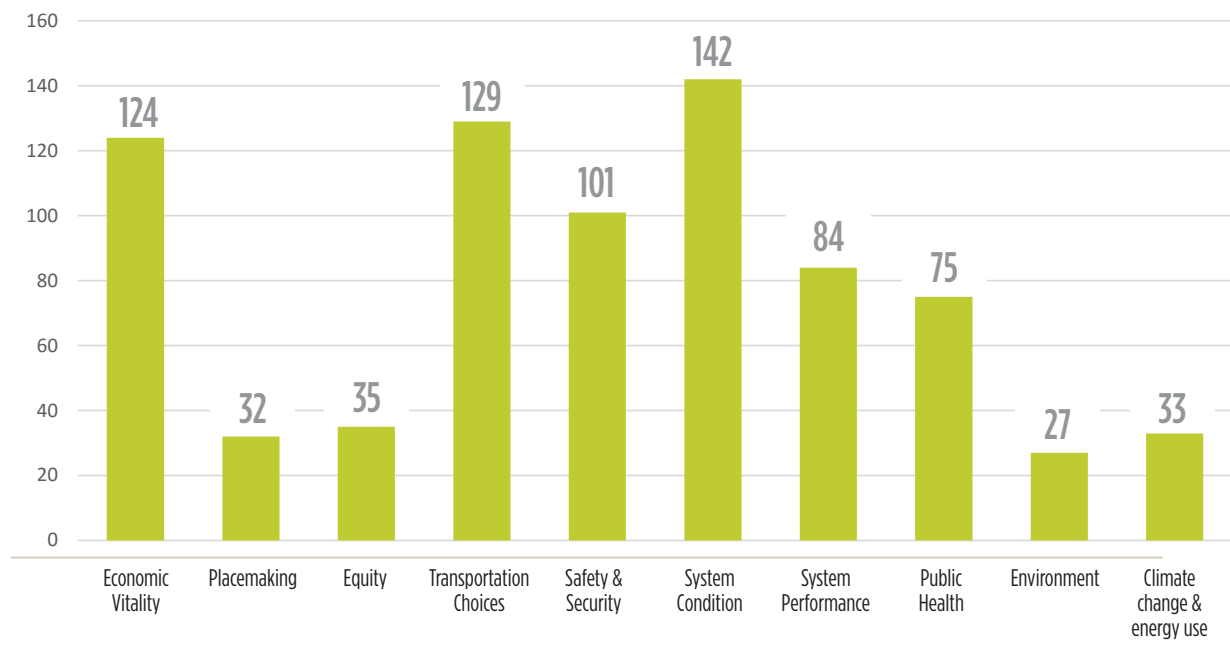
The MTP provides policy guidance for the investment of transportation resources in the region. This guidance is evident in the programming processes that MARC uses to determine priorities for the portion of federal funding that is directly suballocated to the Kansas City region. For each suballocated funding program, MARC has developed an evaluation methodology to help determine how each potential project addresses the goals identified in the MTP. The scores developed by through these methodologies are an integral part of the MARC programming process.

Although the MTP does not necessarily provide the basis for investment decisions and priorities made outside of MARC, it does have a role in these external decisions. As required under federal transportation legislation, all regionally significant capacity or fixed guideway transit projects documented in the TIP must be also listed in the plan. The 2016–2020 TIP meets this requirement.

To further illustrate the connections between the TIP and the MTP, MARC analyzed the projects listed in the 2016–2020 TIP to assess the primary MTP goals addressed by each project. The results of these analyses, as shown in the following diagram, indicate the projects documented in the 2016–2020 TIP:

- Addresses all of the goals identified in *Transportation Outlook 2040*.
- Shows a regional emphasis on improving:
 - Transportation Choices.
 - Economic Vitality.
 - System Condition.
 - Safety and Security.

Figure 8: Number of projects by policy goal



The above analysis is subject to a number of inherent limitations:

- The TIP is not inclusive of all projects that may be implemented in the region, as some projects are not federally funded or do not rise to the level of a regionally significant project.
- The information available to complete this analysis may not reflect the entire scope of an individual project.

Since adopting *Transportation Outlook 2040* in 2010, MARC has produced annual progress reports to actively track a number of performance measures related to the goals of that plan. These measures and the resulting trends help to quantify regional progress towards achieving the goals set forth in the plan, informing decisions, and guiding investment priorities for the regional transportation network. The progress reports are available for review at www.to2040.org/performance.aspx.

MAP-21 also requires the establishment of a performance- and outcome-based program. This objective was added to ensure the investment of 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, metropolitan planning organizations (MPOs), and other stakeholders to establish performance measures in the areas listed:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

The TIP and other plans, will be required to include information regarding these performance measures. However, the regulations and guidance regarding the establishment and use of these performance measures have not been developed or implemented; therefore, they are not included in the 2016–2020 TIP. Future versions of the TIP will address these requirements.

6. Environmental Justice Analysis

The U.S. Environmental Protection Agency (EPA) defines environmental justice 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 socioeconomic 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.

Ensuring nondiscrimination

In 1994, Presidential Executive Order 12898 mandated that federal agencies incorporate environmental justice 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 minority populations and low-income populations.
- 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 minority and low-income populations.

Disproportionately High and Adverse Effects

Transportation projects have short- and long-term effects on communities. These impacts can be positive or beneficial, such as improving travel options, creating safety outcomes and providing congestion relief or travel time reduction. Projects may also have negative effects, burdens or adverse effects. Adverse effects¹ encompass the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects that 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 minority 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 effects refer to effects that:

1. Are predominately borne by a minority population and/or low-income population.
2. Will be suffered by the minority population and/or low-income population and are 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, program and project level. For the 2016–2020 TIP, system-level analysis for distribution of transportation-related impacts and benefits at the regional scale is most appropriate. MARC also conducts a separate regional analysis for its Metropolitan Transportation Plan 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 2016–2020 TIP, MARC considers distribution of proposed investments to prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations and system-level impacts for transportation safety and travel times to assess the potential for disproportionately high and adverse impacts resulting from the recommendations of the plan.

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 — is conducted by project sponsors during the project development stage in the environmental review process as required by NEPA.

Approach to Environmental Justice

MARC strives to incorporate fairness and equity into its transportation planning and programming processes. In the 2016–2020 TIP, MARC identifies minority and low-income populations and evaluates impacts, adverse effects and benefits to those communities at a regional, system-wide level, not a project-specific level. This includes an analysis of financial assistance for all major surface transportation projects planned to receive federal funding in the Kansas City region over the next five years. This assessment, the Environmental Justice Analysis, considers the distribution of proposed investments to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations 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. Findings from the analysis determine whether MARC-sponsored programs, policies or activities have disproportionately high and adverse human health and environmental effects — including social and economic effects — for minority and/or low-income populations.

In addition, MARC examines transportation investments that impact persons with disabilities, older adults, veterans, households with no available vehicle 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 who 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 the potential for disproportionately high and adverse impacts from investments in the 2016–2020 TIP.

Public participation

Public participation is central to environmental justice. MARC pursues involvement from disadvantaged populations as part of the TIP development process and works to ensure these populations receive a share of the benefits of federal transportation investments. Appendix G: Public Participation of the region’s Metropolitan Transportation Plan, *Transportation Outlook 2040*, outlines clear strategies for involving traditionally underserved segments of the population — including minority and low-income populations — in the transportation planning process. This includes seeking public involvement opportunities and input during the development of the 2016–2020 TIP, as well as for individual projects during project development processes.

Analyzing transportation investments

MARC examines all major surface transportation projects planned to receive federal funding in the Metropolitan Planning Organization (MPO) boundary over the next five years. This is done by breaking down estimated construction costs associated with projects listed in the 2016–2020 TIP, calculating these costs per capita and spatially analyzing the distribution of funds in identified environmental justice areas and non-environmental justice areas. MARC also examines how investments in the 2016–2020 TIP will impact the region’s transportation network and environmental justice areas by creating various scenarios through the travel-demand model.

Methodology

Data sources

Demographic data from the U.S. Census Bureau’s 2009–2013 American Community Survey (ACS) five-year estimates were used to conduct this environmental justice analysis. The data includes census tracts — a statistical subdivision of a county designated for the purpose of presenting data — within the eight-county, MPO planning boundary. Data was linked to Geographic Information System (GIS) census tract layers for the spatial analysis. Tracts typically average 4,000 people and boundaries usually follow visible features; however, they also follow governmental unit boundaries.

Identifying populations

The first step of the environmental justice analysis is to identify minority and low-income populations. These are defined as:

- **Minority population** — Any identifiable minority group(s) who live in a 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.
- **Low-income population** — People with median household incomes are at or below the [U.S. Department of Health and Human Services \(HHS\)](#) poverty guidelines.

Information on how the U.S. Census Bureau calculates poverty thresholds² is available on the U.S. Department of Health and Human Services website.

Transportation-disadvantaged populations — those who 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 aged 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 four to six months for initial training or yearly training camps.
- **Households with no available vehicle** — Households where no cars, vans, pickup or panel trucks of one-ton capacity or less are owned and available for the use of household members.
- **People who rely on public transportation to get to work** — Individuals who depend on public transportation (excluding taxicabs) as their mode of travel or conveyance to get from home to work. Public transportation includes bus, trolley bus, streetcar/trolley car, subway, elevated rail, railroad or ferryboat.

Table 19: Environmental Justice populations in the eight-county Kansas City region

Minority populations	Total	Percentage
Black or African American	251,856	13.2%
American Indian and Alaska Native	8,463	0.4%
Asian	48,077	2.5%
Native Hawaiian and Pacific Islander	2,967	0.2%
Some other race	47,215	2.5%
Two or more races	55,261	2.9%
Hispanic or Latino*	166,735	8.7%
<i>White Hispanic or Latino</i>	106,852	5.6%
<i>Non-White Hispanic or Latino</i>	59,883	3.1%
Minority population	520,691	27.2%
Total population	1,912,453	100%
Households	Total	Percentage
Low-income households	86,162	11.6%
All other households	658,692	88.4%
Total households	744,854	100%
*Note: 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. People who report themselves as multiracial, mixed/biracial, 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.

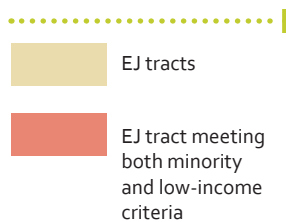
1. White
2. Black or African American
3. American Indian or Alaska Native
4. Asian
5. Native Hawaiian or other Pacific Islander
6. Some other race

Defining Environmental Justice Areas

Although any population within the community may be subject to disproportionately high and adverse effects from given transportation projects and investments, the identification of minority and low-income populations is useful in understanding the comparative effects throughout all of the affected populations. Benchmarks for both minority and low-income populations are established in accordance with Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) policy guidance on environmental justice. Environmental justice areas are census tracts in which:

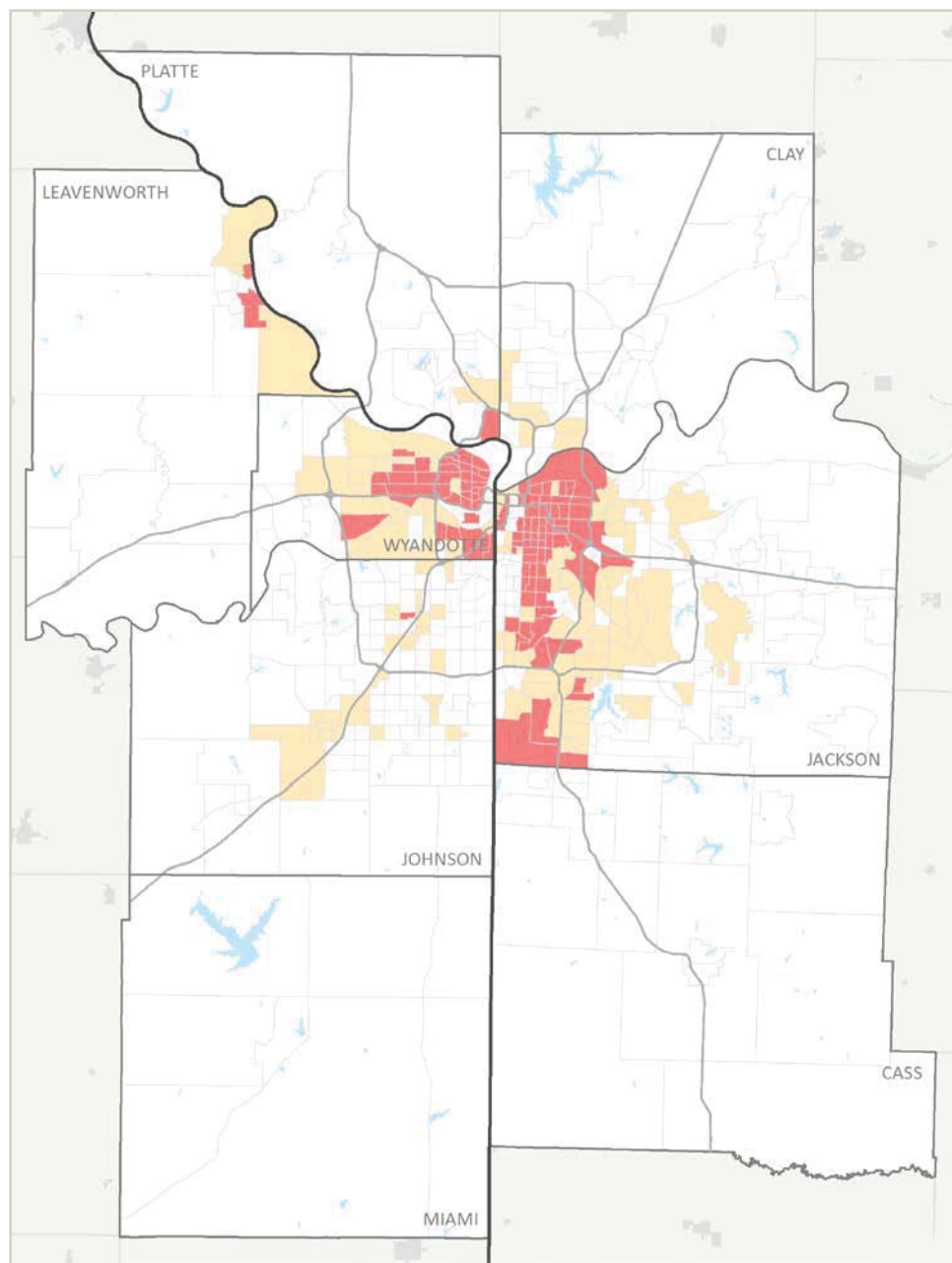
1. Minority populations are greater than the MPO area average (27.2 percent).
2. More than 20 percent of households are in poverty.

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. Identified EJ areas in the region account for approximately 361 square miles (9.4 percent) of the region's total 3,849 square miles.



All maps were created using ArcGIS 10.2.2. Demographic data derived from ACS (2009–2013 five-year estimates).

Figure 11: EJ Areas in the Kansas City region



Environmental Justice Populations

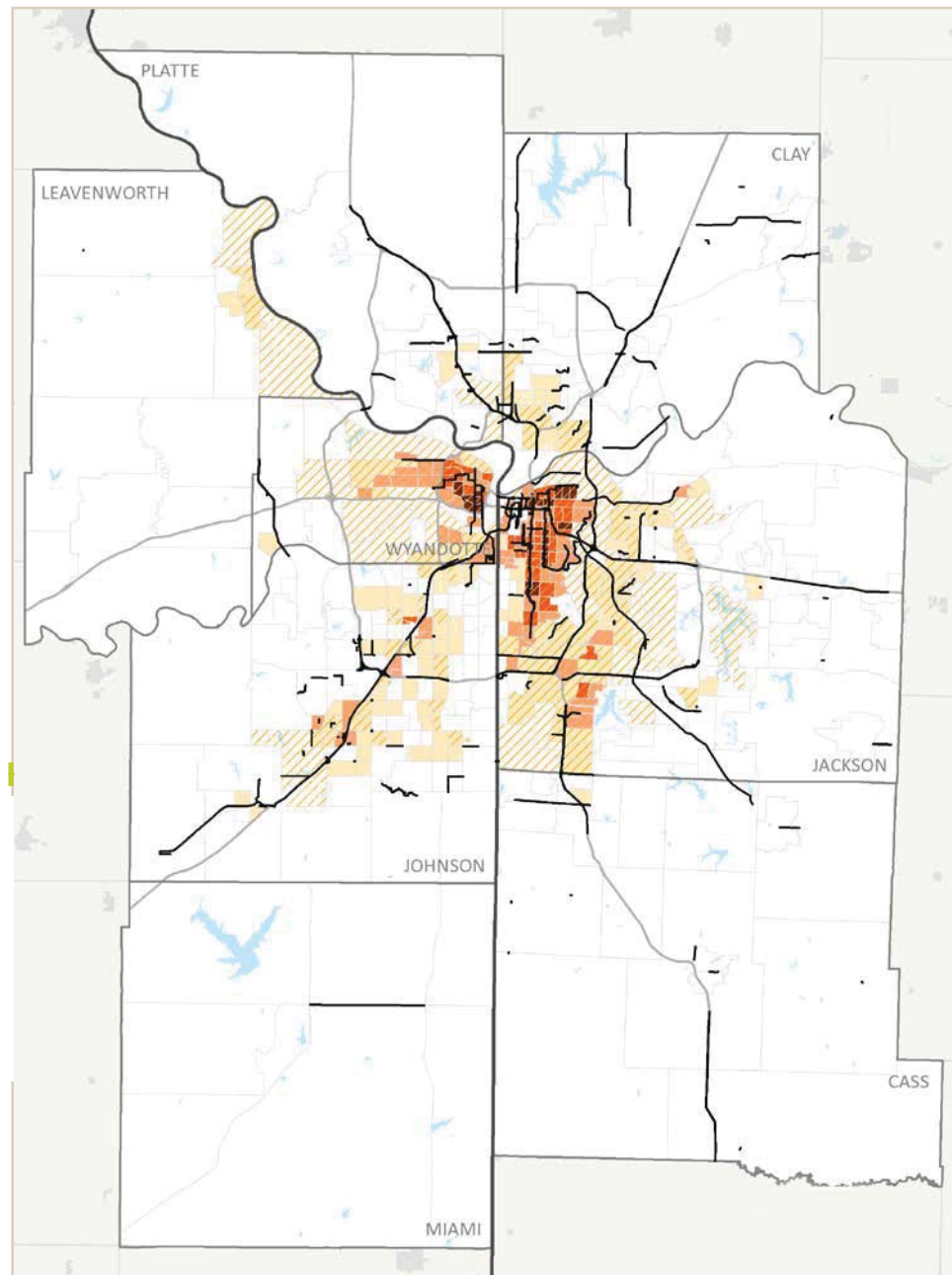
Transportation projects may benefit populations in both EJ and non-EJ areas if they cross boundaries.

Minority populations

According to 2009–2013 ACS five-year estimates, 520,691 minority persons live in the region, or 27.2 percent of the total population. Spatial analysis by census tracts show the densest minority concentrations in northwestern Jackson County, Missouri, and eastern Wyandotte County, Kansas, primarily within EJ tracts.

Approximately 49.1 percent of mapped 2016–2020 TIP projects that use federal sources of funding are located within or/ intersect census tracts with minority populations greater than the MPO area average (27.2 percent). This amounts to \$503,003,606 in investments, or 76.4 percent of the total estimated construction costs associated with projects in the 2016–2020 TIP that receive federal funding.

Figure 12: Environmental Justice Map

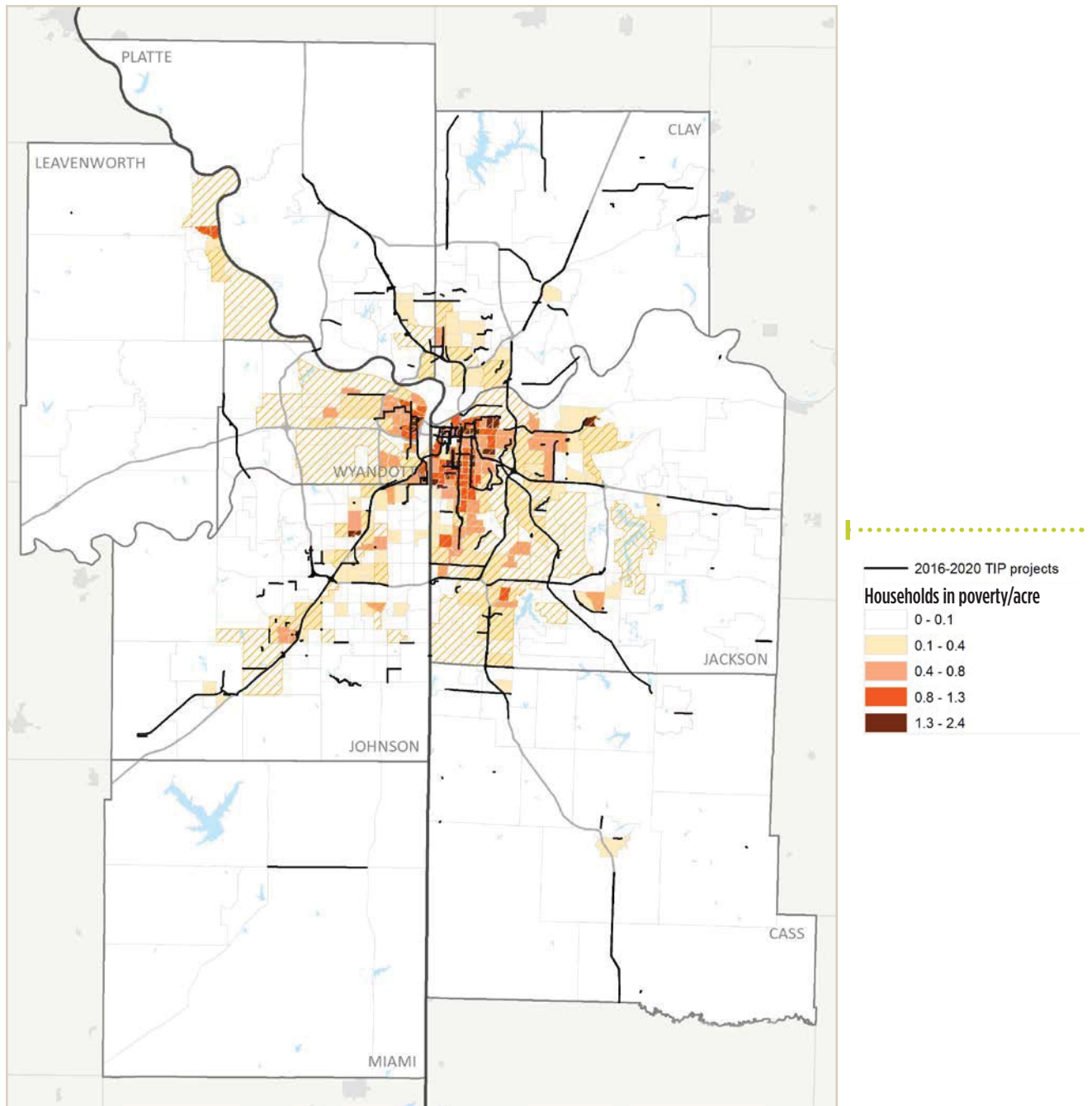


Low-income populations

According to 2009–2013 ACS five-year estimates, 86,162 low-income households are in the region, 11.6 percent of the total amount. Spatial analysis shows the densest low-income household concentrations in northwestern Jackson County, Missouri, and eastern Wyandotte County, Kansas, primarily within EJ tracts.

Approximately 31.6 percent of mapped 2016–2020 TIP projects using federal sources of funding are located within or intersect census tracts with more than 20 percent of households in poverty. This amounts to \$248,702,124 in investments, or 37.8 percent of the total estimated construction costs associated with projects receiving federal funding in the 2016–2020 TIP.

Figure 13: Low-income populations



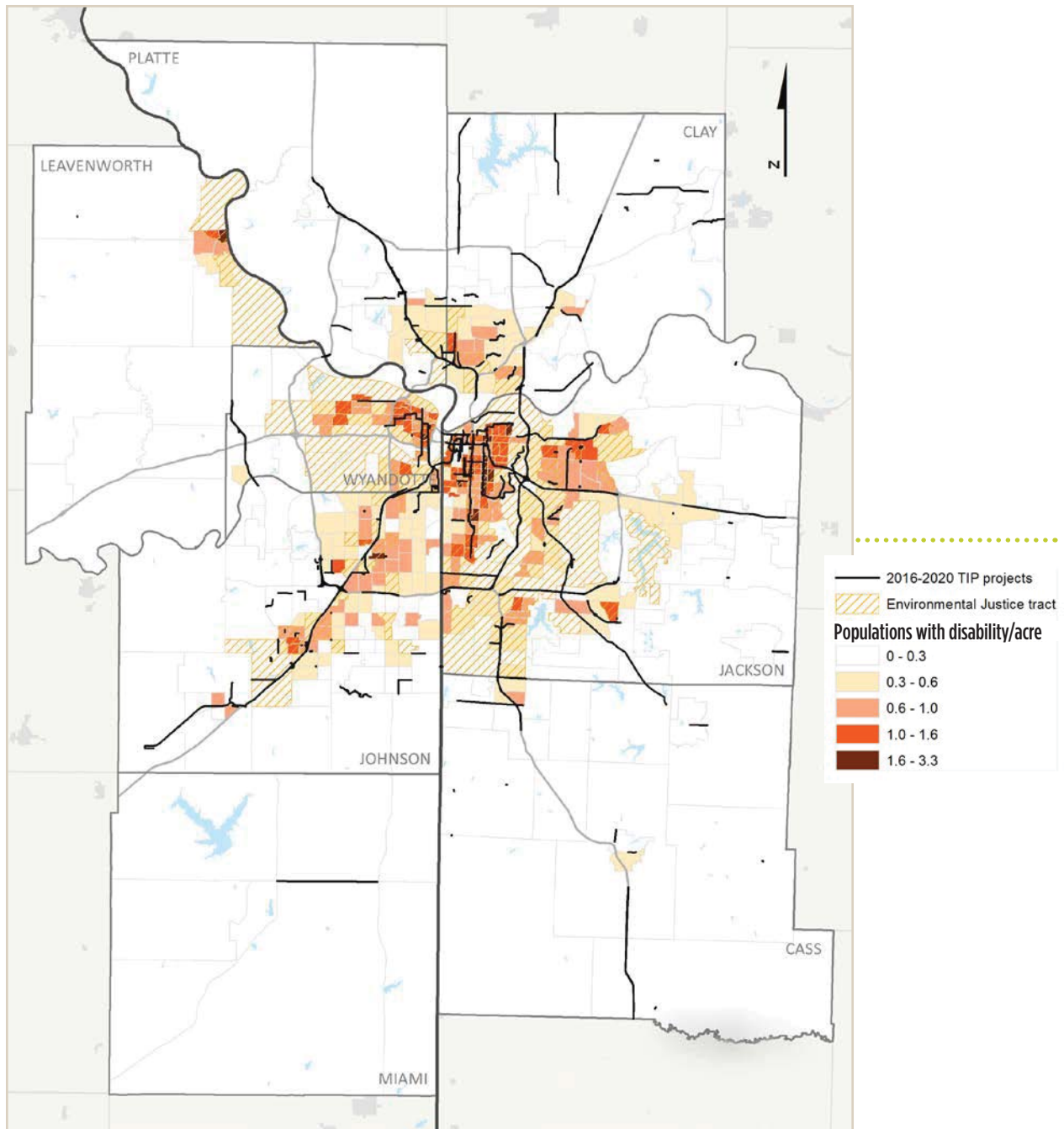
Transportation-disadvantaged populations

Persons with a disability

According to 2009–2013 ACS five-year estimates, 210,919 people with a disability live in the eight-county region, or 11.0 percent of the total. Spatial analysis shows concentrations of persons with a disability, not only in EJ areas, but other areas of the region around the urban core and inner-ring suburbs within the I-435 loop. The most dense concentrations are in western Jackson, southern Platte and Clay counties in Missouri, and eastern Wyandotte, and northeastern Johnson counties in Kansas.

Assessment of federal investments in the 2016–2020 TIP reveals that most of the projects are located in areas containing large numbers of persons with a disability.

Figure 14: Persons with disabilities

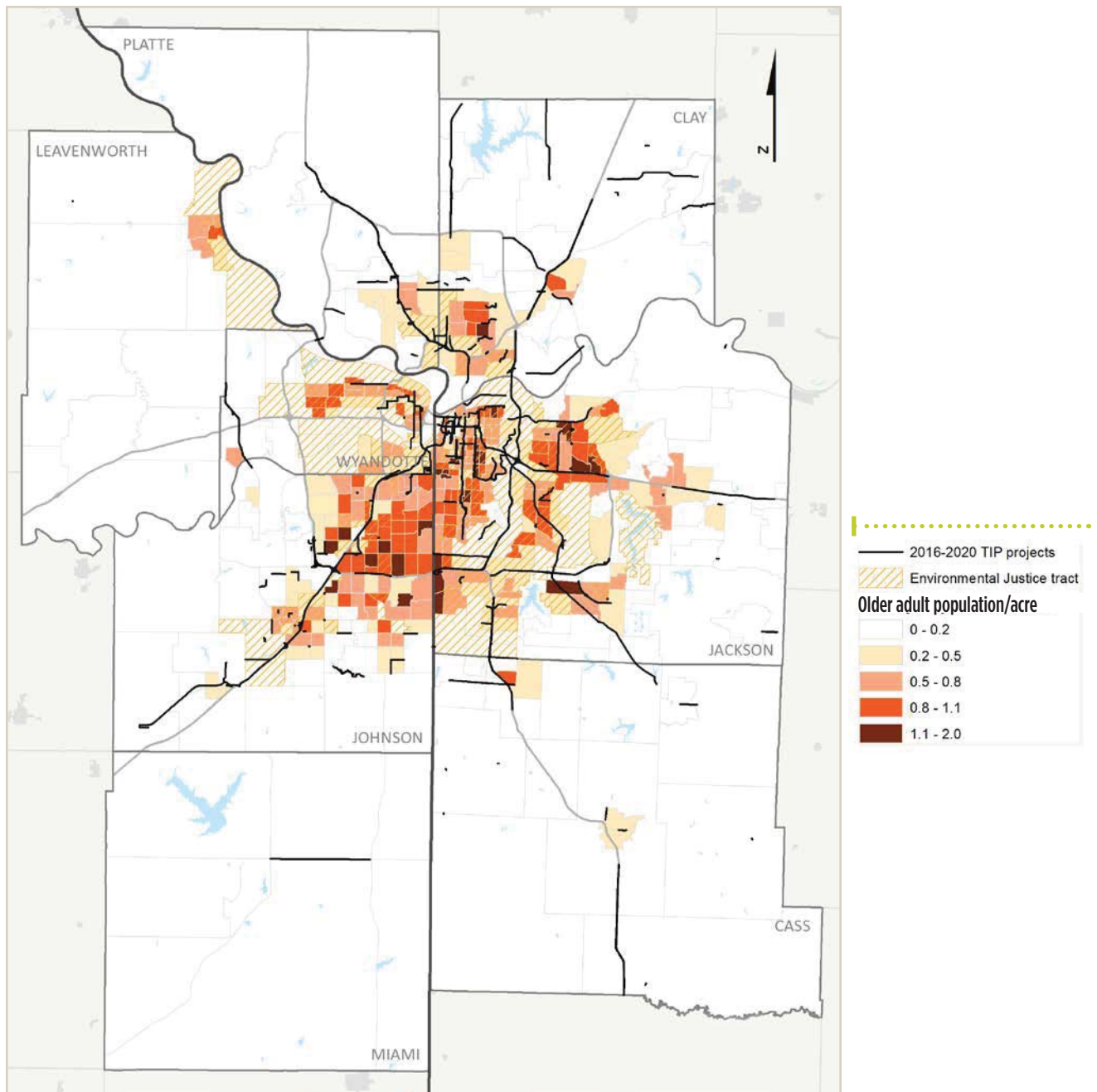


Older adult populations

According to 2009–2013 ACS five-year estimates, there are 230,414 elderly persons living in the eight-county region, or 12.0 percent of the total. Spatial analysis shows concentrations of older adult populations, not only in EJ areas, but other areas of the region around the urban core and inner-ring suburbs. Densest concentrations are in northeastern Johnson County, Kansas, and western Jackson County, Missouri.

Assessment of federal investments in the 2016-2020 TIP reveals that most of the projects are located in areas containing large numbers of older adult populations, with the exception of a few areas in northeastern Johnson County, Kansas.

Figure 15: Older adult populations

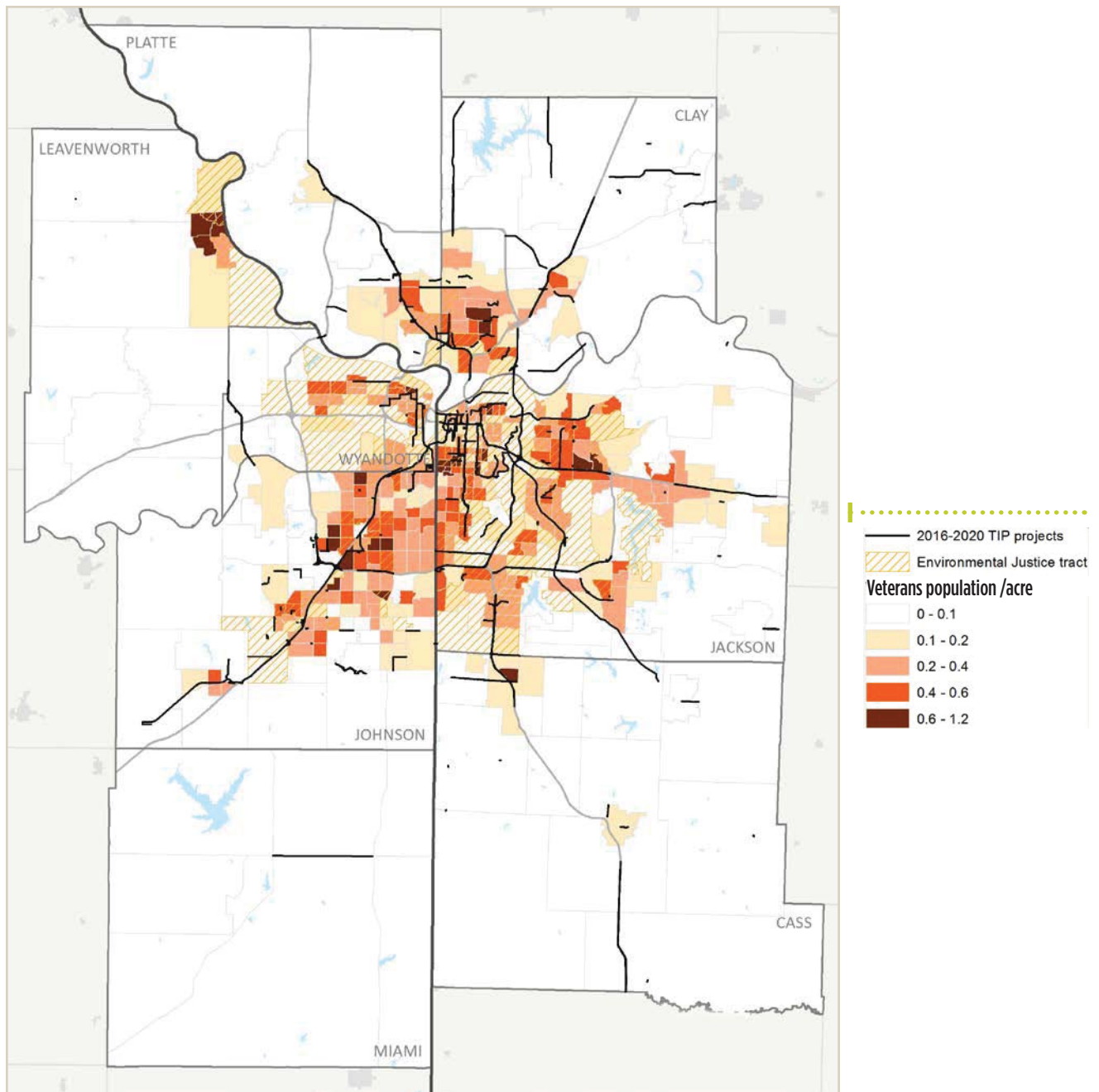


Veterans

According to 2008-2012 ACS five-year estimates, 138,784 veterans live in the eight-county region, or 7.3 percent of the total. Spatial analysis shows concentrations of veterans, not only in EJ areas, but other areas of the region around the urban core and inner-ring suburbs. Densest concentrations are in western Jackson, southern Platte and Clay counties in Missouri, and northeastern Johnson County, Kansas. The highest concentration of veterans is in the city of Leavenworth, Kansas, which is adjacent to the U.S. Army Fort Leavenworth installation in Leavenworth County, Kansas.

Assessment of federal investments in the 2016-2020 TIP reveals that most of the projects are located in areas containing large numbers of veterans, with the exception of areas adjacent to Fort Leavenworth in Leavenworth County, Kansas.

Figure 16: Veteran populations

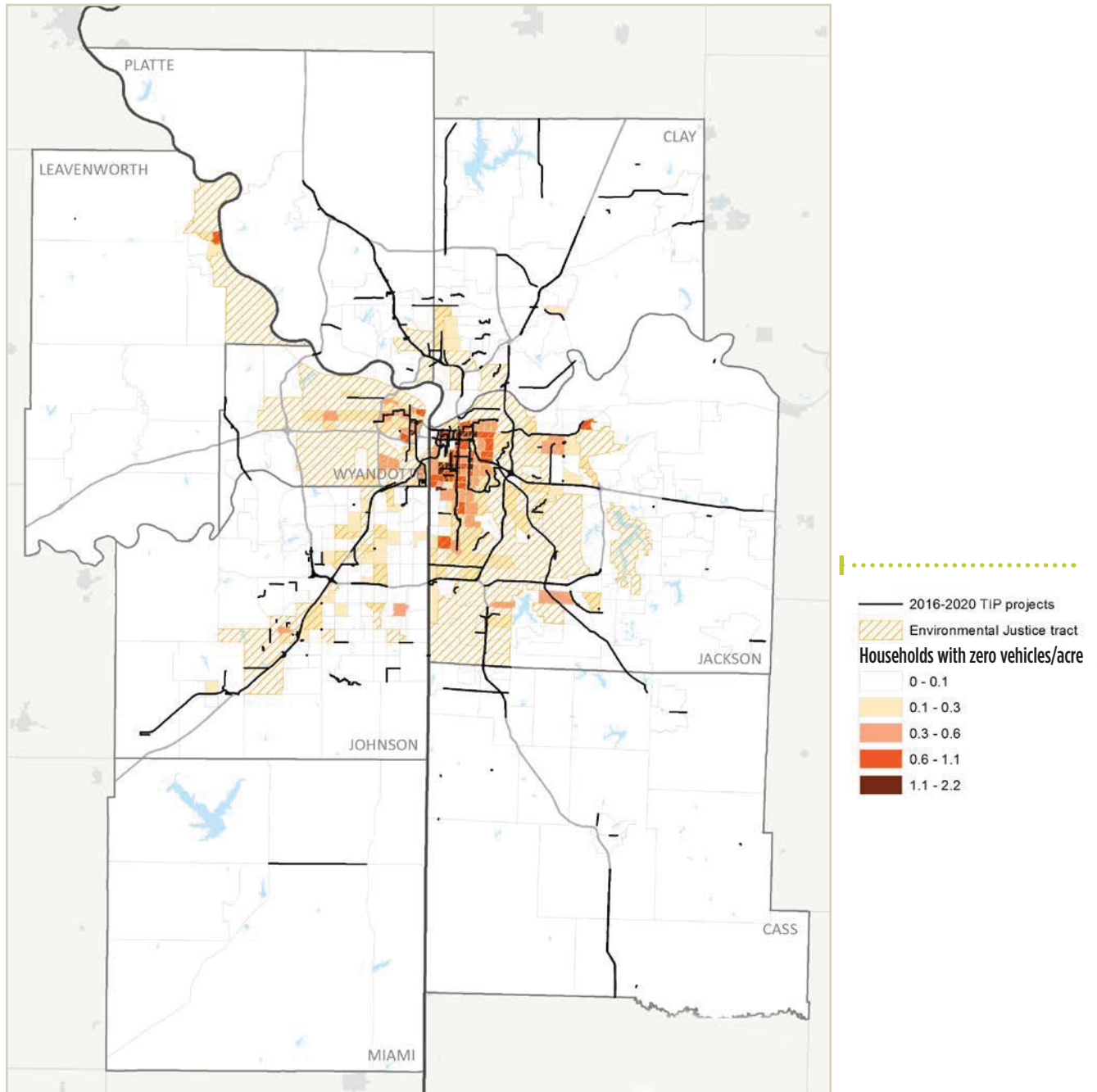


Households with no vehicle

According to 2009-2013 ACS five-year estimates, the eight-county region includes 47,134 households with no vehicle, or 6.3 percent of the total households. Spatial analysis shows concentrations of households with no vehicle mainly in EJ areas. Densest concentrations are in northwestern Jackson County, Missouri.

Assessment of federal investments in the 2016-2020 TIP reveals that most of the projects are located in areas containing large numbers of households with no vehicle.

Figure 17: Households with no vehicle

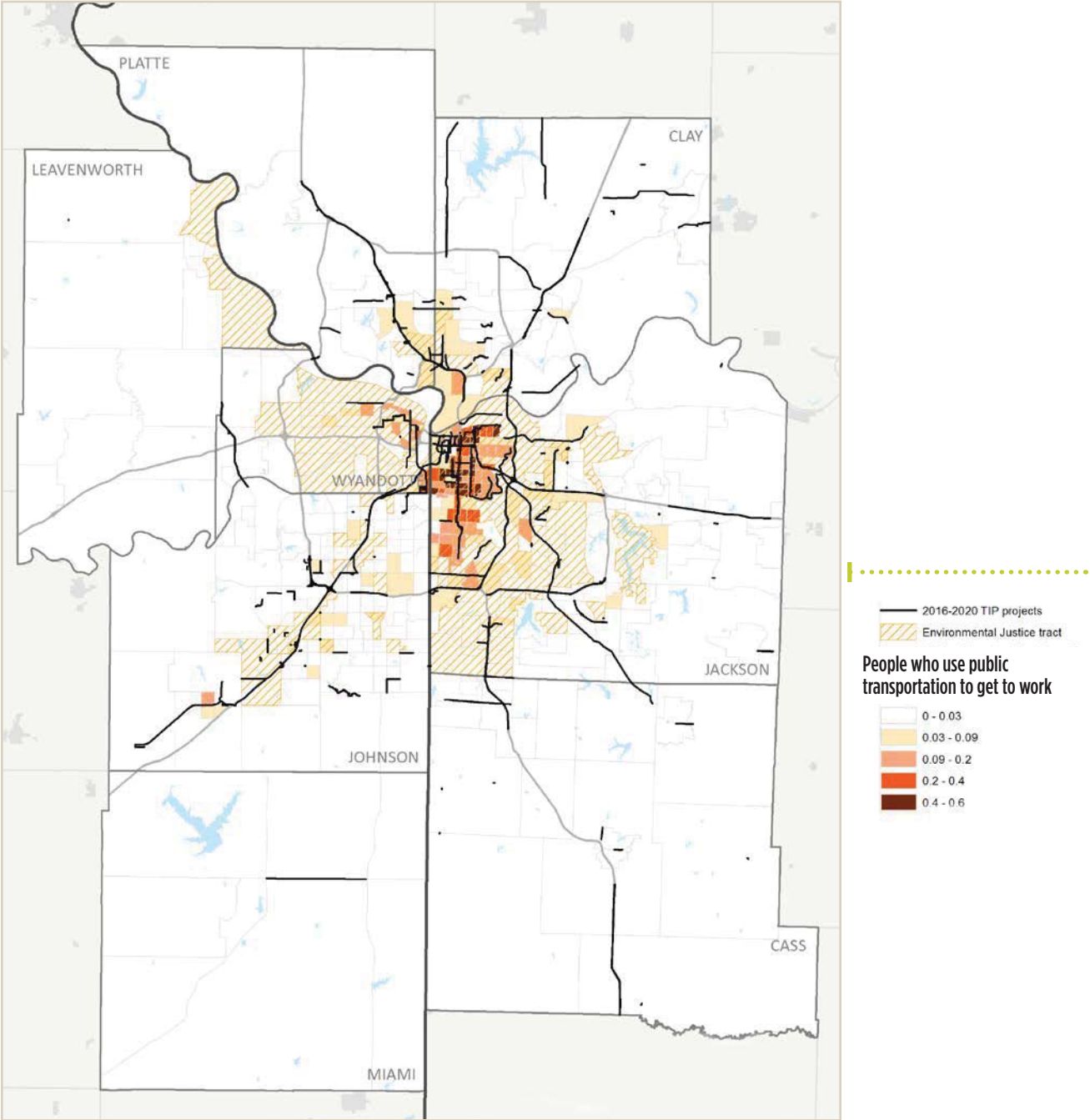


People who use public transit to get to work

According to 2009-2013 ACS five-year estimates, 11,419 people in the eight-county region use public transportation as their primary mode of transportation to work, or 0.6 percent of the total population. Spatial analysis shows concentrations of people using public transportation to get to work mainly in EJ areas. Densest concentration is in northwestern Jackson County, Missouri.

Assessment of federal investments in the 2016-2020 TIP reveals that most of the projects are located in areas containing large numbers of people who use public transportation as their primary mode of transportation to work.

Figure 18: Populations of people who use transit for work trips



Financial analysis

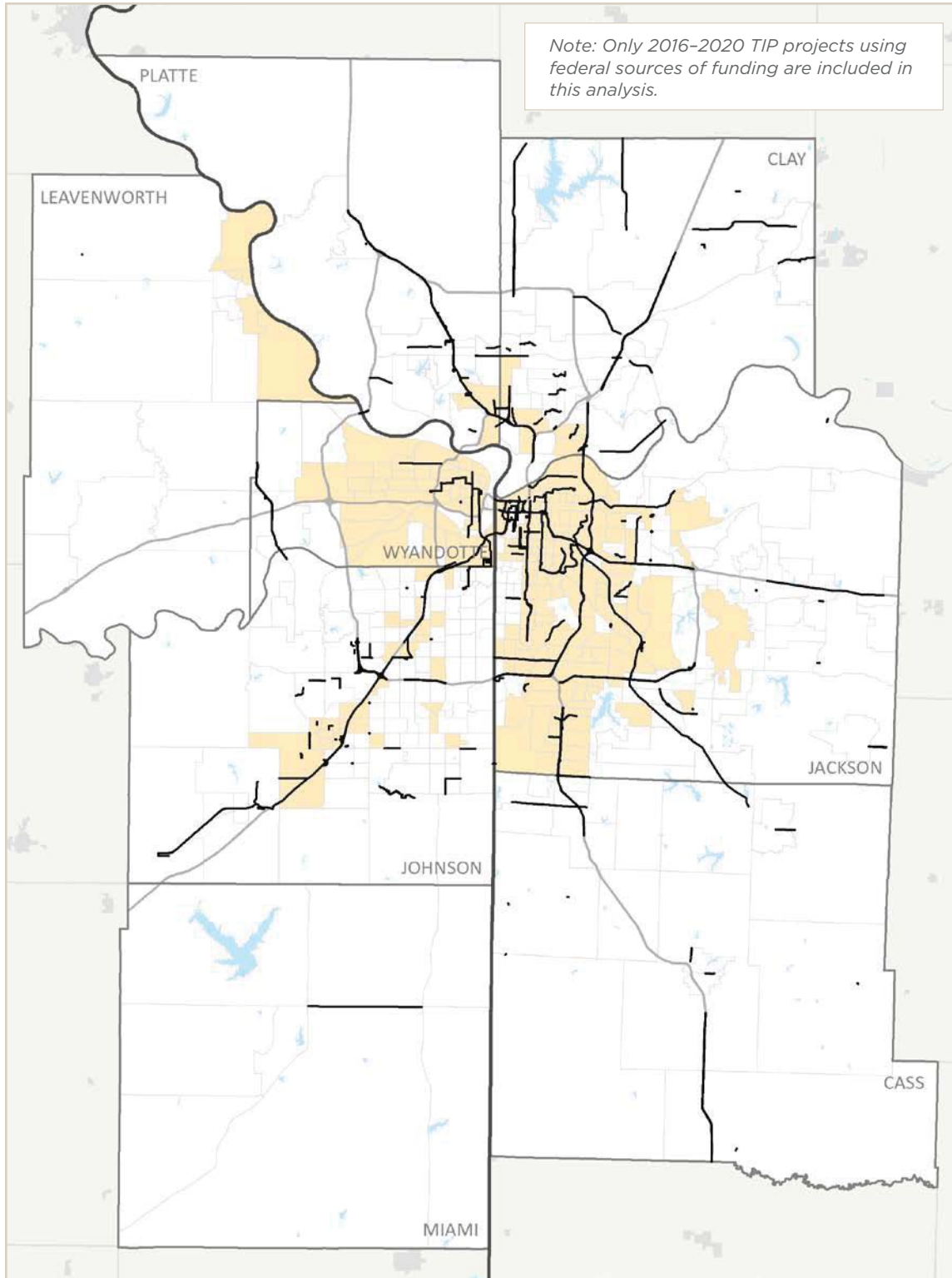
Transportation projects

All projects listed in the 2016–2020 TIP that receive federal sources of funding were mapped and analyzed in terms of their estimated construction costs and per capita construction costs. Approximately 50.9 percent of these projects are located within or intersect with EJ tracts.

Table 20: 2016–2020 TIP Federal Investments			
	EJ Areas	Non-EJ Areas	Total
Population	648,207	1,264,246	1,912,453
Percent of total population	33.9%	66.1%	100%
Federal sources of funding	\$505,505,906	\$153,076,310	\$658,582,216
Percent of funding	76.8%	23.2%	100%
Per capita funding	\$780	\$121	\$344

Note: MARC conducts a separate environmental justice analysis for the region's Metropolitan Transportation Plan, which focuses on all financially constrained transportation projects planned to be implemented over the life of the plan, typically a 30-year period of time.

Figure 19: Projects in the 2016–2020 TIP

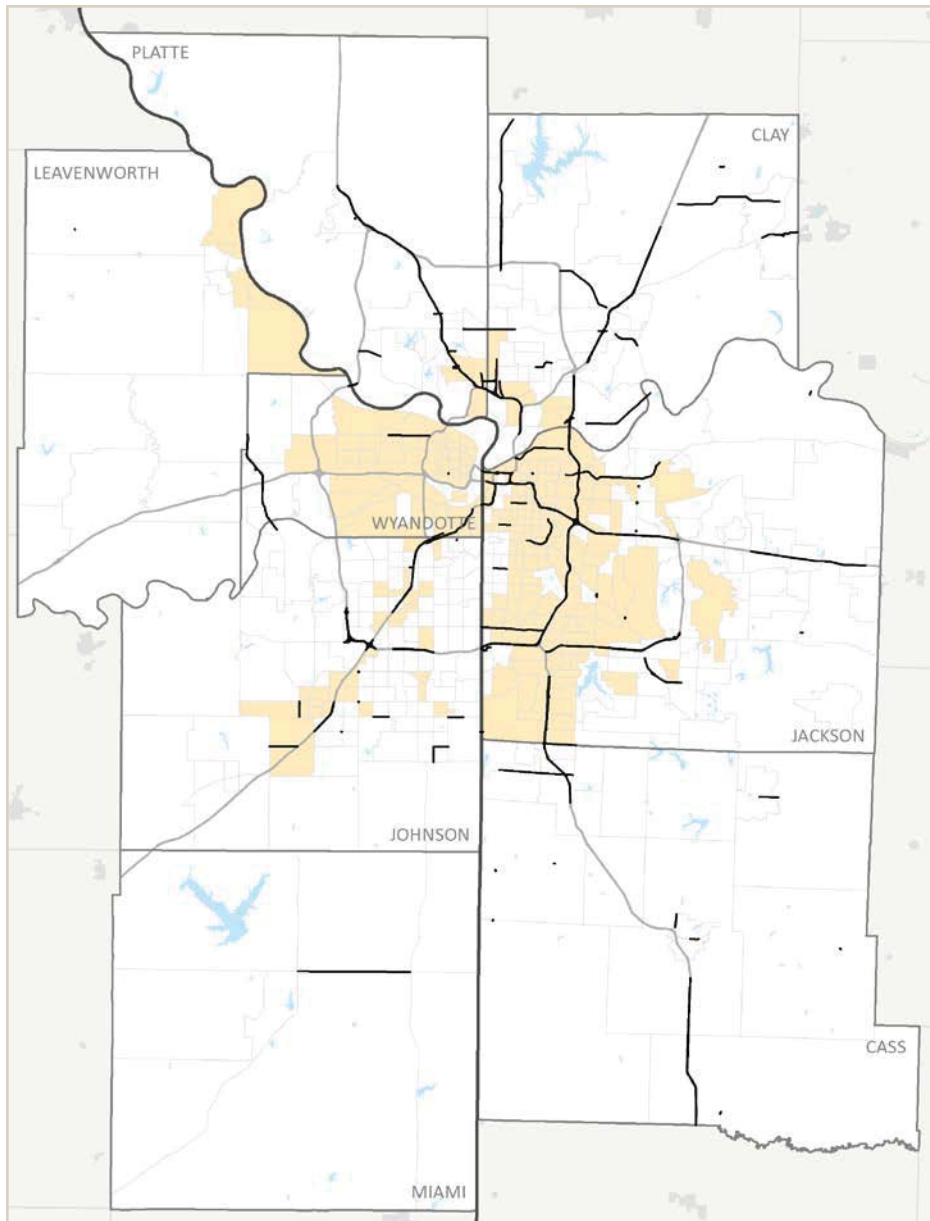


Roadway projects

All roadway projects in the 2016-2020 TIP that receive federal sources of funds were mapped. This includes street and highway engineering, construction or reconstruction/resurfacing projects. This also includes bridge replacement/rehabilitation and traffic management projects (e.g., Kansas City Scout). Approximately 49.6 percent of mapped roadway projects are located within or intersect EJ areas.

Table 21: 2016–2020 TIP Roadway projects			
	EJ Areas	Non-EJ Areas	Total
Federal sources of funding	\$321,971,160	\$122,193,889	\$444,165,049
Percent of funding	72.5%	27.5%	100%
Per capita funding	\$497	\$97	\$232

Figure 20: TIP Roadway projects

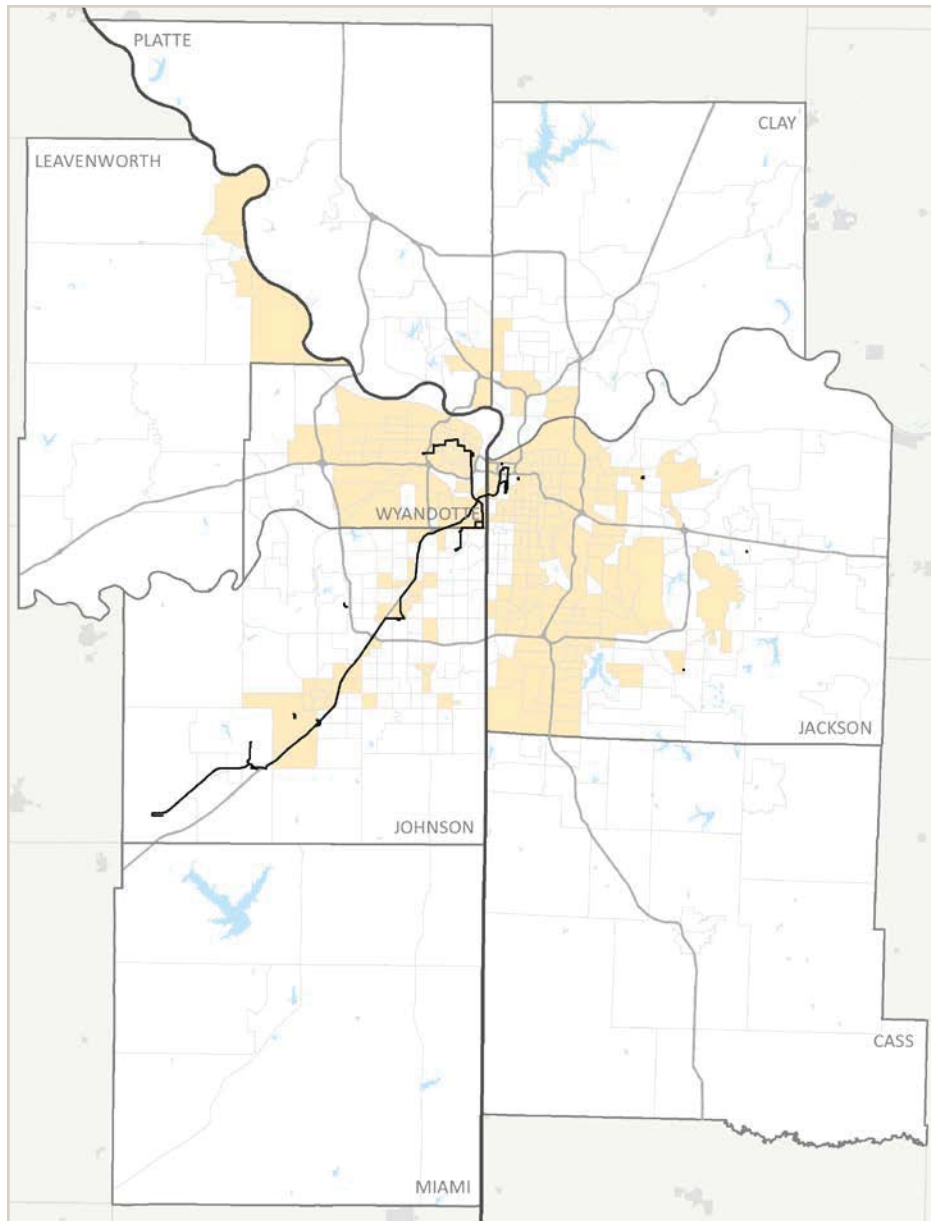


Transit and air quality projects

All transit and air quality projects in the 2016–2020 TIP that receive federal sources of funding were mapped, including transit capital, operations, outreach (e.g., RideShare program) and other projects such as RideKC Workforce Connex. This also includes fleet vehicle replacement/retrofit projects, landscaping improvements and air quality public education programs. The analysis shows 91.3 percent of these transit and air quality projects are located within or intersect EJ areas.

Table 22: 2016 –2020 TIP Transit and air quality projects			
	EJ Areas	Non-EJ Areas	Total
Federal sources of funding	\$163,213,400	\$960,000	\$164,173,400
Percent of funding	99.4%	0.6%	100%
Per capita funding	\$252	\$0.76	\$86

Figure 21: TIP transit and air quality projects

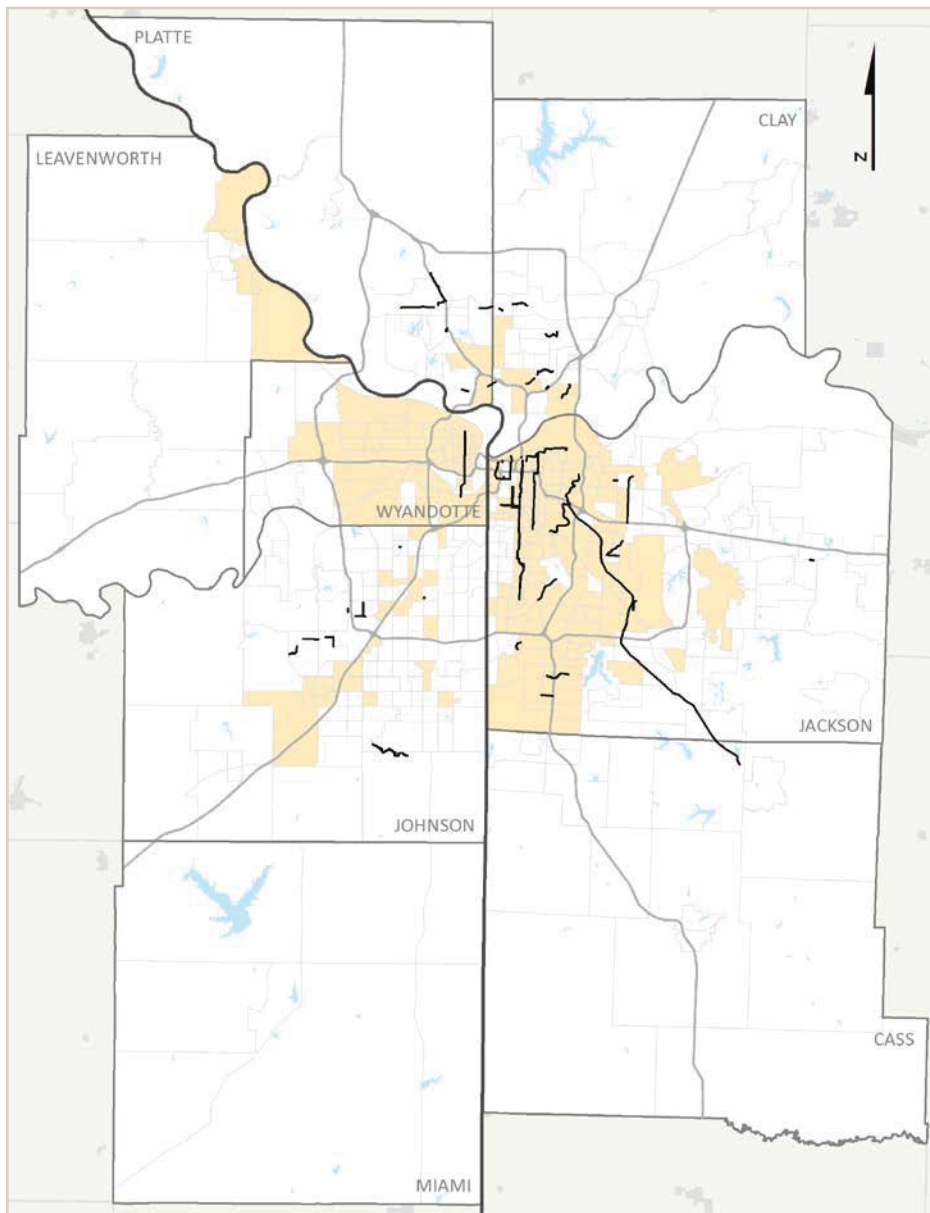


Bicycle and pedestrian projects

All bicycle projects and pedestrian projects in the 2016–2020 TIP that receive federal funds were mapped, including the construction/extension of bicycle facilities (e.g., bike lanes, sharrows, shared-use paths and bikeshare stations) and pedestrian facilities (e.g., sidewalks, multi-use trails and crosswalk improvements). Approximately 47.8 percent of mapped bicycle and pedestrian projects are located within or intersect EJ areas.

Table 23: 2016–2020 Bicycle and pedestrian projects			
	EJ Areas	Non-EJ Areas	Total
Federal sources of funding	\$19,049,346	\$12,427,121	\$31,476,467
Percent of funding	60.5%	39.5%	100%
Per capita funding	\$29	\$10	\$16

Figure 22: 2016–2020 TIP Bicycle and pedestrian projects

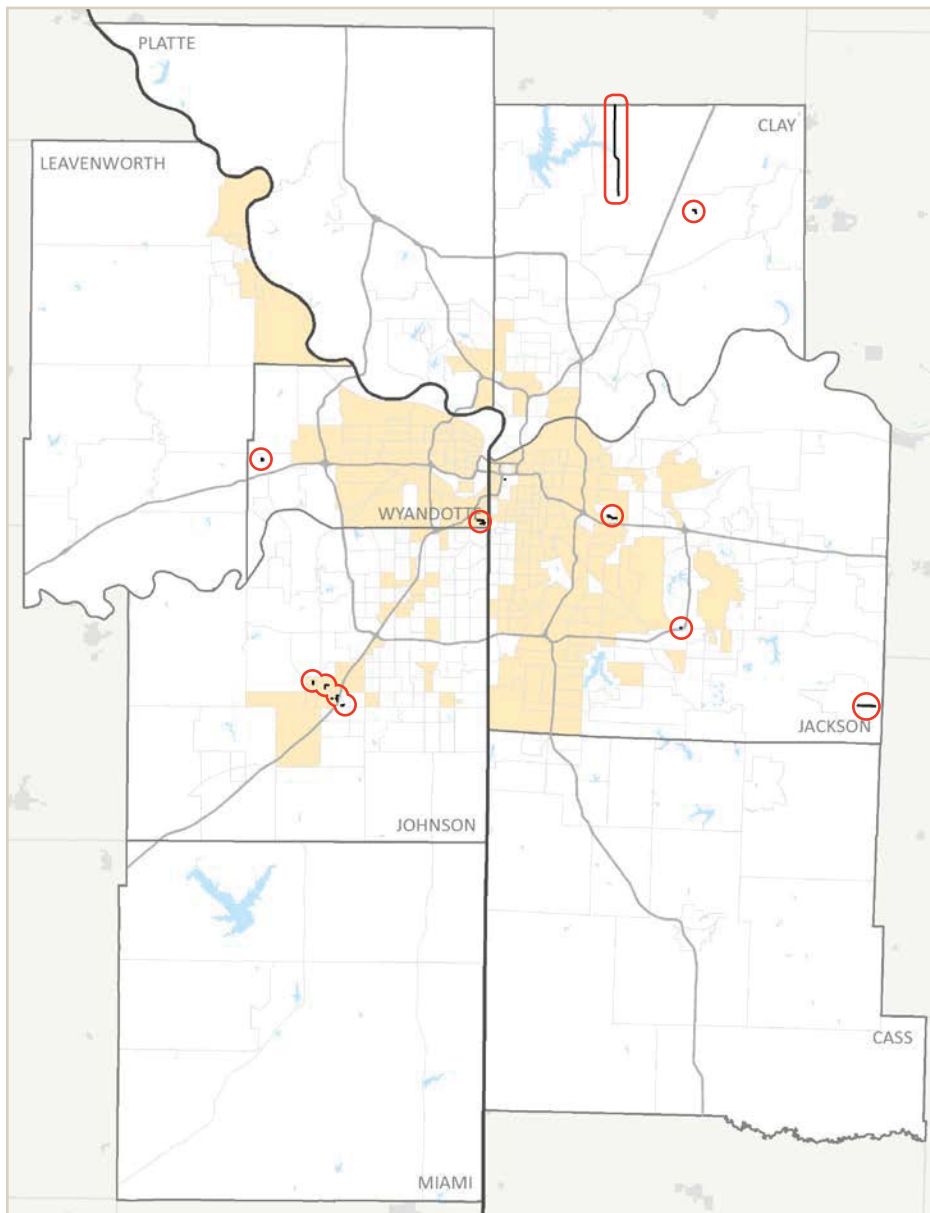


Safety projects

All projects with primary safety-related purposes in the 2016–2020 TIP that receive federal sources of funding were mapped, including features such as guard cable installation and repair, work-zone enforcement, motorist assist operations, and Safe Routes to School (SRTS) infrastructure and education projects. Approximately 16.7 percent of mapped safety projects are located within or intersect EJ tracts.

Table 24: 2016–2020 Safety projects			
	EJ Areas	Non-EJ Areas	Total
Federal sources of funding	\$1,272,000	\$17,495,300	\$18,767,300
Percent of funding	6.8%	93.2%	100%
Per capita funding	\$2	\$14	\$10

Figure 23: TIP Safety projects



Note: Roadway projects in the 2016–2020 TIP not listed as "safety projects" may include safety elements as part of their scope of work.

Non-motorized crash safety

The safety and well-being of the public are impacted by transportation system investments. Projects in the 2016–2020 TIP that use federal sources of funds to improve safety by maintaining and modernizing roadways, accommodating non-motorized modes of travel, enforcing traffic laws, investing in public transit and educating roadway users about responsible travels behaviors.

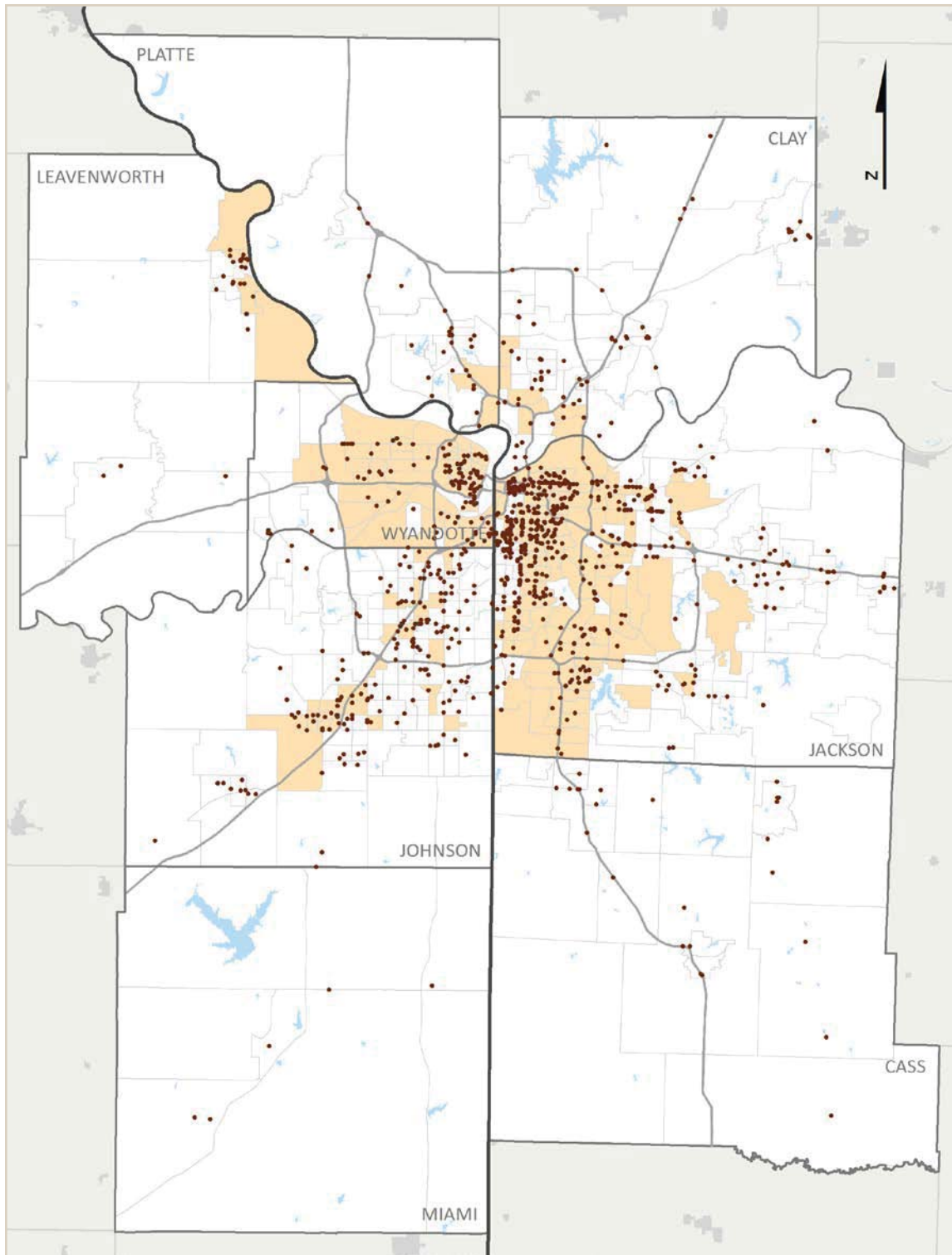
The spatial analysis of the eight-county region shows that households with no vehicles are more heavily concentrated in EJ areas. This means these households are more likely to be dependent on low-cost mobility choices such as transit and non-motorized transportation (e.g., walking, bicycling).

Table 25: Pedestrian crashes			
	EJ Areas	Non-EJ Areas	Total
Total population	648,207	1,264,246	1,912,453
Percent of total population	33.9%	66.1%	100%
Pedestrian crashes	611	605	1,215
Percent of pedestrian crashes	50.3%	49.7%	100%

Note: All crashes included in this analysis are incidents that were reported by or to law enforcement officials.

Assessment of regional roadway crashes from 2009–2012 that involved a pedestrian or bicyclist shows a greater portion of incidents, compared to overall population numbers, occurred in EJ areas. While this does not mean that the individuals involved in crash incidents are EJ populations or reside within an EJ area, it illustrates a large number of crashes occur in areas with high population density, employment density and activity.

Figure 24: Pedestrian crashes, 2009–2012

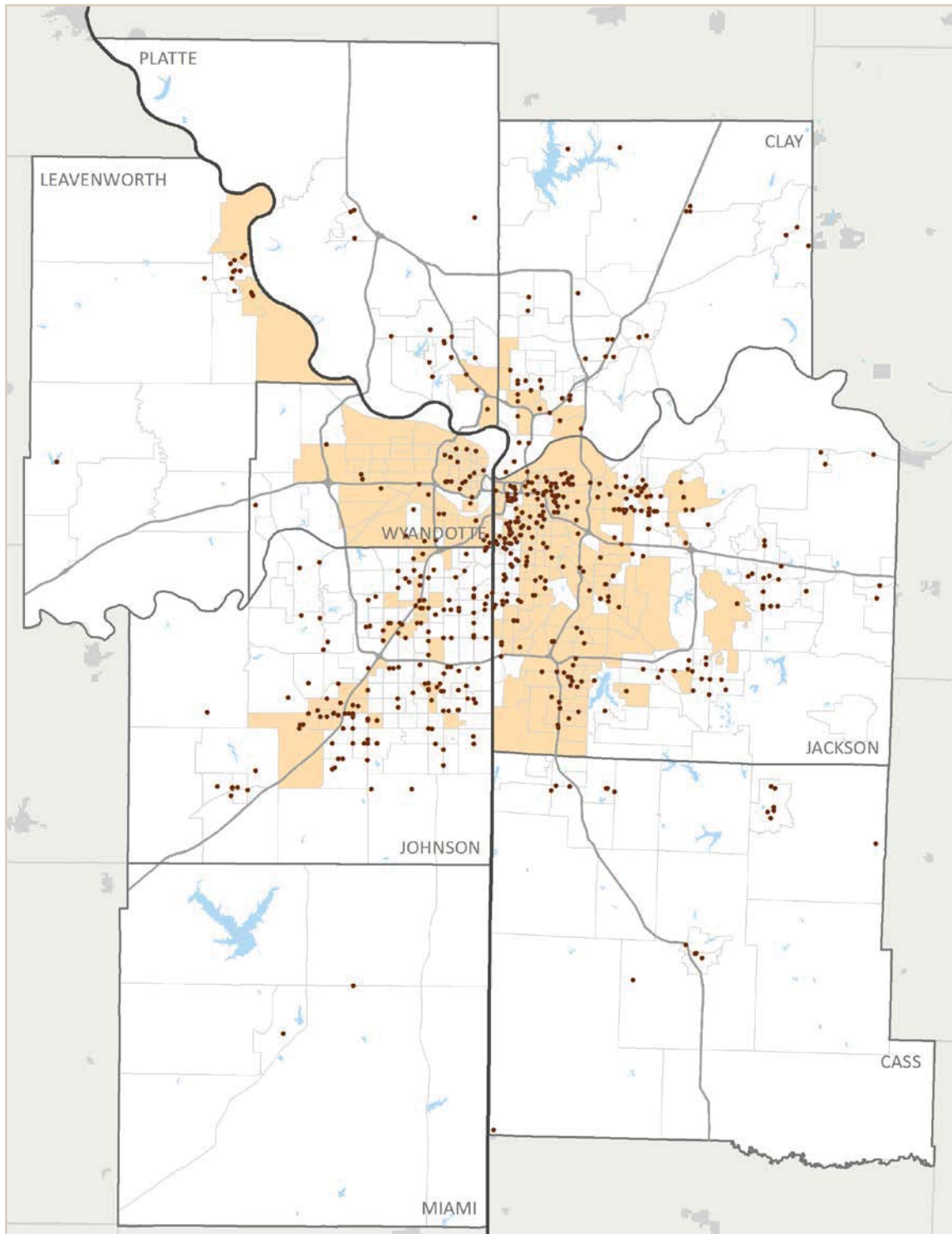


MARC also examined pedestrian crashes by frequency in its [2013 Pedestrian Crash Analysis](#) using TAZ daily auto trip generation statistics. The conclusions show that the occurrence of pedestrian crashes is more significant in EJ areas.

Table 26: Bicycle crashes			
	EJ Areas	Non-EJ Areas	Total
Total population	648,207	1,264,246	1,912,453
Percent of total population	33.9%	66.1%	100%
Bicycle crashes	611	605	1,215
Percent of bicycle crashes	50.3%	49.7%	100%

Note: All crashes included in this analysis are incidents that were reported by or to law enforcement officials.

Figure 25: Bicycle crashes, 2009–2012



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 federally-funded projects listed in the 2016-2020 TIP will have on the regional transportation network, MARC ran the travel-demand model to forecast statistics for the Environmental Justice Analysis. The analysis was performed at the Traffic Analysis Zone (TAZ) level.

Figure 26: Traffic Analysis Zones for the Kansas City region

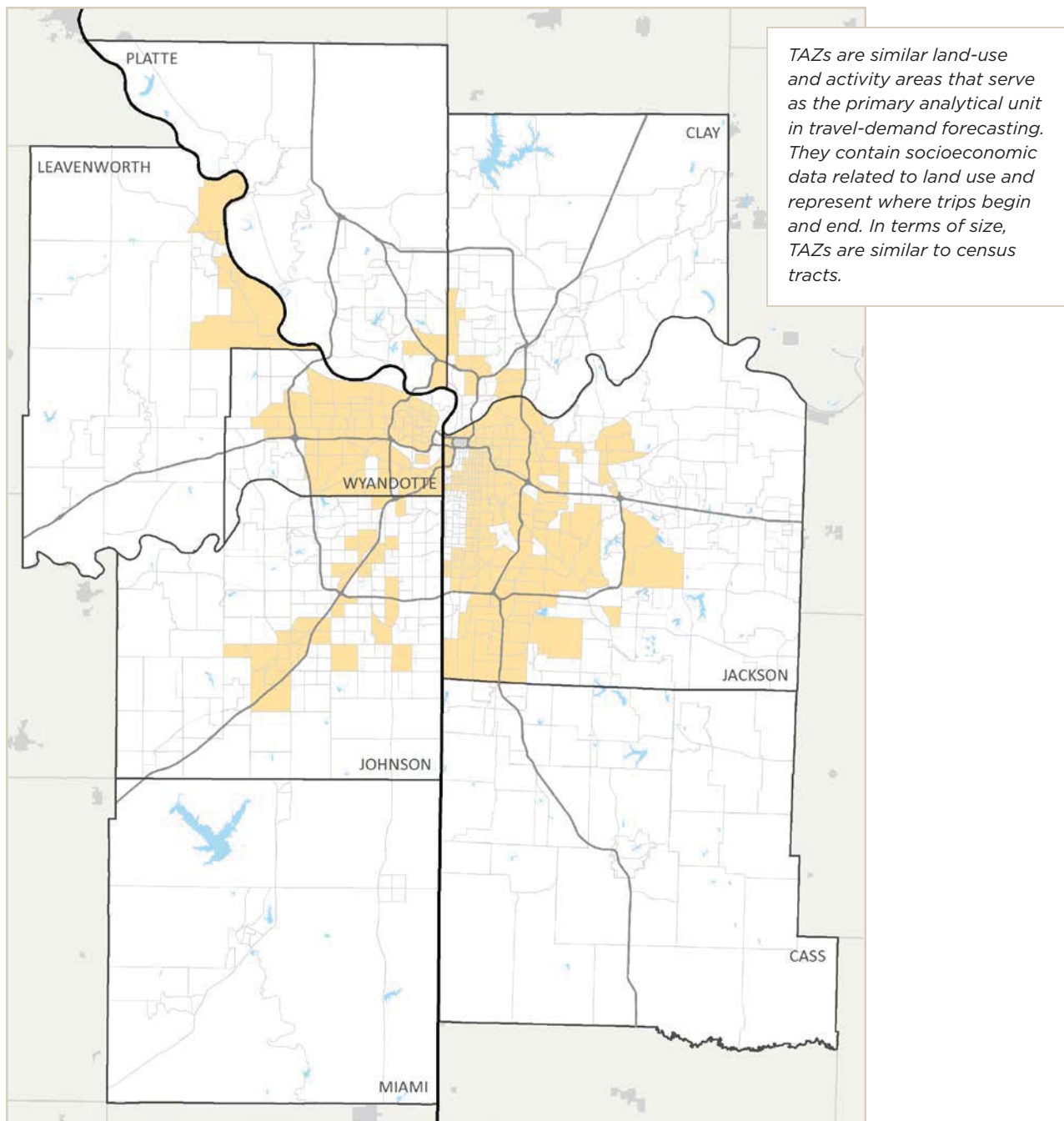


Table 27: Travel-demand Model Results			
Demographics	EJ TAZs	Non-EJ TAZs	Total
Total population	713,382	1,383,974	2,097,356
Percent of total population	34.0%	66.0%	100%
Total households	289,670	547,021	836,691
Percent of total households	34.6%	65.4%	100%
Total employment	371,115	687,562	1,058,677
Percent of total employment	35.1%	64.9%	100%
Trips generated (by mode)	EJ TAZs	Non-EJ TAZs	Total
Single-occupant vehicle trips (originating from)	1,570,294	2,963,843	4,534,137
Percent of single-occupant vehicle trips	34.6%	65.4%	100%
High-occupancy vehicle trips (originating from)	550,133	1,077,187	1,627,320
Percent of high-occupancy vehicle trips	33.8%	66.2%	100%
Transit trips (originating from)	27,660	12,088	39,748
Percent of transit trips (originating from)	69.6%	30.4%	100%
Trips generated (by purpose)	EJ TAZs	Non-EJ TAZs	Total
Home-based work trips	447,821	867,089	1,314,910
Percent of home-based work trips	34.1%	65.9%	100%
Home-based other trips	1,085,391	2,016,452	3,101,843
Percent of home-based other trips	35.0%	65.0%	100%
Non-home-based trips	587,216	1,157,486	1,744,702
Percent of non-home-based trips	33.7%	66.3%	100%
Travel times (average time in min.)	EJ TAZs	Non-EJ TAZs	
Peak hour trips	26.7	37.9	
Off-peak hour trips	26.1	37.2	

Note: Trips originating from a TAZ may not necessarily end in the same TAZ. Trip 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 passenger.

Home-based work trip — A trip originating from home for work-related purpose and typically ending at an employment center.

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 home.

Peak hour trip — A trip originating between 7–9 a.m. or 4–6 p.m.

Off-peak hour trip — A trip originating between times other than 7–9 a.m. or 4–6 p.m.

Project programming

MARC incorporates environmental justice into its planning and programming processes for federal aid transportation funding. In 2014, MARC issued a call for projects for Surface Transportation Program and Transportation Alternatives Program 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 2014, 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 2014, MARC issued a call for projects for PSP funding to continue the work of the Creating Sustainable Places initiative and the region's Metropolitan Transportation Plan. The Creating Sustainable Places (CSP) Committee, now referred to as the Sustainable Places Policy Committee (SPPC), used environmental justice in their project criteria. Projects that resided partially or completely in an EJ tract were awarded points. A project received additional points if it addressed existing adverse human health and environmental effects.

Table 28: Comparison of Total Applications and Funded Projects, 2014

Table 28: Comparison of Total Applications and Funded Projects, 2014			
Kansas STP (FFY 2017–2018)	Projects receiving EJ Points	All projects	Percent in EJ
Applications	15	27	55.6%
Total federal funds requested	\$37,866,000	\$74,279,000	51.0%
Funded projects	8	9	88.9%
Total federal funds programmed	\$22,159,600	\$28,799,600	76.9%
Missouri STP (FFY 2017–2018)	Projects receiving EJ Points	All projects	Percent in EJ
Applications	65	82	79.3%
Total federal funds requested	\$198,469,000	\$245,938,000	80.7%
Funded projects	14	18	77.8%
Total federal funds programmed	\$53,200,000	\$59,800,000	89.0%
Kansas TAP (FFY 2014–2018)	Projects receiving EJ Points	All projects	Percent in EJ
Applications	7	15	46.7%
Total federal funds requested	\$3,396,000	\$7,062,500	48.1%
Funded projects	6	14	42.9%
Total federal funds programmed	\$2,776,000	\$6,442,500	43.1%
Missouri TAP (FFY 2014–2018)	Projects receiving EJ Points	All projects	Percent in EJ
Applications	31	54	57.4%
Total federal funds requested	\$13,641,904	\$24,482,304	55.7%
Funded projects	17	33	51.5%
Total federal funds programmed	\$6,852,000	\$12,159,704	56.4%
Section 5310 (FFY 2015)	Projects receiving EJ Points	All projects	Percent in EJ
Applications	22	25	88.0%
Total Federal Funds Requested	\$4,400,879	\$4,523,879	97.3%
Funded Projects	14	15	93.3%
Total Federal Funds Programmed	\$2,025,456	\$2,060,456	98.3%
PSP (FFY 2015)	Projects receiving EJ Points	All projects	Percent in EJ
Applications	21	27	77.8%
Total Federal Funds Requested	\$1,910,000	\$2,327,000	82.1%
Funded Projects	11	13	84.6%
Total Federal Funds Programmed	\$794,340	\$925,000	85.9%

Conclusions

Spatial conclusions

Spatial analysis shows that 50.9 percent of mapped 2016–2020 TIP projects that receive federal sources of funds are located within or intersect EJ tracts, and these areas only account for 361 square miles (9.4 percent) of the region’s total area. About 49.1 percent of mapped 2016–2020 TIP projects that receive federal funds are located within or intersect census tracts with minority populations greater than the MPO area average (27.2 percent), and 31.6 percent include more than 20 percent of households in poverty.

Additional transportation-disadvantaged populations — 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 in relation to EJ areas. Assessment revealed that most 2016–2020 TIP projects are located in areas containing large numbers of these populations and households. No disproportionately high and adverse human health and environmental effects, in terms of geographic equity and the dispersion of projects throughout the region, will be suffered by minority or low-income populations at the regional scale. In addition, environmental justice populations will not be denied benefits based on the location of 2016–2020 TIP projects implementation throughout the region. It is important for MARC to continue to emphasize geographic equity in its federal-aid transportation programming processes.

Financial conclusions

Analysis of projects in the 2016–2020 TIP that use federal sources of funds shows 50.9 percent of projects are located within or intersect EJ areas, and these areas only account for 9.4 percent of the region’s total area. When broken down by federal sources of funding being used for construction, 2016–2020 TIP projects account for 78.6 percent of total federal funding. This amounts to \$780 per capita for EJ areas compared to \$121 per capita for non-EJ areas.

- 49.6 percent **roadway projects** are located within or intersect EJ areas — \$497 per capita compared to \$97 per capita for non-EJ areas.
- 91.3 percent of **transit and air quality projects** are located within or intersect EJ areas — \$252 per capita, compared to \$0.76 per capita for non-EJ areas.
- 47.8 percent of **bicycle and pedestrian projects** are located within or intersect EJ areas — \$29 per capita, compared to \$10 per capita for non-EJ areas.
- 16.7 percent of **safety projects** within or intersect EJ areas — \$2 per capita, compared to \$14 per capita for non-EJ areas.

No disproportionately high and adverse human health and environmental effects, in terms of financial equity and the distribution of federal funding for 2016–2020 TIP projects in the region, will be suffered by minority and/or low-income populations at the regional scale. Additionally, environmental justice populations will not be denied benefits based on the amount or allocation of federal funding for specific modes of transportation throughout the region. While EJ areas will receive more financial benefits than non-EJ areas through total and per capita federal investment in the 2016–2020 TIP, investments made in non-EJ areas can also benefit environmental justice populations.

Safety conclusions

An assessment of 2009–2012 roadway crashes involving a pedestrian or bicyclist throughout the region shows a greater proportion of incidents, compared to overall population numbers, occurred in EJ areas compared to non-EJ areas. MARC’s [2013 Pedestrian Crash Analysis](#) found that this is due to higher population density, employment density, activity within EJ areas, and that households within EJ areas — primarily households with no vehicles available — are more likely to be dependent on non-motorized transportation choices, such as walking and biking. In order to ensure that environmental justice populations are not denied benefits of safety improvements in coming years,

MARC will continue emphasizing its safety and security policy goal in its federal-aid programming processes. Additionally, MARC will continue to incorporate the four Es of transportation safety (education, engineering, enforcement and emergency services) into its planning programs.

Travel Model conclusions

The travel-demand model estimates roughly one-third of the region's population, households and employment reside within EJ TAZs. Despite this, more than two-thirds (69.6 percent) of all transit trips in the region are expected to originate in EJ TAZs, illustrating that investments for public transit are important for minority and low-income populations. MARC will continue to work to implement the upcoming Ride KC Transit Plan and program a larger proportion of transit projects that serve Environmental Justice populations.

Results from the travel-demand model also show that with the implementation of projects contained in the 2016–2020 TIP, trips in EJ TAZs will continue to have, on average, shorter travel times during both peak and off-peak hours than non-EJ TAZs. The travel-demand model does not foresee any disproportionately high and adverse human health and environmental effects, in terms of travel time disparities, as a result of implementation of 2016–2020 TIP projects.

Programming conclusions

During the most recent call for transportation projects in 2014, MARC's transportation programming committees generally recommended greater levels of federal funding for projects that received environmental justice points, compared to all applications received. The Kansas STP Committee programmed 76.9 percent of KS-STP funding (FFY 2017–2018) and the Missouri STP Committee programmed 89.0 percent of MO-STP funding (FFY 2017–2018) to projects receiving environmental justice points. The ATPC programmed 56.4 percent of MO-TAP funding (FFY 2014–2018) to projects that received environmental justice points. Although the ATPC recommended a lower percent of KS-TAP funding (FFY 2014–2018) to projects receiving environmental justice points (43.1 percent) compared to all applications (48.1 percent), the portion of KS-TAP funding programmed is still significant when considering that EJ areas account for 9.4 percent of the eight-county region's total area.

The MAC programmed 98.3 percent of Section 5310 funding (FFY 2013-2014) and the former CSP committee programmed 85.9 percent of PSP funding (FFY 2015) to projects receiving environmental justice points.

No disproportionately high and adverse human health, and environmental effects, in terms of financial equity and the distribution of federal funding during the 2014 call for transportation projects, were suffered as a result of decisions made by MARC's programming committees.

MARC continues to incorporate environmental justice into its programming processes for federal-aid transportation funding. Additionally, the MARC Board of Directors recently updated the policy framework for the region's metropolitan transportation plan to include a goal of "equity." The equity criteria will be included in MARC's project evaluation criteria for future programming rounds.

1 Definitions of provided by the U.S. Department of Transportation's Federal Highway Administration Environmental Justice Reference Guide, published April 1, 2015, which is available online at: http://www.fhwa.dot.gov/environment/environmental_justice/resources/reference_guide_2015/fhwahep15035.pdf.

2 The ACS calculated poverty based off of the U.S. Census Bureau's 2012 poverty thresholds, which are available online at: <https://www.census.gov/hhes/www/poverty/data/threshld/>. Thresholds vary by family size and composition. If a family income is less than the dollar value of a particular threshold, the family's household is considered to be in poverty.

More information about ACS definitions and determinations of poverty status is available in the 2012 Subject Definitions document, available online at http://www.census.gov/acs/www/Downloads/data_documentation/SubjectDefinitions/2012_ACSSubjectDefinitions.pdf.

8. Project listings

How to Read the TIP Project Listings

The project listing is a complete list of all projects in the TIP for 2012–2016. 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_Listing16_20.

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.)
Length (miles):

4 Project Type: PEDESTRIAN AND/OR BIKE WAYS

5 Federal ID#: STP-3301(428)
6 State ID #:

7 Phase	8 Year of Obligation	9 Type	10 Source	Cost (IN THOUSANDS)
Construction	2011	Federal	TE-MO	\$202.7
Construction	2011	Non-Federal	LOCAL	\$133.5
Federal Total: \$202.7		Non-Federal Total: \$133.5		11 Total: \$336.2

12 Description: Smithville Lake Trail (Hwy W to 188th St.)
13 Amendment Description: New project

14 New Deleted Schedule Budget AirQuality Scope

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

Appendix A: Funding Definitions

Code or abbreviation	Program	Program Summary
5307	Urbanized Area Formula Grant Program	Provides Federal Transit Administration (FTA) funding to urbanized areas. This funding can be spent on public transit and paratransit capital improvements, operating assistance, and preventive maintenance.
5309	Transit Capital Improvements Program	Provides Federal Transit Administration (FTA) funding for the establishment of new rail or busway projects, the improvement and maintenance of existing rail and other fixed guideway systems, and the upgrading of bus systems.
5310	Elderly and Persons with Disabilities Program	Provides FTA funding (through the states) for transit capital assistance to private, non-profit human service organizations for the purchase of vehicles to transport elderly and disabled individuals.
5311	Nonurbanized Area Formula Grant Program	Provides FTA funding (through the States) for rural and small urban transit and paratransit assistance, capital improvements, and operating assistance. These funds are distributed to transit authorities and nonurbanized areas.
5339	Bus and Bus Facilities Program	Funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.
BR	Statewide Bridge Rehabilitation and Replacement	Provides funding to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance.
BRO	Off-system Bridge	Provides funding to improve the condition of bridges that are not on a Federal-aid highway through replacement, rehabilitation, and systematic preventive maintenance.
CMAQ	Congestion Mitigation Air Quality	Provides funds for transportation projects that improve air quality in areas where the EPA considers air quality to be poor, or where there have been air quality problems in the past.
HP	Congressional High Priority Project	Funding for projects deemed by legislation to be of national importance.
HSIP	Highway Safety Improvement Program	Program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands.
IM	Interstate Maintenance	Provides funding for resurfacing, restoring, rehabilitating and reconstructing most routes on the interstate system.
ITS	Intelligent Transportation Systems	Provides for the research, development, and operational testing of ITS aimed at solving congestion and safety problems, improving operating efficiencies in transit and commercial vehicles, and reducing the environmental impact of growing travel demand. Proven technologies that are technically feasible and highly cost effective will be deployed nationwide as a component of the surface transportation systems of the U.S.

Code or abbreviation	Program	Program Summary
NCPD	National Corridor Planning and Development Program	Provide allocations to states and metropolitan planning organizations for coordinated planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade
NHPP	National Highway Performance Program	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
NHS	National Highway System	Provides funding for improvements to rural and urban roads that are part of the NHS, including the interstate system, as well as, other roadway important to the nation's economy, defense, and mobility. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.
SP	Surface Transportation Program Safety Program	Provides funding for safety activities in the Hazard Elimination Program and the Railway-Highway Crossing Program. Safety funds may be used for highway safety improvement projects on any federal-aid system highway, public transportation facility, or any public bicycle and/or pedestrian facility.
SRTS	Safe Routes to School	Provides funds to the states to substantially improve the ability of primary and middle school students to walk and bicycle to school safely.
STP	Statewide Surface Transportation Program	Flexible funds that can be used on Federal-aid highway, bridges, transit capital projects, bicycle and pedestrian facilities and related non-construction projects. STP funds are sub-allocated to MARC by the Federal Highway Administration.
STPM	Metropolitan Surface Transportation Program	A subcategory of statewide STP funds suballocated to Transportation Management Areas.
TCSP	Transportation and Community and System Preservation Pilot Program	Provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation and community and system preservation and to identify private sector-based initiatives.
TA	Transportation Alternatives	Program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. The TAP 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.
TE	Transportation Enhancement Program (STP)	Provides funds to sponsors of transportation projects that expand travel choice and enhance the transportation experience through cultural, aesthetic, and environmental aspects.
TIGER	Transportation Investment Generating Economic Recovery	Discretionary program for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant impact on the nation, a metropolitan area or region.

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.

Appendix C: Public Comments and Responses

The 2016–2020 Transportation Improvement Program will be released for public review and comment at marc.org/Transportation/Public-Input/Overview/Transportation-Public-Input on September 20, 2015, 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 2014–2018 Transportation Improvement Program that have been completed, are under construction or have been withdrawn by request of the project sponsor.

Table 22: Projects From TIP 2014–2018 Completed		
Lead Agency	Project Name	Total Cost
BikeWalkKC	BikeWalk KC	\$20,432
Cass County	Replace Bridge Number 5110010 — Main City Road over South Fork Grand River	\$700,000
Full Employment Council	Full Employment Council Career Transit Program	\$227,981
Gladstone	N. Oak and 76th Signal and Turn Lane	\$750,000
Grain Valley	Buckner-Tarsney (Main Street) Improvements	\$656,470
Independence	City of Independence - IndeAccess and Access Plus	\$152,815
Independence	City of Independence - Indebus	\$161,763
Independence	City of Independence - Routes 15 and 24X	\$164,770
ITN Greater Kansas City	ITN Greater Kansas City	\$176,540
Jackson County	Browning Road Bridge	\$540,000
Johnson County	207th Street & Metcalf Ave. At-Grade Railroad Crossing Elimination Project	\$675,000
Johnson County	CNG Vehicle and Infrastructure Upgrades	\$776,000
Johnson County	Mission Road Safety Improvements — 0.85 Miles North of 175th Street	\$2,745,000
Johnson County Transit	Electrification/Power Distribution/Signal & Communication	\$614,000
Kansas City, MO	Blue River Trails - Swope Park to Brush Creek	\$725,000
Kansas City, MO	Byram's Ford Battlefield	\$664,000
Kansas City, MO	Heavy Duty Truck CNG Purchase	\$599,840
KC Scout	US-69 Ramp Metering at 135th St	\$1,200,000
KCATA	AdVantage Vanpool Program Expansion/Replacement	\$439,950
KCATA	CNG Transit Bus Purchase	\$1,680,000
KCATA	Operation Welcome Aboard Infrastructure	\$750,000
KCATA	296 MetroFlex Service	\$653,715
KCATA	Bike Racks on Buses	\$225,000
KCATA	Northland Job Link	\$705,545
KDOT	Bridge #033 in Wyandotte County on I-635 Located 1.43 Miles North of I-35	\$3,502,880
KDOT	Bridge #068 in Wyandotte County on US-73 Located 1.77 Miles North of US-24 (Piper Creek)	\$2,183,000

Table 22: Projects From TIP 2014–2018 Completed

Lead Agency	Project Name	Total Cost
KDOT	Bridges #054, #055, #273 and #274 in Johnson County on I-435 (Reconstruction of Roe Blvd. interchange)	\$11,941,900
KDOT	Gardner, Intersection of US-56 & Center Street	\$870,000
KDOT	Homestead Lane from 199th St. North to 191st Street	\$80,600
KDOT	I-435 from 95th Street E to Quivira Road, I-35 and K-10	\$3,300,000
KDOT	I-435: Interchanges at Parallel Parkway and K-5/Leavenworth Rd.	\$218,000
KDOT	I-70 and K-7 Interchange	\$8,000
KDOT	I-70 and K-7 Interchange; 118th Street Overpass, 1.3 miles east of K-7	\$6,753,900
KDOT	I-70 and K-7 Interchange; Riverview Avenue Overpass, 0.9 miles east of K-7	\$6,533,700
KDOT	K-10: From Ridgeview Rd, east to Lackman Rd.	\$3,648,000
KDOT	K-7/K-32 interchange-southbound ramp to K-32	\$40,000
KDOT	Kansas City Scout Equipment Replacement Phase I	\$1,100,000
KDOT	Sign & footing replacement on I-35 in Johnson Co.	\$171,900
KDOT	SW Johnson County Interchange project at I-35 and Homestead Lane	\$155,800
KDOT	Transit FTA Section 5310 Capital Assistance for Elderly & Handicapped Transportation	\$157,500
KDOT	US-24/40 and Stonecreek in Tonganoxie	\$300,000
KDOT	US-56 and 199th St, Edgerton, KS	\$85,400
KDOT	US-69 Corridor in Johnson County: From Indian Creek, north to I-435	\$190,200
KDOT	US-69: 0.6 M south of US-69/K-68, N to MI/JO County Line	\$6,730,500
KDOT	US-73: From 100 ft. West of the US-73/16th St intersection, north and west to 0.28 miles north of the US-73/RS-855 junction (near Lowemont)	\$18,822,500
KDOT	West half of I-70 and K-7 Interchange in Wyandotte Co.	\$113,300
Kearney	19th Street Bridge Replacement	\$847,100
Kearney	Kearney Elementary - Infrastructure	\$40,100
Kearney	Route 33 and Meadowbrook Drive Turn Lane Improvements	\$325,000
Lansing	Angel Falls Trail	\$580,611
Leavenworth	Replace bridge over Five Mile Creek at 2nd Avenue and Limit Street	\$2,840,228
Leavenworth	Riverfront Community Center Exterior Repairs	\$1,613,896
Leavenworth County	Leavenworth County Route #33 Safety Enhancements	\$440,000
Leawood	State Line Rd; 128th St to 135th St	\$185,000
Liberty	Liberty Drive Improvements	\$790,000
Liberty	M-291 Ramp Modifications at I-35 Interchange	\$13,115,400
MARC	Kansas City SmartPort Study	\$7,676,574

Table 22: Projects From TIP 2014–2018 Completed

Lead Agency	Project Name	Total Cost
MARC	Operation Green Light Communications and Corridor Video Monitoring	\$620,650
MARC	Veterans Transportation and Community Living Initiative	\$251,059
MARC	SHRP2 (C20) - Proof of concept Freight data integration	\$150,000
Miami County	223rd Street from 0.25 E of Pflumm to 0.10 mi W of Quivira	\$840,316
Miami County	Bridge F-0.7 Replacement	\$1,012,500
Mission	Johnson Drive Rehabilitation Project (Lamar Ave to Nall Ave)	\$8,539,000
Mission	Martway Improvements - Construction improvements [ref. P.L. 110-244, Sec 109(15)] associated with the Rock Creek Project in Mission.	\$3,392,810
MoDOT	KC Scout Integrated Traffic Improvements & Upgrades	\$625,000
MoDOT	State Fiscal Year 2014 ITS Operations	\$3,094,000
MoDOT	State Fiscal Year 2015 ITS Operations	\$3,421,000
MoDOT	US-69; Environmental study for bridge improvements to Fairfax bridge over the Missouri River	\$1,270,000
MoDOT	72nd Street; Interchange improvements at I-29 in Kansas City.	\$243,000
MoDOT	Blue Ridge Blvd. Pedestrian Improvements over US-71/I-49 in Grandview	\$358,000
MoDOT	Bridges on various routes in Clay, Jackson, and Platte Counties	\$15,036,000
MoDOT	Contract chip seal treatments on various routes in urban District 4	\$2,243,000
MoDOT	CRD Overpass Road; Bridge improvements over I-49.	\$868,000
MoDOT	Enhancement projects at various locations in the urban Kansas City District	\$705,000
MoDOT	Fence improvements along various interstates in the urban Kansas City District.	\$505,000
MoDOT	I-29: Ramp improvements at Route 152 in Kansas City	\$187,000
MoDOT	I-35 Pavement improvements from Vivion Road to M-210	\$4,127,000
MoDOT	I-35; Bridge improvements, asphalt resurfacing, and new auxiliary lanes from Vivion Road to the Pleasant Valley Road Interchange.	\$15,931,000
MoDOT	I-35; Job Order Contracting for pavement repair	\$252,000
MoDOT	I-35; Scoping to determine need for interchange south of Rte. 92 at 19th Street in Kearney	\$7,000
MoDOT	I-435; Pavement improvements from the Kansas State line to I-29	\$7,402,000
MoDOT	I-435; Right of Way for slide correction at Cookingham Drive within Kansas City	\$36,000
MoDOT	I-435; Scoping for bridge improvements in Jackson and Clay County	\$25,000
MoDOT	I-49: Slide repair along the southbound lanes at 155th Street	\$167,000
MoDOT	I-49; Pavement improvements from 163rd Street to Rte. 291 in Harrisonville	\$8,914,000

Table 22: Projects From TIP 2014–2018 Completed

Lead Agency	Project Name	Total Cost
MoDOT	I-49; Pavement improvements on disconnected sections from Rtes. A/B in Cass County to Rte. 54 in Vernon County.	\$6,720,000
MoDOT	I-49; Pavement improvements on disconnected sections from Rtes. A/B in Cass County to Rtes. A/B in Bates County.	\$8,247,000
MoDOT	I-635; Erosion repairs from Rte. 69 to Rte. 9	\$145,000
MoDOT	I-635; Pavement improvements from the Kansas State Line to I-29	\$1,387,000
MoDOT	I-670; Bridge improvements at Charlotte Street bridge in downtown Kansas City.	\$2,986,000
MoDOT	I-70; Bridge and pavement improvements from I-435 to 31st St. and bridge improvements on US-40 over the Blue River and the Manchester Trafficway in Kansas City.	\$67,860,000
MoDOT	I-70; Job Order Contracting for pavement repair	\$251,000
MoDOT	Inspection of various bridges at various locations on the national highway system in the Kansas City Region	\$100,000
MoDOT	ITS Improvements along various interstate routes in the Kansas City District.	\$713,000
MoDOT	JOC for structural sign repair at various locations in the Urban Kansas City District	\$278,000
MoDOT	Kansas City Intelligent Transportation System (ITS) operational and device upgrades at various locations.	\$1,341,000
MoDOT	M-1; Pavement and sidewalk improvements from 64th Street to I-35 in Kansas City.	\$1,702,000
MoDOT	M-150; Payment to Grandview for improvements to the outer roads of the interchange at I-49.	\$1,213,000
MoDOT	M-152; Ramp improvement to northbound I-435	\$746,000
MoDOT	M-152; Replace pipes just west of Platte Purchase Road	\$58,000
MoDOT	M-210; Bridge improvements over the Union Pacific, BNSF, and abandoned railroad lines.	\$2,390,000
MoDOT	M-291; Intersection improvements at Langsford Road in Lee's Summit	\$250,000
MoDOT	M-291; Payment to Sugar Creek for outer road improvements from Courtney Road to Kentucky Road.	\$1,581,000
MoDOT	M-291; Sidewalk improvements at various locations between Mulberry and Bayberry Streets in Lee's Summit.	\$345,000
MoDOT	M-33; Addition of shoulders and pedestrian improvements from Rte. PP to Rte. 69 in Kearney.	\$1,883,000
MoDOT	M-350; Pavement improvements from I-435 in Raytown to west of Colbern Road in Lee's Summit.	\$3,415,000
MoDOT	M-45; Guardrail improvements at bridge over Mission Creek	\$158,000
MoDOT	M-58; Sidewalk improvements at Towne Center Road in Belton	\$799,000
MoDOT	M-9; Pavement improvements from 32nd Street to 10th Street in North Kansas City.	\$978,000

Table 22: Projects From TIP 2014–2018 Completed

Lead Agency	Project Name	Total Cost
MoDOT	MO 150; Shoulder addition, pavement and guard rail improvements from Rte. 291 in Greenwood to Rte. E.	\$1,477,000
MoDOT	MO 152: Lane modifications just west of Flintlock Road to I-35 on MO 152	\$198,000
MoDOT	MO 210: Westbound turn lane reconfiguration from NB I-29 on Ramp west of I-29 Bridges	\$43,000
MoDOT	MO A; Shoulder addition and pavement improvements from Rte. 92 to end of state maintenance.	\$1,262,000
MoDOT	MO D; Addition of shoulders from Rte. 58 to Rte. Y.	\$654,000
MoDOT	MO FF; Repair slide at Northwest Bluff Drive	\$330,000
MoDOT	MO J; Signal improvements at I-49 interchange in Peculiar	\$164,000
MoDOT	MO M; Replace culvert 1.2 miles east of Dye Store Road	\$239,000
MoDOT	MO Y; Addition of shoulders and pavement improvements from Rte 58 to Rte. YY near Belton.	\$2,178,000
MoDOT	MO YY; Addition of shoulders and pavement improvements from Rte. Y to Rte. C.	\$778,000
MoDOT	On-the-job Training Outreach Program in the Kansas City Area	\$350,000
MoDOT	Pavement improvements on various minor routes in urban District 4	\$11,487,000
MoDOT	Reduction in Diesel Fleet Idling	\$122,500
MoDOT	Rehabilitate bridges at various locations on I-29 and I-635 in Platte County	\$5,971,000
MoDOT	Roadway, sidewalk, and ADA improvements from Walnut St to Eagles Parkway in Grain Valley	\$3,133,000
MoDOT	Route 152: Intersection improvements at North Oak Trafficway in Kansas City	\$615,000
MoDOT	Route N; Replace bridge over Fishing River 6 miles south of Excelsior Springs	\$2,084,000
MoDOT	Rte. 152; Guard cable installation from North Congress to Flintlock Road	\$2,806,000
MoDOT	Rte. Y; Pavement improvements from Rte. 58 to YY	\$66,000
MoDOT	Rte. Z; Scoping for bridge improvements at Bee Creek. Project involves bridge H0917	\$4,000
MoDOT	US-40; Scoping for ITS operational and mobility improvements from I-70 west of I-435 to the Jackson County Line	\$200,000
MoDOT	US-69; Pavement improvements from Rte. 92 to Rte. 10	\$1,461,000
MoDOT	Various hand marking improvements at various locations in the Urban Kansas City District	\$229,000
MoDOT	Various Routes: Bridge Improvements at Various Locations in the Urban Kansas City District	\$9,812,000
MoDOT	Various Routes; Bridge improvements on various bridges in the urban Kansas City District	\$5,448,000
MoDOT	Various Routes; Corridor safety improvements on various routes in the urban Kansas City District	\$3,200,000

Table 22: Projects From TIP 2014–2018 Completed

Lead Agency	Project Name	Total Cost
MoDOT	Various Routes; Improve guardrail on divided highway medians at various bridge locations within the Kansas City Urban District.	\$1,180,000
MoDOT	Various routes; Job Order Contracting for asphalt repair at various interstate locations in the urban Kansas City District	\$1,080,000
MoDOT	Various Routes; Job Order Contracting for asphalt repair at various interstate locations in the urban Kansas City District.	\$1,080,000
MoDOT	Various Routes; Job Order Contracting for concrete repair at various interstate locations in the urban Kansas City District	\$1,080,000
MoDOT	Various Routes; Job Order Contracting for guard cable and guardrail repair at various locations in the urban Kansas City District	\$1,738,000
MoDOT	Various Routes; Job Order Contracting for pavement repair on major routes at various locations in the urban Kansas City District	\$384,000
MoDOT	Various Routes; Job Order Contracting for repairs on various bridges in the urban Kansas City District	\$2,152,000
MoDOT	Various Routes; Operation Green Light integration with Kansas City Scout in Jackson, Cass, Clay and Platte Counties.	\$653,000
MoDOT	Various Routes; Operational and safety improvements at various interchanges in the urban Kansas City District	\$11,589,000
MoDOT	Various Routes; Operational improvements at various locations in the urban Kansas City District	\$0
MoDOT	Various Routes; Operational improvements at various locations in the urban Kansas City District	\$2,165,000
MoDOT	Various Routes; Preventative maintenance and repair on various bridges in the urban Kansas City District	\$1,973,000
MoDOT	Various Routes; Preventative maintenance and repair on various bridges in the urban Kansas City District	\$2,371,000
MoDOT	Various Routes; Scoping for ITS improvements on various routes in the urban Kansas City District	\$125,000
MoDOT	Various Routes; Signing and striping improvements at various intersections in the Kansas City Urban District	\$87,000
MoDOT	Various Routes; State System Bridge Inspection Program	\$100,000
MoDOT	Various Routes; State System Bridge Inspection Program	\$150,000
MoDOT	Various; Motorist Assist operations and staff in the urban Kansas City District.	\$1,635,000
MoDOT	Various; Job Order Contracting for concrete pavement repair at various interstate locations in the urban Kansas City District	\$1,080,000
MoDOT	Various; Job Order Contracting for pavement repair at various major route locations in the urban Kansas City District.	\$382,000
MoDOT	Various; JOC for guard cable and guardrail repair at various locations in the urban Kansas City District	\$1,964,000
MoDOT	Various; Motorist Assist operations and staff in the urban Kansas City District.	\$1,606,000
MoDOT	Various; On-call work zone enforcement at various locations in the urban Kansas City District	\$156,000
MoDOT	Various; Operational Improvements at various locations in the urban Kansas City District.	\$2,414,000

Table 22: Projects From TIP 2014–2018 Completed

Lead Agency	Project Name	Total Cost
MoDOT	Various; Operational Improvements at various locations in the urban Kansas City District.	\$4,140,000
MoDOT	Various; Safety Improvements at various district wide locations	\$167,000
OATS, Inc	Belton to CASCO Area Workshop	\$188,315
Olathe	127th St, Mur-Len to Blackbob	\$3,486,665
Olathe	Olathe 2013-2014 Fleet Emissions Reduction Initiative: CNG Replacement	\$1,105,600
Olathe	Olathe 2013-2014 Fleet Emissions Reduction Initiative: Idle Reduction	\$694,255
Olathe	Olathe Taxi Coupon/Voucher Program	\$1,103,979
Olathe	Olathe Taxi Work Coupon/Voucher Program	\$458,561
Overland Park	Metcalf Bridge over Blue River	\$815,000
Overland Park	Prairie Trace - Hiltop Campus Trail	\$270,400
Overland Park	Switzer Road, 151st Street to 159th Street	\$7,125,000
Platte City	Platte City - Sidewalk Improvements	\$350,603
Platte County	Clark Avenue Bridge (No. 1255001) Replacement	\$800,000
Platte County	County Line North Bridge (No. 0970001) Replacement	\$400,000
Platte County	County Line South Bridge (No. 0970031) Replacement	\$400,000
Platte County	Dye Store Road Bridge (No. 0210002) Replacement	\$406,200
Platte County	Dye Store Road Bridge (No. 0290004) Replacement	\$356,750
Pleasant Hill	City of Pleasant Hill - OATS, Inc. Senior Citizen Circulator	\$7,194
Shawnee	Intersection Improvements - Shawnee Mission Pkwy and Woodland	\$700,000
Shawnee	Monticello Road - 66th Street to Johnson Drive	\$1,897,500
Tonganoxie	Tonganoxie Trail Ph. 2	\$1,218,793
Unified Government of Wyandotte County/ Kansas City	Mill Street Bridge over Turkey Creek	\$2,850,000
Unified Government of Wyandotte County/ Kansas City	Southwest Blvd Bicycle Lanes	\$500,000
Unified Government of Wyandotte County/ Kansas City	Southwest Boulevard Bicycle Lanes - 10th St to Iowa St.	\$450,000
Unified Government Transit	Unified Govt Transit Routes 104 and 106	\$977,148
Weston	Weston Community Connectivity Initiative - Highway 45 - Phase 1	\$350,000

Table 23: Projects From TIP 2014–2018 Under construction/in progress

Lead Agency	Project Name	Total Cost
Clay County	Bridge Replacement on Bishop Road over Muddy Fork	\$1,320,000
Edwardsville	Edwardsville Trail — Phase 1	\$665,853
Grandview	Byars Multiuse Path Enhancements	\$333,333
Grandview	Main Street Phase 7/ Highgrove Road Upgrading	\$1,250,000
Grandview	Phase IV Main Street Improvements	\$1,500,000
Independence	Phase 1, US 24 Highway – Brookside to Overton	\$835,000
Independence	Truman Rd Streetscape - Phase II	\$662,414
Jackson County	Improvements to Lee's Summit Road, Anderson Drive to 40 Hwy	\$11,998,372
Johnson County Transit	Capital and Operating Assistance for SWIFT and Special Edition	\$147,038
Johnson County Transit	Transportation Service for The JO Routes 546	\$231,400
Johnson County Transit	Bus Passenger Infrastructure Improvements	\$470,000
Johnson County Transit	Johnson County Transit - Route 546	\$157,958
Kansas City, MO	Pedestrian Hybrid Beacon at 3320 Broadway	\$70,000
KCATA	Regional Ozone Alert Program	\$300,000
KCATA	Regional Transit Branding and Education	\$312,500
KCATA	Smart Moves Transit Corridor Development (MO/KS), South KC to Johnson County	\$600,000
KCATA	Prospect Transit Improvements Initiative	\$1,500,000
KCATA	Smart Moves- Regional CSA Implementation (Downtown)	\$4,375,000
KDOT	Bridges #167 & #096 on I-70 (I-70 over old K-32 and Kaw Rd.), located 0.38 miles east of the I-70/I-635 junction	\$13,020,000
KDOT	I-435/State Avenue interchange on I-435 in Wyandotte Co	\$500,000
KDOT	KC Scout US-69 Expansion	\$600,000
KDOT	US-169 in Miami County; Franklin-Miami County Line Northeast to 1.2 Miles Southwest of K-7	\$126,000
KDOT	US-169: Franklin-Miami County line to 1.2 miles southwest of K-7	\$13,321,900
KDOT	US-73: From 290 ft. south of the north junction of US-73/K-92, west to 100 ft. west of the US-73/16th Avenue intersection (in City of Leavenworth)	\$7,310,000
Leavenworth County	Bridge Replacement, Leavenworth County Bridge ST-43	\$638,466
Lee's Summit	Bailey Road - M-291 to Hamblen Road	\$8,337,000
Lee's Summit	SW Murray Road Bridge Replacement	\$590,000
Merriam	Johnson Drive Bridge at Turkey Creek Rehabilitation	\$1,994,000

Table 23: Projects From TIP 2014–2018 Under construction/in progress

MoDOT	I-35; Interchange, bridge, and ramp improvements from the I-435 interchange to the Pleasant Valley Road, South Liberty Parkway interchange.	\$29,755,000
MoDOT	I-435; Pavement improvements from 108th Street to I-35 within the city of Kansas City	\$6,591,000
MoDOT	I-435; Pavement improvements from 108th Street to NW Cookingham Drive in the city of Kansas City	\$7,100,000
MoDOT	I-435; Replace bridge at Stadium Drive within Kansas City.	\$2,992,000
MoDOT	I-49; Construction of a new interchange at 211th Street from Rte. Y to Rte. J in Peculiar.	\$11,783,000
MoDOT	I-49; Interchange improvements at Rte. 291	\$18,260,000
MoDOT	M-10; Bridge improvements over the East Fork of the Fishing River and Marrietta Street in the city of Excelsior Springs.	\$6,250,000
MoDOT	Route E Intersection Improvements at Elm Grove Road	\$275,000
MoDOT	Rte. JJ: Culvert and roadway repair just west of MO 45	\$159,000
MoDOT	US-24; Bridge improvements over the Big Blue River	\$2,179,000
MoDOT	US-24E: Bridge Improvements	\$1,684,000
MoDOT	US-40 Highway & Lee's Summit Road Intersection Improvements	\$1,796,700
MoDOT	US-50; New interchange, including auxiliary lanes and outer road improvements at Blackwell Parkway in Lee's Summit.	\$19,513,000
MoDOT	US-50; Outer Road improvements from Blackwell Road to Rte. 7 on the north side and from Smart Road to Rte. 7 on the south side in Lee's Summit	\$7,589,000
MoDOT	US-69; Bridge improvements over the Fishing River	\$2,703,000
Olathe	Clairborne Road & College Way Roundabout	\$605,000
Overland Park	159th Street and US 69 Highway Interchange	\$18,997,000
Overland Park	US-69 from 167th St. north to 151st St.	\$3,000,000
Parkville	Route 9 Downtown Entryway sidewalk and beautification	\$180,000
Peculiar	211th Street, MoDOT Project No. J4P2247B	\$1,509,000
Prairie Village	75th Street Improvement– Mission to State Line	\$3,879,000
Unified Government of Wyandotte County/Kansas City	5th Street / Washington Blvd - Traffic Signal Improvement Project	\$1,200,000
Unified Government of Wyandotte County/Kansas City	Fifth Street Trail Link Improvements	\$696,000
Unified Government of Wyandotte County/Kansas City	Merriam Lane Reconstruction, East of 24th Street to 10th Street	\$9,000,000

Table 24: Projects From TIP 2014–2018 Cancelled

Lead Agency	Project Name	Total Cost
Desoto	DeSoto City Hall Recreation Trail and Lexington Avenue Lighting Project	\$109,405
Harrisonville	Pavement Improvements to Locust St.	\$39,665
Kansas City, MO	Blue River Trails - Truman Road to Stadium Drive	\$1,400,000
Kansas City, MO	Independence and Paseo	\$15,400,000
Kansas City, MO	Route 152 Trail Segment 11	\$630,000
Kansas City, MO	Route 152 Trail Segment 9	\$1,060,000
KDOT	East approach of K-5 to 123rd & McIntrye Rd	\$291,200
KDOT	I-70 from the I-70/K-7 Interchange, east to the I-70/110th St. Interchange.	\$123,700
KDOT	K-68 Frontage Rd from Crestview Circle to Sutherland Drive	\$268,000
Leavenworth	2nd St at 3 Mile Creek	\$1,103,400
Lee's Summit	US-50; Interchange Improvements at Rte. 291 South Junction	\$16,022,058
Mission	Initial Design of Turkey Creek Trail - Mission	\$108,570
Mission	Turkey Creek Trail - Mission	\$2,000,000
MoDOT	I-435; Scoping for interchange improvements at 63rd Street within Kansas City	\$7,000
MoDOT	M-1; Scoping for intersection improvements at Parvin Road in Kansas City	\$70,000
MoDOT	Rte. 45; Roadway capacity improvements from Rte. K to I-435 in Platte County	\$12,957,000
Parkville	Route 45 Widening — Phase C	\$14,485,000
Parkville	Route 9 Bicycle/Pedestrian Trail - Phase 1	\$500,000

Appendix E: Single-occupant vehicle capacity analysis worksheets

This appendix includes completed analyses for projects in the 2016-2012 Transportation Improvement Program that meet the significant single-occupant vehicle capacity definition. MARC's SOV analysis worksheets are available online at marc.org/Transportation/Plans-Studies/Transportation-Plans-and-Studies/TIP/Assets/SOV_2016-2020.

This page intentionally left blank



600 Broadway, Suite 200 • Kansas City, MO 64105-1659
Phone: 816/474-4270 • Fax: 816/421-7758 • www.marc.org

KANSAS CITY METROPOLITAN REGION
TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2016-2020
Wednesday, October 28, 2015

Kansas

TIP #: 341002		Juris: DESOTO		Location/Improvement: 95TH STREET OVER CEDAR CREEK			
State #: U-0163-01		Federal #: STP-U016(301)		County: JOHNSON		Type: Bridge Replacement (No Added Capacity)	
						Length (mi): .1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Bridge replacement on 95th Street over Cedar Creek	
Construction	2014	Federal	STP-KS	\$1,000.8	Status:		
Construction	2014	Non-Federal	LOCAL	\$250.2			
Engineering	2014	Non-Federal	LOCAL	\$111.0			
Other	2014	Non-Federal	LOCAL	\$30.0			
Right-of-Way	2014	Non-Federal	LOCAL	\$20.0			
Federal Total: \$1,000.8		Non-Federal Total: \$411.2		Total: \$1,412.0			

TIP #: 397002		Juris: EDGERTON		Location/Improvement: WAVERLY ROAD; US-56 SOUTH TO 199TH STREET			
State #: KA-3980-02		Federal #:		County: JOHNSON		Type: Reconstruction (Added Capacity)	
						Length (mi): 3	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	This road improvement project in Johnson County includes the reconstruction of Waverly Road from just South of Highway 56 to a new connection with 199th Street. The project includes reconstruction of approximately three miles of concrete roadway and a grade separation at the BNSF Railway Intermodal tracks leaving the Logistics Park Kansas City.	
Construction	2015	Non-Federal	STATE-KS	\$30,000.0	Status:		
Federal Total:		Non-Federal Total: \$30,000.0		Total: \$30,000.0			

TIP #: 356101		Juris: JOHNSON COUNTY		Location/Improvement: COFFEE CREEK STREAMWAY TRAIL			
State #: TE-0608-01		Federal #:		County: JOHNSON		Type: Pedestrian and/or Bike Ways	
						Length (mi): 3.45	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Construction of a 10' wide asphalt shared use trail pedestrian and bicycle facility. The project follows Coffee Creek from Switzer Road to approximately one quarter mile West of Pflumm Road in Heritage Park. The trail length is approximately 3.45 miles.	
Construction	2016	Non-Federal	LOCAL	\$573.4	Status:		
Construction	2016	Federal	CMAQ-KS	\$406.0			
Construction	2016	Federal	TA-KS	\$276.4			
Construction	2016	Federal	TE-KS	\$183.3			
Federal Total: \$865.7		Non-Federal Total: \$573.4		Total: \$1,439.1			

Kansas

TIP #: 980025	Juris: KC SCOUT/KDOT	Location/Improvement: I-35 RAMP METERING MULTIPLE LOCATIONS		Length (mi): 10.1
State #: KA-4003-01	Federal #: CMQ-A400(301)	County: JOHNSON	Type: Traffic Flow	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	CMAQ-KS	\$554.0
Engineering	2015	Non-Federal	STATE-KS	\$350.0
Construction	2016	Non-Federal	STATE-KS	\$168.5
Construction	2016	Non-Federal	STATE-KS (AC)	\$120.0
Conversion	2017	Federal	CMAQ-KS	\$120.0
Other	2017	Non-Federal	CREDIT	(\$120.0)
Federal Total:	\$674.0	Non-Federal Total:	\$518.5	Total: \$1,192.5

Description: The project includes installing traffic responsive ramp meters along I-35. Ramp meters will maximize traffic flow along I-35 improving the existing capacity of the interstate without adding lanes. Ramp meters have been proven to reduce the environmental impact of traffic congestion, increase safety on the interstate and on adjacent arterial streets, and decrease overall travel delay to motorists.

Status:

TIP #: 349224	Juris: KDOT	Location/Improvement: JOHNSON COUNTY GATEWAY INTERCHANGE PROJECT AREA: I-435 FROM 87TH STREET E TO PFLUMM ROAD, I-35 & K-10		Length (mi): 6
State #: KA-1002-03/05/09	Federal #: ACIM-4353(362)/	County: JOHNSON	Type: Reconstruction (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Right-of-Way	2012	Non-Federal	STATE-KS	\$33,254.0
Conversion	2022	Federal	NHPP-KS	\$10,386.2
Engineering	2012	Non-Federal	STATE-KS (AC)	\$10,386.2
Engineering	2012	Non-Federal	STATE-KS	\$1,400.0
Conversion	2022	Federal	NHPP-KS	\$900.0
Other	2013	Non-Federal	STATE-KS (AC)	\$900.0
Engineering	2012	Federal	CMAQ-KS	\$563.8
Engineering	2015	Federal	HFL-KS	\$311.5
Other	2013	Non-Federal	STATE-KS	\$100.0
Engineering	2015	Non-Federal	STATE-KS	\$38.5
Other	2022	Non-Federal	CREDIT	(\$900.0)
Other	2022	Non-Federal	CREDIT	(\$10,386.2)
Federal Total:	\$12,161.5	Non-Federal Total:	\$34,792.5	Total: \$46,954.0

Description: The consultant will develop the plans for the entire Gateway concept to a point that identifies constructible improvements and Right of Way requirements. This complete Gateway project will reconstruct portions of mainline I-435 and K-10; interchanges at the I-435/I-35, I-435/K-10, I-435/Lackman Rd., I-435/95th St., K-10/Renner Rd. & K-10/Ridgeview Rd.; parts of interchanges at K-10/Woodland, I-435/87th St. and I-35/ 95th St. and construct CD and service roads. This project will incorporate the design of a diverging diamond interchange at the existing K-10 and Ridgeview to replace the existing stop controlled condition. This DDI will be compatible with the ultimate Johnson County Gateway Concept. The PE work phase will utilize AC in the amount of \$10,386 K with conversion to NHPP in 2022. The UTIL phase will utilize AC in the amount of \$900 K with conversion to NHPP in 2022.

Status:

TIP #: 380118	Juris: KDOT	Location/Improvement: INTERSECTION OF K-7 & 43RD ST IN SHAWNEE		Length (mi): 0
State #: KA-2281-01	Federal #:	County: JOHNSON	Type: Signalization & Computerization (Roadway)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Non-Federal	STATE-KS	\$141.0
Federal Total:		Non-Federal Total:	\$141.0	Total: \$141.0

Description: Installation of new traffic signal equipment on K-7 at 43rd St

Status:

Kansas

TIP #: 380119	Juris: KDOT	Location/Improvement: INTERSECTION OF K-7 & 75TH STREET IN SHAWNEE			Length (mi): 0
State #: KA-2280-01	Federal #:	County: JOHNSON	Type: Other		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Replace safe-hit posts with permanent median dividers on K-7 at 75th St
Construction	2016	Non-Federal	STATE-KS	\$347.0	
Federal Total:		Non-Federal Total: \$347.0	Total: \$347.0		Status:

TIP #: 380122	Juris: KDOT	Location/Improvement: JOHNSON COUNTY GATEWAY: I-435 FROM 87TH STREET E TO PFLUMM ROAD, I-35 & K-10			Length (mi): 0
State #: KA-1002-04	Federal #:	County: JOHNSON	Type: Reconstruction (Added Capacity)		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: DESIGN BUILD PROJECT - The Gateway project will reconstruct portions of mainline I-435 and K-10; interchanges at the I-435/I-35, I-435/K-10, I-435/Lackman Rd., I-435/95th St., K-10/Renner Rd. & K-10/Ridgeview Rd.; parts of interchanges at K-10/Woodland, I-435/87th St. and I-35/ 95th St. and construct CD and service roads. The project will also include College Blvd. - Renner Rd. to Ridgeview (College Boulevard widen from 2-lanes to 4-lane divided with turn lanes at intersections) and 95th Street & I-35 Interchange Reconstruction (Reconstruct interchange at 95th Street and I-35 including improvements to Marshall Drive and to Lenexa Dr.) For additional information, please visit the project website at: http://jocogateway.com/
Construction	2014	Non-Federal	STATE-KS (AC)	\$254,700.0	Status:
Conversion	2019	Federal	NHPP-KS	\$78,250.0	
Conversion	2015	Federal	NHPP-KS	\$64,111.0	
Conversion	2014	Federal	NHPP-KS	\$55,080.0	
Conversion	2017	Federal	NHPP-KS	\$54,192.0	
Construction	2014	Non-Federal	STATE-KS	\$20,755.0	
Engineering	2011	Non-Federal	STATE-KS (AC)	\$13,500.0	
Construction	2014	Non-Federal	LOCAL	\$7,545.5	
Conversion	2014	Federal	STP-KS	\$7,280.0	
Conversion	2014	Federal	STPM-KS	\$5,600.0	
Conversion	2015	Federal	STPM-KS	\$2,777.0	
Engineering	2011	Non-Federal	STATE-KS	\$973.0	
Engineering	2011	Non-Federal	LOCAL	\$527.5	
Other	2015	Non-Federal	CREDIT	(\$2,777.0)	
Other	2014	Non-Federal	CREDIT	(\$5,600.0)	
Other	2014	Non-Federal	CREDIT	(\$7,280.0)	
Other	2017	Non-Federal	CREDIT	(\$54,192.0)	
Other	2014	Non-Federal	CREDIT	(\$55,080.0)	
Other	2015	Non-Federal	CREDIT	(\$64,111.0)	
Other	2019	Non-Federal	CREDIT	(\$78,250.0)	
Federal Total: \$267,290.0	Non-Federal Total: \$30,711.0		Total: \$298,001.0		

Kansas

TIP #: 380127	Juris: KDOT	Location/Improvement: I-435 FROM 87TH ST. EAST TO PFLUMM ROAD, I-35 AND K-10		
State #: KA-1002-06	Federal #: NHPP-4353(366)	County: JOHNSON	Type: Other	Length (mi): N/A
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2020	Federal	NHPP-KS	\$11,700.0
Engineering	2012	Non-Federal	STATE-KS (AC)	\$11,700.0
Engineering	2012	Non-Federal	STATE-KS	\$1,300.0
Other	2020	Non-Federal	CREDIT	(\$11,700.0)
Federal Total:	\$11,700.0	Non-Federal Total:	\$1,300.0	Total: \$13,000.0

Description: Project Manager Consultant for the Design-Build Project, Project No. KA-1002-04. The Project Manager will assist in the development of contract documents for the Design-Build project, KA-1002-04. The Project Manager Consultant will assist the Design-Build Contractor during Project KA-1002-04 development and construction.

Status:

TIP #: 380133	Juris: KDOT	Location/Improvement: BRIDGE #001 ON I-35 IN JOHNSON COUNTY LOCATED 1.03 MILES NORTHEAST OF THE JOHNSON/MIAMI COUNTY LINE (SUNFLOWER RD OVER I-35)		
State #: KA-3083-01	Federal #: ACNHS-0353(41)	County: JOHNSON	Type: Bridge Replacement (No Added Capacity)	Length (mi): 0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2022	Federal	NHPP-KS	\$504.0
Engineering	2013	Non-Federal	STATE-KS (AC)	\$504.0
Engineering	2013	Non-Federal	STATE-KS	\$56.0
Other	2022	Non-Federal	CREDIT	(\$504.0)
Federal Total:	\$504.0	Non-Federal Total:	\$56.0	Total: \$560.0

Description: Bridge replacement. This project is authorized for PE only. The total project cost, including all work phases, is estimated at \$6,682K. This estimate should be used for planning purposes only.

Status:

TIP #: 380134	Juris: KDOT	Location/Improvement: US-69: BRIDGE #099, 5.12 MILES NORTH OF THE JOHNSON/MIAMI COUNTY LINE (BLUE RIVER)		
State #: KA-3084-01	Federal #: ACNHP-A308(40)	County: JOHNSON	Type: Bridge Replacement (No Added Capacity)	Length (mi): 0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Non-Federal	STATE-KS (AC)	\$2,694.5
Conversion	2021	Federal	NHPP-KS	\$2,694.5
Construction	2016	Non-Federal	STATE-KS	\$674.0
Conversion	2021	Federal	NHPP-KS	\$184.0
Engineering	2013	Non-Federal	STATE-KS (AC)	\$184.0
Engineering	2013	Non-Federal	STATE-KS	\$46.0
Right-of-Way	2015	Non-Federal	STATE-KS	\$40.0
Conversion	2021	Federal	NHPP-KS	\$32.0
Other	2015	Non-Federal	STATE-KS (AC)	\$32.0
Other	2015	Non-Federal	STATE-KS	\$8.0
Other	2021	Non-Federal	CREDIT	(\$32.0)
Other	2021	Non-Federal	CREDIT	(\$184.0)
Other	2021	Non-Federal	CREDIT	(\$2,694.5)
Federal Total:	\$2,910.5	Non-Federal Total:	\$768.0	Total: \$3,678.5

Description: Bridge replacement.

Status:

Kansas

TIP #: 380135	Juris: KDOT	Location/Improvement: CORRIDOR:FROM 119TH ST, NO TO I-35 & I-35 NO TO 75TH ST			
State #: K-8251-14	Federal #:	County: JOHNSON	Type: Reconstruction (Added Capacity)	Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Preliminary Engineering for grading, surfacing and bridges are for improvements to US-69 for expansion to a 6-Lane freeway. This project includes constructing US-69 to a 6-Lane section, constructing a portion of the US-69/I435 interchange, Signing, Pavement Marking, Lighting and ITS. Project is authorized for PE and ROW only. The total project cost, including all work phases, is estimated at \$76522K. This estimate should be used for planning purposes only.
Engineering	2013	Non-Federal	STATE-KS	\$3,100.0	
Engineering	2013	Non-Federal	LOCAL	\$1,000.0	
Right-of-Way	2014	Non-Federal	STATE-KS	\$50.0	
Federal Total:	Non-Federal Total: \$4,150.0	Total: \$4,150.0			Status:

TIP #: 380137	Juris: KDOT	Location/Improvement: I-35: JUST NORTH OF I-35/K-7, NORTH TO I-35/SANTA FE			
State #: KA-3560-01	Federal #: NHPP-0353(418)	County: JOHNSON	Type: Reconstruction (No Added Capacity)	Length (mi): 2	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Concrete pavement replacement on I-35 only. This project will include the repair of bridges # 315 thru #319. This project is located along a major interstate freight corridor. There are no pedestrian accommodations along this interstate section. Bus on shoulder operates within this section of the interstate.
Construction	2015	Non-Federal	STATE-KS (AC)	\$17,608.5	
Conversion	2017	Federal	NHPP-KS	\$17,608.5	
Construction	2015	Non-Federal	STATE-KS	\$1,956.5	
Engineering	2015	Non-Federal	STATE-KS	\$600.0	
Other	2017	Non-Federal	CREDIT	(\$17,608.5)	
Federal Total: \$17,608.5	Non-Federal Total: \$2,556.5	Total: \$20,165.0			Status:

TIP #: 380139	Juris: KDOT	Location/Improvement: US 56 AND 199TH ST EDGERTON, KS			
State #: KA-2745-03	Federal #:	County: JOHNSON	Type: Traffic Flow	Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Construct Turn Lanes
Engineering	2016	Non-Federal	STATE-KS	\$400.0	
Federal Total:	Non-Federal Total: \$400.0	Total: \$400.0			Status:

TIP #: 380141	Juris: KDOT	Location/Improvement: EDGERTON: WAVERLY RD: W 199TH ST NORTH TO US-56			
State #: KA-3980-01	Federal #:	County: JOHNSON	Type: Reconstruction (No Added Capacity)	Length (mi): 2	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Reconstruction. KDOT is partnering with the City of Edgerton for the Preliminary Engineering Design Phase of the project. KDOT will use our On-Call List to select the consultant and the project will be Design Build. Total project cost estimate is expected to be approximately \$15 M.
Engineering	2015	Non-Federal	STATE-KS	\$475.0	
Federal Total:	Non-Federal Total: \$475.0	Total: \$475.0			Status:

Kansas

TIP #: 380142	Juris: KDOT	Location/Improvement: I-435: FROM 0.5 MILES EAST OF THE I-435/QUIVIRA RD. JUNCTION, EAST TO THE I-435 BRIDGES OVER METCALF AVE.	
State #: KA-3993-01	Federal #: NHPP-4353(368)	County: JOHNSON	Type: Reconstruction (No Added Capacity) Length (mi): 2
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Construction	2016	Non-Federal	STATE-KS (AC) \$20,160.0
Conversion	2018	Federal	NHPP-KS \$20,160.0
Construction	2016	Non-Federal	STATE-KS \$2,240.0
Engineering	2015	Non-Federal	STATE-KS \$700.0
Other	2018	Non-Federal	CREDIT (\$20,160.0)
Federal Total:	\$20,160.0	Non-Federal Total:	\$2,940.0 Total: \$23,100.0

Description: Pavement replacement and reconstruction of the inside 6 lanes of pavement (3 inside lanes eastbound and 3 inside lanes westbound). The inside shoulder (eastbound & westbound) will be partially removed as needed. This project is located along a major interstate freight corridor. There are no pedestrian accommodations along this corridor.

Status:

TIP #: 380144	Juris: KDOT	Location/Improvement: I-35: BRIDGE #007 (199TH ST. OVER I-35) LOCATED 4.2 MILES NORTHEAST OF THE JOHNSON/MIAMI COUNTY LINE	
State #: KA-3929-01	Federal #:	County: JOHNSON	Type: Bridge Replacement (No Added Capacity) Length (mi): 0
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2015	Non-Federal	STATE-KS \$941.0
Federal Total:		Non-Federal Total:	\$941.0 Total: \$941.0

Description: Bridge replacement-Project is authorized for PE only. The total project cost, including all work phases, is estimated at \$7,965 K. This estimate should be used for planning purposes only.

Status:

TIP #: 380145	Juris: KDOT	Location/Improvement: I-35 IMPROVEMENT STUDY IN JOHNSON COUNTY; I-35: FROM 0.4 MILES SOUTH OF I-35/75TH ST., NORTH TO 0.2 MILES SOUTH OF I-35/67TH ST.	
State #: KA-4220-01	Federal #:	County: JOHNSON	Type: Reconstruction (Added Capacity) Length (mi): 1
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Engineering	2015	Non-Federal	STATE-KS \$500.0
Federal Total:		Non-Federal Total:	\$500.0 Total: \$500.0

Description: PE ONLY - The Study will evaluate potential safety and efficiency improvements on this section of I-35. This will include the possibility of adding one lane (3-lane to 4-lane) northbound and/or southbound, review the requirements for ramp metering, maintain the bus on shoulder concept and review mainline pavement condition and impacts on the ramps. Survey will be included for this project. Study expected to be completed in Spring 2016.

Status:

TIP #: 344028	Juris: LEAWOOD	Location/Improvement: 143RD ST, NALL TO WINDSOR	
State #: N-0426-01	Federal #: STP-N042(601)	County: JOHNSON	Type: Reconstruction (Added Capacity) Length (mi): 1.0
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Construction	2015	Non-Federal	LOCAL \$7,035.7
Construction	2015	Federal	STPM-KS \$1,191.0
Construction	2015	Non-Federal	LOCAL (AC) \$309.0
Conversion	2016	Federal	STPM-KS \$309.0
Construction	2015	Federal	TA-KS \$300.0
Other	2016	Non-Federal	CREDIT (\$309.0)
Federal Total:	\$1,800.0	Non-Federal Total:	\$7,035.7 Total: \$8,835.7

Description: Improve existing 2-lane ditch street to 4-lanes w/ undivided curb & gutter, stormsewer, street lights, sidewalks on one side and 10-foot bike/hike trail on other, plus signalization of 143rd & Mission Rd.

Status:

Kansas

TIP #: 345099		Juris: LENEXA		Location/Improvement: RIDGEVIEW RD. - K-10 TO 95TH STREET (PRAIRIE STAR PARKWAY)			
State #:		Federal #:		County: JOHNSON		Type: New Construction (Added Capacity)	
						Length (mi): 1.0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Ridgeview Road New 5-lane roadway from K-10 Highway to 95th Street (Prairie Star Parkway)	
Construction	2016	Non-Federal	LOCAL	\$18,000.0	Status:		
Other	2016	Non-Federal	LOCAL	\$2,000.0			
Engineering	2014	Non-Federal	LOCAL	\$1,204.0			
Engineering	2014	Non-Federal	LOCAL	\$322.0			
Right-of-Way	2015	Non-Federal	LOCAL	\$166.0			
Federal Total:		Non-Federal Total: \$21,692.0		Total: \$21,692.0			

TIP #: 345120		Juris: LENEXA		Location/Improvement: CITY CENTER MIXED USE BIKE/HIKE TRAIL			
State #: N-0596-01		Federal #: CMQ-N059(601)		County: JOHNSON		Type: Pedestrian and/or Bikeways	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	This trail will provide an alternate access to Lenexa's City Center. City Center is a mixed use development that is intended to be more walkable and pedestrian and bicycle friendly. On-street parking, wide sidewalks and store fronts directly on the street are all part of the plan for City Center. This proposed trail will link to other areas in Lenexa as well as ultimately to Metro Green corridors. This trail will connect between existing trails on 87th Street and Renner Boulevard.	
Construction	2015	Federal	CMAQ-KS	\$232.0	Status:		
Construction	2015	Non-Federal	LOCAL	\$138.0			
Federal Total: \$232.0		Non-Federal Total: \$138.0		Total: \$370.0			

TIP #: 345121		Juris: LENEXA		Location/Improvement: QUIVIRA ROAD SIDEWALK 83RD STREET TO 85TH STREET			
State #: TE-0606-01		Federal #: TEA-T060(601)		County: JOHNSON		Type: Pedestrian and/or Bike Ways	
						Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	5-foot sidewalk on Quivira Road from 83rd Street to 85th Street including intersection improvements and signal modifications to accommodate pedestrians at the adjacent signalized intersections. Project also includes the replacement of the traffic signal at the intersection of 83rd St. and Quivira Rd.	
Construction	2015	Federal	TE-KS	\$466.0	Status:		
Construction	2015	Non-Federal	LOCAL	\$117.6			
Engineering	2013	Non-Federal	LOCAL	\$46.6			
Right-of-Way	2014	Federal	TE-KS	\$4.0			
Right-of-Way	2014	Non-Federal	LOCAL	\$1.0			
Federal Total: \$470.0		Non-Federal Total: \$165.2		Total: \$635.3			

TIP #: 345122		Juris: LENEXA		Location/Improvement: I-435 AND 87TH STREET SB OFF RAMP TURN LANE			
State #: N-0586-01		Federal #: HSIP-N058(601)		County: JOHNSON		Type: Reconstruction (Added Capacity)	
						Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Construct an additional turn lane on the southbound off ramp at I-435 and 87th Street. Including signal replacement to accommodate the widening for the turn lane.	
Construction	2015	Federal	HSIP-KS	\$330.0	Status:		
Construction	2015	Non-Federal	LOCAL	\$300.0			
Engineering	2013	Non-Federal	LOCAL	\$50.0			
Federal Total: \$330.0		Non-Federal Total: \$350.0		Total: \$680.0			

Kansas

TIP #: 345123	Juris: LENEXA	Location/Improvement: LACKMAN TRAIL FROM SAR-KO-PAR TRAILS PARK TO 95TH STREET & I-435		
State #: TE-0430-01	Federal #: TA-T043(001)	County: JOHNSON	Type: Pedestrian and/or Bike Ways	Length (mi): 2
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Federal	TA-KS	\$890.0
Construction	2018	Non-Federal	LOCAL	\$224.0
Engineering	2016	Non-Federal	LOCAL	\$111.0
Right-of-Way	2017	Non-Federal	LOCAL	\$25.0
Federal Total:	\$890.0	Non-Federal Total:	\$360.0	Total: \$1,250.0

Description: Provides a missing link in the Lenexa trail system. Project is a mixed-use trail on Lackman Rd from 88th St to 95th St, then along 95th St to I-435 with a connection to the existing trail to the east along 95th St. Connects Sar-Ko-Par Trails Park with the 95th St trail system, ultimately connecting to the Johnson County Mill Creek Trail.

Status:

TIP #: 345124	Juris: LENEXA	Location/Improvement: CITY CENTER AMENITY ZONE		
State #:	Federal #:	County: JOHNSON	Type: Other(Environmental, Scenic, Historic)	Length (mi): 0.2
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Federal	TA-KS	\$560.0
Construction	2017	Non-Federal	LOCAL	\$291.5
Federal Total:	\$560.0	Non-Federal Total:	\$291.5	Total: \$851.5

Description: Project will provide amenity zone improvements for Penrose from 87th to 89th St in the Lenexa City Center. This includes wide sidewalks to promote and encourage walking, as well as planters and street trees for beautification of the area. Project will also include water quality improvements to clean stormwater runoff from the street and adjacent developments.

Status:

TIP #: 345125	Juris: LENEXA	Location/Improvement: RENNER MIXED-USE TRAIL		
State #: TE-0428-01	Federal #: TA-T042(801)	County: JOHNSON	Type: Pedestrian and/or Bike Ways	Length (mi): 0.4
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Federal	TA-KS	\$250.0
Construction	2018	Non-Federal	LOCAL	\$63.0
Engineering	2016	Non-Federal	LOCAL	\$31.0
Right-of-Way	2017	Non-Federal	LOCAL	\$15.5
Federal Total:	\$250.0	Non-Federal Total:	\$109.5	Total: \$359.5

Description: Project is a 10 ft. wide trail along Renner Blvd from 91st to 93rd St. Will provide a key missing link in the Lenexa trail system connecting the Prairie Creek developments with the City Center.

Status:

TIP #: 346008	Juris: MERRIAM	Location/Improvement: SHAWNEE MISSION PARKWAY BRIDGE OVER BNSF REHABILITATION		
State #: N-0632-01	Federal #: STP-N063(201)	County: JOHNSON	Type: Bridge Rehabilitation (No Added Capacity)	Length (mi): 0.1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	STPM-KS	\$1,678.0
Construction	2016	Non-Federal	LOCAL	\$652.0
Federal Total:	\$1,678.0	Non-Federal Total:	\$652.0	Total: \$2,330.0

Description: Scope of work includes clean/replace expansion joints; paint to prevent corrosion, and repair failed embankment slope etc. The bridge is vital to freight mobility, all types of vehicular traffic with direct connection to I-35 and the Plaza in Kansas City, MO.

Status:

Kansas

TIP #: 347012	Juris: MISSION	Location/Improvement: MISSION SAFE ROUTES TO SCHOOL PHASE 1 PLAN		Length (mi): NA
State #:	Federal #:	County: JOHNSON	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Other	2015	Federal	TA-KS	\$20.0
Other	2015	Non-Federal	LOCAL	\$5.0
Federal Total:	\$20.0	Non-Federal Total:	\$5.0	Total: \$25.0

Description: Project is to develop a SRTS Phase 1 Plan. The City of Mission will use the "5 Es" in this first phase of planning to gather the conditions and perceptions of the schools. They will conduct an initial count of the number of students who walk and bike to school. The City plans to include PTA and school administrators in developing improvement plans and other encouragement activities that will be most effective for our goal to increase walking and bicycling to school.

Status:

TIP #: 349227	Juris: OLATHE	Location/Improvement: 159TH ST.; OLD US-56 TO I-35 STREET IMPROVEMENTS		Length (mi): 1.8
State #: N-0610-01	Federal #: ACSTP-N061(01)	County: JOHNSON	Type: Reconstruction (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Non-Federal	LOCAL	\$11,923.5
Construction	2015	Non-Federal	LOCAL (AC)	\$4,628.0
Conversion	2016	Federal	STPM-KS	\$4,628.0
Other	2015	Non-Federal	LOCAL	\$700.0
Engineering	2014	Non-Federal	LOCAL	\$575.0
Other	2014	Non-Federal	LOCAL	\$383.0
Engineering	2015	Non-Federal	LOCAL	\$350.0
Other	2014	Non-Federal	LOCAL	\$200.0
Engineering	2016	Non-Federal	LOCAL	\$150.0
Other	2016	Non-Federal	CREDIT	(\$4,628.0)
Federal Total:	\$4,628.0	Non-Federal Total:	\$14,281.5	Total: \$18,909.5

Description: This project improves 159th Street to a two lane roadway with curb and gutter, sidewalk, storm sewer and an above grade crossing at the BNSF railway. Its goal is to improve passenger and freight mobility and promote economic development by constructing safe and sustainable infrastructure.

Status:

TIP #: 349230	Juris: OLATHE	Location/Improvement: OLATHE 119TH ST. & I-35 INTERSECTION AESTHETIC IMPROVEMENTS		Length (mi): .1
State #: TE-0379-01	Federal #: TEA-T037(901)	County: JOHNSON	Type: Other(Environmental, Scenic, Historic)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Federal	TE-KS	\$317.6
Construction	2015	Non-Federal	LOCAL	\$106.9
Engineering	2015	Non-Federal	LOCAL	\$1.0
Federal Total:	\$317.6	Non-Federal Total:	\$107.9	Total: \$425.5

Description: Construction of a new entry monument sign with landscaping and lighting, along with extensive landscape improvements at all quadrants of the 119th Street and I-35 Interchange.

Status:

Kansas

TIP #: 349234		Juris: OLATHE		Location/Improvement: OLATHE 2015-2018 EMISSIONS REDUCTION INITIATIVE		Length (mi): NA	
State #:		Federal #:		County: JOHNSON		Type: Alternative Fuel	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	This project seeks to improve regional air quality by replacing diesel powered Solid Waste vehicles with cleaner burning and more environmentally sensitive CNG vehicles and through infrastructure support for a CNG fueling station.	
Other	2016	Federal	CMAQ-KS	\$268.0	Status:		
Other	2018	Federal	CMAQ-KS	\$266.0			
Other	2017	Federal	CMAQ-KS	\$266.0			
Other	2016	Non-Federal	LOCAL	\$67.0			
Other	2018	Non-Federal	LOCAL	\$66.5			
Other	2017	Non-Federal	LOCAL	\$66.5			
Federal Total:	\$800.0	Non-Federal Total:	\$200.0	Total:		\$1,000.0	

TIP #: 349235		Juris: OLATHE		Location/Improvement: K-7 (PARKER ST), DENNIS TO SANTA FE TURN LANE ADDITIONS		Length (mi): 1.0	
State #:		Federal #:		County: JOHNSON		Type: Traffic Flow	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	This project will include the addition of turn lanes along K-7 (Parker St.) between Dennis Ave and Santa Fe. Right and left turn lanes will be installed at 8 potential intersections along the corridor. This project will also include updates to the ADA ramps and traffic signals as needed throughout the corridor.	
Construction	2018	Federal	STPM-KS	\$2,000.0	Status:		
Construction	2018	Non-Federal	LOCAL	\$1,150.0			
Federal Total:	\$2,000.0	Non-Federal Total:	\$1,150.0	Total:		\$3,150.0	

TIP #: 349236		Juris: OLATHE		Location/Improvement: SANTA FE & BLACK BOB INTERSECTION IMPROVEMENTS		Length (mi): .25	
State #:		Federal #:		County: JOHNSON		Type: Traffic Flow	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	This project will add a right turn lane from westbound Santa Fe to northbound Black Bob. It will also include signal modifications and updates to sidewalks/ADA ramps as necessary.	
Construction	2018	Non-Federal	LOCAL	\$185.0	Status:		
Construction	2018	Federal	CMAQ-KS	\$120.0			
Federal Total:	\$120.0	Non-Federal Total:	\$185.0	Total:		\$305.0	

TIP #: 349237		Juris: OLATHE		Location/Improvement: 119TH & BLACK BOB INTERSECTION IMPROVEMENTS		Length (mi): .25	
State #:		Federal #:		County: JOHNSON		Type: Traffic Flow	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	This project will include a northbound right turn lane on Black Bob Road.	
Construction	2018	Federal	CMAQ-KS	\$200.0	Status:		
Construction	2018	Non-Federal	LOCAL	\$100.0			
Federal Total:	\$200.0	Non-Federal Total:	\$100.0	Total:		\$300.0	

Kansas

TIP #: 349238		Juris: OLATHE		Location/Improvement: MEADOW LANE TRAIL			
State #: TE-0431-01		Federal #: TA-T043(101)		County: JOHNSON		Type: Pedestrian and/or Bike Ways	
						Length (mi): 4.6	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Project is a shared-use-path that will connect residential developments to the Kansas State University Bio-Science center, Prairie Trail Middle School, Olathe Northwest High School, Gary Haller Regional Trail system as well as to the growing business parks (Corporate Ridge and Ridgeview Marketplace) at the intersection of K-10 and Ridgeview in Olathe.	
Construction	2016	Federal	TA-KS	\$738.0	Status:		
Construction	2016	Non-Federal	LOCAL	\$489.0			
Construction	2016	Non-Federal	LOCAL (AC)	\$300.0			
Conversion	2017	Federal	TA-KS	\$300.0			
Other	2017	Non-Federal	CREDIT	(\$300.0)			
Federal Total: \$1,038.0		Non-Federal Total: \$489.0		Total: \$1,527.0			

TIP #: 349239		Juris: OLATHE		Location/Improvement: OLATHE SAFE ROUTES TO SCHOOL				
State #: N-0627-01/N-0628		Federal #: TA-N062(701)/TA		County: JOHNSON		Type: Pedestrian and/or Bike Ways		
						Length (mi): NA		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Project has two parts: Infrastructure and education. The city will construct sidewalks on selected designated school walking routes near Northview, Ridgeview, Ravenwood and Havencroft Elementary Schools, including the installation of wheelchair ramps at appropriate locations. Olathe Public Schools will also complete a bicycle and pedestrian safety & education program.		
Construction	2016	Federal	TA-KS	\$413.6	Status:			
Construction	2016	Non-Federal	LOCAL	\$102.4				
Engineering	2016	Federal	TA-KS	\$43.2				
Other	2016	Federal	TA-KS	\$16.0				
Engineering	2016	Non-Federal	LOCAL	\$10.8				
Other	2016	Non-Federal	LOCAL	\$4.0				
Other	2016	Federal	TA-KS	\$3.2				
Other	2016	Non-Federal	LOCAL	\$0.8				
Federal Total: \$476.0		Non-Federal Total: \$118.0		Total: \$594.0				

TIP #: 349240		Juris: OLATHE		Location/Improvement: CONNECT DOWNTOWN OLATHE				
State #:		Federal #:		County: JOHNSON		Type: Pedestrian and/or Bike Ways		
						Length (mi): N/A		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Professional engineering and design services for 4 of the 12 bicycle and pedestrian opportunities in the South Cedar Creek Connectivity Plan. The project will include the following connections to Downtown: 1) Olathe North High School; 2) West Village and West Market Shopping Centers; 3) the Great Mall, Olathe Medical Center and existing on-street bike lanes on Dennis and Sheridan; and 4) Frisco Lakes Park, Mid-America Nazarene University and Indian Creek Trail.		
Engineering	2015	Federal	STPM-KS	\$101.0	Status:			
Engineering	2015	Non-Federal	LOCAL	\$84.2				
Federal Total: \$101.0		Non-Federal Total: \$84.2		Total: \$185.2				

Kansas

TIP #: 349241	Juris: OLATHE	Location/Improvement: 151ST AND SCARBOROUGH		
State #: N-0618-01	Federal #: HSIP-N061(801)	County: JOHNSON	Type: Signalization & Computerization (Roadway)	Length (mi): .1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Federal	HSIP-KS	\$500.0
Construction	2017	Non-Federal	LOCAL	\$128.6
Federal Total:	\$500.0	Non-Federal Total:	\$128.6	Total: \$628.6

Description: Construct left turn lane for westbound 151st Street traffic turning onto Scarborough.

Status:

TIP #: 350196	Juris: OLATHE	Location/Improvement: 143RD, PFLUMM TO QUIVIRA		
State #: N-0631-01	Federal #: STP-N063(101)	County: JOHNSON	Type: Reconstruction (Added Capacity)	Length (mi): 1.0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Other	2017	Non-Federal	LOCAL	\$2,105.0
Construction	2017	Non-Federal	LOCAL (AC)	\$1,750.0
Construction	2017	Federal	STPM-KS	\$1,750.0
Conversion	2018	Federal	STPM-KS	\$1,750.0
Construction	2017	Non-Federal	LOCAL	\$1,345.0
Right-of-Way	2016	Non-Federal	LOCAL	\$900.0
Other	2016	Non-Federal	LOCAL	\$100.0
Engineering	2016	Non-Federal	LOCAL	\$85.0
Engineering	2017	Non-Federal	LOCAL	\$50.0
Other	2018	Non-Federal	CREDIT	(\$1,750.0)
Federal Total:	\$3,500.0	Non-Federal Total:	\$4,585.0	Total: \$8,085.0

Description: Reconstruct unimproved 2-lane to 4-lane thoroughfare w/ curbs, gutters, median, turn lanes, storm sewers, streetlights. Includes construction of a 10 ft bicycle/pedestrian trail along the north side further extending the City's greenway linkage already in place along 143rd St.

Status:

TIP #: 350214	Juris: OVERLAND PARK	Location/Improvement: METCALF AVENUE, 159TH STREET TO 167TH STREET		
State #:	Federal #:	County: JOHNSON	Type: Reconstruction (Added Capacity)	Length (mi): 1.0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Federal	STPM-KS	\$6,640.0
Construction	2018	Non-Federal	LOCAL	\$1,660.0
Other	2017	Non-Federal	LOCAL	\$1,500.0
Engineering	2016	Non-Federal	LOCAL	\$700.0
Federal Total:	\$6,640.0	Non-Federal Total:	\$3,860.0	Total: \$10,500.0

Description: Reconstruct unimproved 2-lane roadway to 4-lane thoroughfare with curb and gutter, sidewalks, raised median, turn lanes, storm sewers and streetlighting.

Status:

Kansas

TIP #: 350215	Juris: OVERLAND PARK	Location/Improvement: QUIVIRA ROAD, 183RD STREET TO 187TH STREET		Length (mi): 1
State #:	Federal #:	County: JOHNSON	Type: New Construction (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Non-Federal	LOCAL	\$2,660.0
Engineering	2016	Non-Federal	LOCAL	\$400.0
Federal Total:	Non-Federal Total:	\$3,060.0	Total:	\$3,060.0

Description: This section of Quivira Road currently does not exist. This project would include construction of Quivira Road to a standard two lane roadway with curb and gutter, sidewalks, bike/pedestrian path, storm sewer, streetlighting and bridge over Wolf Creek.

Status:

TIP #: 350217	Juris: OVERLAND PARK	Location/Improvement: 159TH ST.; METCALF AVE. TO NALL AVE.		Length (mi): 1.0
State #: N-0607-01	Federal #: STP-N060(701)	County: JOHNSON	Type: Reconstruction (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Non-Federal	LOCAL	\$5,006.4
Construction	2015	Federal	STPM-KS	\$3,731.8
Construction	2015	Non-Federal	LOCAL (AC)	\$1,733.8
Conversion	2016	Federal	STPM-KS	\$1,733.8
Engineering	2014	Non-Federal	LOCAL	\$770.0
Other	2016	Non-Federal	CREDIT	(\$1,733.8)
Federal Total:	\$5,465.6	Non-Federal Total:	\$5,776.4	Total:

Description: Reconstruction of 159th Street to a four-lane divided thoroughfare with turn lanes stormsewers, ADA compliant sidewalks and bike/hike trail, street lights, and traffic signals. This project will maximize access, improve safety, and address system preservation needs.

Status:

TIP #: 350223	Juris: OVERLAND PARK	Location/Improvement: 159TH STREET, NALL AVENUE TO MISSION ROAD		Length (mi): 1
State #:	Federal #:	County: JOHNSON	Type: Reconstruction (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Non-Federal	LOCAL	\$10,350.0
Engineering	2015	Non-Federal	LOCAL	\$750.0
Federal Total:	Non-Federal Total:	\$11,100.0	Total:	\$11,100.0

Description: Reconstruction of 159th Street from a two-lane unimproved roadway to a four-lane divided thoroughfare with curb and gutter, turn lanes, storm sewers, ADA compliant sidewalks and bike/hike trail, street lighting, and traffic signals.

Status:

TIP #: 350225	Juris: OVERLAND PARK	Location/Improvement: DOWNTOWN OP BIKE/PED IMPROVEMENTS		Length (mi): NA
State #:	Federal #:	County: JOHNSON	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Non-Federal	LOCAL (AC)	\$120.0
Construction	2017	Federal	CMAQ-KS	\$120.0
Conversion	2018	Federal	CMAQ-KS	\$120.0
Construction	2017	Non-Federal	LOCAL	\$60.0
Other	2018	Non-Federal	CREDIT	(\$120.0)
Federal Total:	\$240.0	Non-Federal Total:	\$60.0	Total:

Description: Project will build upon the recommendations from a recent study funded by MARC looking at Downtown Overland Park. It will include adding a number of bike parking facilities, and adding striping and signing to better delineate pedestrian crosswalks and bike facilities. The project will also extend the signing in a three mile radius from downtown for better wayfinding.

Status:

Kansas

TIP #: 350226	Juris: OVERLAND PARK	Location/Improvement: QUIVIRA ROAD, 151ST STREET TO 159TH STREET		Length (mi): 1
State #:	Federal #:	County: JOHNSON	Type: Reconstruction (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Non-Federal	LOCAL	\$6,000.0
Right-of-Way	2015	Non-Federal	LOCAL	\$1,310.0
Other	2016	Non-Federal	LOCAL	\$1,300.0
Engineering	2014	Non-Federal	LOCAL	\$900.0
Federal Total:	Non-Federal Total:	\$9,510.0	Total:	\$9,510.0

Description: Reconstruction of Quivira Road from a two-lane unimproved roadway to a two-lane divided thoroughfare with curb and gutter, turn lanes, storm sewers, ADA compliant sidewalks and bike/hike trail, street lighting, and traffic signals.

Status:

TIP #: 350227	Juris: OVERLAND PARK	Location/Improvement: QUIVIRA ROAD, 159TH STREET TO 179TH STREET		Length (mi): 2
State #:	Federal #:	County: JOHNSON	Type: Reconstruction (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2019	Non-Federal	LOCAL	\$15,800.0
Other	2018	Non-Federal	LOCAL	\$3,000.0
Right-of-Way	2017	Non-Federal	LOCAL	\$2,000.0
Engineering	2016	Non-Federal	LOCAL	\$1,800.0
Federal Total:	Non-Federal Total:	\$22,600.0	Total:	\$22,600.0

Description: Reconstruction of Quivira Road from a two-lane unimproved roadway to a two-lane divided thoroughfare with curb and gutter, turn lanes, storm sewers, ADA compliant sidewalks and bike/hike trail, street lighting, and traffic signals.

Status:

TIP #: 352001	Juris: ROELAND PARK	Location/Improvement: INTERSECTION IMPROVEMENTS AT 48TH ST. AND ROE AVE.		Length (mi): 0.1	
State #: N-0630-01	Federal #: STP-N063(001)	County: JOHNSON	Type: Traffic Flow		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Construction	2016	Federal	STPM-KS	\$171.0	
Construction	2016	Non-Federal	LOCAL	\$43.0	
Federal Total:	\$171.0	Non-Federal Total:	\$43.0	Total:	\$214.0

Description: To install and construct the improvements recommended in the 2009 Safety Audit for the Intersection of Roe Avenue and 48th Street to enhance safety measures. The project will address the safety concerns noted in the Audit, primarily:
Signal mast arms are not parallel to 48th Street..
Narrow receiving lanes may distract drivers.
Pedestrian walkways in the islands are narrow.
Protected right turn lane may create rear end crashes.

Status:

TIP #: 353083	Juris: SHAWNEE	Location/Improvement: SHAWNEE MISSION PARKWAY REHABILITATION; MAURER TO WIDMER		Length (mi): 1.5	
State #: N-0617-01	Federal #: STP-N061(701)	County: JOHNSON	Type: Reconstruction (No Added Capacity)		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	
Construction	2015	Federal	STPM-KS	\$1,036.0	
Construction	2015	Non-Federal	LOCAL	\$404.0	
Federal Total:	\$1,036.0	Non-Federal Total:	\$404.0	Total:	\$1,440.0

Description: This project includes mill and asphalt overlay, shoulder rehabilitation, new pavement markings, updating signs for proper reflectivity, and retrofit street lights with LED lighting.

Status:

Kansas

TIP #: 353085	Juris: SHAWNEE	Location/Improvement: CONNECT SHAWNEE			
State #: TE-0427-01	Federal #: TA-T042(701)	County: JOHNSON	Type: Pedestrian and/or Bike Ways	Length (mi):	NA
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Includes three projects to implement infrastructure, reduce barriers, and provide convenient and cost-effective transportation options to schools, commercial, residential and retail areas for residents. Project 1 consists of 295 ft. of a 10 ft. wide concrete multi-purpose trail connecting to Silverheel St. Project 2 consists of 650 ft. of a 10 ft. wide concrete multi-purpose trail and a 95 ft. free-span bridge over Clear Creek and one low-water crossing over a second tributary. Project 3 consists of 60 ft. of a 10 ft. concrete multi-purpose trail, and a 30 ft. free-span bridge over an existing concrete channel.
Construction	2016	Federal	TA-KS	\$458.5	
Construction	2016	Non-Federal	LOCAL	\$197.0	
Federal Total:	\$458.5	Non-Federal Total:	\$197.0	Total:	
Status:					

TIP #: 353086	Juris: SHAWNEE	Location/Improvement: NIEMAN ROAD - REALLOCATION OF RIGHT OF WAY			
State #: TE-0426-01	Federal #: TE-T042(601)	County: JOHNSON	Type: Pedestrian and/or Bike Ways	Length (mi):	1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Project is an implementation phase of the Nieman Road study completed through Planning Sustainable Places. The project consists of preliminary design work for improved multimodal use of the right-of-way to accommodate pedestrians, bicycles, transit, utilities and landscaping while connecting the surrounding neighborhoods. Having the corridor designed in greater detail will significantly advance the timeline and success of this project.
Engineering	2015	Federal	TA-KS	\$150.0	
Engineering	2015	Non-Federal	LOCAL	\$50.0	
Federal Total:	\$150.0	Non-Federal Total:	\$50.0	Total:	
Status:					

TIP #: 180065	Juris: KDOT	Location/Improvement: LEAVENWORTH: INTERSECTION OF US-73 AND POPLAR STREET			
State #: KA-3041-01	Federal #:	County: LEAVENWORTH	Type: Reconstruction (No Added Capacity)	Length (mi):	.1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Widening, addition of turn lanes and striping, installation of sidewalks and associated ADA ramps.
Construction	2016	Non-Federal	STATE-KS	\$780.0	
Construction	2016	Non-Federal	LOCAL	\$566.0	
Engineering	2015	Non-Federal	LOCAL	\$44.0	
Federal Total:		Non-Federal Total:	\$1,390.0	Total:	\$1,390.0
Status:					

TIP #: 180066	Juris: KDOT	Location/Improvement: BRIDGE #022 ON K-32 IN LEAVENWORTH COUNTY			
State #: KA-3078-01	Federal #:	County: LEAVENWORTH	Type: Bridge Replacement (No Added Capacity)	Length (mi):	0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Bridge replacement.
Construction	2015	Non-Federal	STATE-KS	\$4,043.1	
Other	2015	Non-Federal	STATE-KS	\$160.0	
Right-of-Way	2015	Non-Federal	STATE-KS	\$160.0	
Engineering	2015	Non-Federal	STATE-KS	\$150.0	
Federal Total:		Non-Federal Total:	\$4,513.1	Total:	\$4,513.1
Status:					

Kansas

TIP #: 180069	Juris: KDOT	Location/Improvement: CENTENNIAL BRIDGE ON K-92 IN LEAVENWORTH COUNTY			Length (mi): 0
State #: KA-3229-01	Federal #:	County: LEAVENWORTH	Type: Bridge Replacement (No Added Capacity)		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: PE ONLY - This project will be an Advance Preliminary Engineering (APE) study on this section of K-92 over the Missouri River. The Project Team will evaluate the project area to develop and prioritize highway improvements on this section of K-92. This project will include Public Involvement.
Engineering	2013	Non-Federal	STATE-KS	\$950.0	
Federal Total:	Non-Federal Total:	\$950.0	Total:	\$950.0	Status:

TIP #: 180073	Juris: KDOT	Location/Improvement: US-73/MARION STREET INTERSECTION			Length (mi): .1
State #: KA-4057-01	Federal #:	County: LEAVENWORTH	Type: Signalization & Computerization (Roadway)		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Intersection modification with signalization- project will address pedestrian users by way of updating ramps to ADA and installing pedestrian signal heads.
Construction	2017	Non-Federal	STATE-KS	\$558.8	
Construction	2017	Non-Federal	LOCAL	\$112.7	Status:
Right-of-Way	2014	Non-Federal	STATE-KS	\$102.0	
Engineering	2014	Non-Federal	STATE-KS	\$46.8	
Other	2014	Non-Federal	STATE-KS	\$42.5	
Right-of-Way	2014	Non-Federal	LOCAL	\$18.0	
Engineering	2014	Non-Federal	LOCAL	\$8.3	
Other	2014	Non-Federal	LOCAL	\$7.5	
Federal Total:	Non-Federal Total:	\$896.6	Total:	\$896.6	

TIP #: 165011	Juris: LEAVENWORTH COUNTY	Location/Improvement: REPLACEMENT OF COUNTY BRIDGE E-20			Length (mi): 0.1	
State #: C-4611-01	Federal #: STP-C461(101)	County: LEAVENWORTH	Type: Bridge Replacement (No Added Capacity)			
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Replacement of an existing bridge structure located over Dawson Creek along a local road within the Easton Growth Area. Replacement of this bridge will allow local drivers of cars, trucks, and agricultural equipment to continue to effectively traverse Cemetery Road.	
Construction	2016	Non-Federal	LOCAL	\$418.0		
Construction	2016	Federal	STPM-KS	\$290.0	Status:	
Federal Total:	\$290.0	Non-Federal Total:	\$418.0	Total:		\$708.0

TIP #: 165012	Juris: LEAVENWORTH COUNTY	Location/Improvement: REPLACEMENT OF COUNTY BRIDGE HP-25			Length (mi): 0.1
State #: C-4597-01	Federal #: STP-C459(701)	County: LEAVENWORTH	Type: Bridge Replacement (No Added Capacity)		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Replacement of an existing bridge structure located over a tributary to Little Stranger Creek along a local road in the north central region of Leavenworth County. Replacement of this bridge will allow local drivers of cars, trucks, and agricultural equipment to continue to effectively traverse High Prairie Road.
Construction	2015	Non-Federal	LOCAL	\$399.0	
Construction	2015	Federal	STPM-KS	\$320.0	Status:
Federal Total:	\$320.0	Non-Federal Total:	\$399.0	Total:	

Kansas

TIP #: 165013	Juris: LEAVENWORTH COUNTY	Location/Improvement: REPLACEMENT OF LEAVENWORTH COUNTY BRIDGE A-32			
State #:	Federal #:	County: LEAVENWORTH	Type: Bridge Replacement (No Added Capacity)		Length (mi): .1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Replace existing structurally deficient reinforced concrete deck girder bridge along RS 391 (231st Street) over Walnut Creek.
Construction	2017	Non-Federal	LOCAL	\$1,500.0	Status:
Engineering	2013	Non-Federal	LOCAL	\$85.0	
Right-of-Way	2014	Non-Federal	LOCAL	\$30.0	
Federal Total:		Non-Federal Total: \$1,615.0		Total: \$1,615.0	

TIP #: 880000	Juris: KDOT	Location/Improvement: K-68: FROM US-169, EAST TO US-69 AT LOUISBURG			
State #: KA-2373-01	Federal #: ACSTP-A237(30)	County: MIAMI	Type: Reconstruction (No Added Capacity)		Length (mi): 3
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Plan Development for a 4-Lane Expressway and various locations with construction improvements.
Conversion	2020	Federal	STP-KS	\$2,000.0	Status:
Engineering	2011	Non-Federal	STATE-KS (AC)	\$2,000.0	
Engineering	2011	Non-Federal	STATE-KS	\$500.0	
Right-of-Way	2021	Non-Federal	STATE-KS	\$100.0	
Other	2020	Non-Federal	CREDIT	(\$2,000.0)	
Federal Total: \$2,000.0		Non-Federal Total: \$600.0		Total: \$2,600.0	

TIP #: 880004	Juris: KDOT	Location/Improvement: K-68 & METCALF IN LOUISBURG			
State #: KA-2821-01	Federal #:	County: MIAMI	Type: Traffic Flow		Length (mi): 0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Widen K-68 & Metcalf for Left Turn Lanes, Install Signal & Construct Sidewalks @ K68 & Metcalf
Construction	2016	Non-Federal	STATE-KS	\$1,908.0	Status:
Federal Total:		Non-Federal Total: \$1,908.0		Total: \$1,908.0	

TIP #: 880005	Juris: KDOT	Location/Improvement: ROAD IMPROVEMENTS ON K-68 IN MIAMI COUNTY			
State #: KA-2373-02	Federal #:	County: MIAMI	Type: Reconstruction (Added Capacity)		Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Construct frontage road north of K-68. This project will include the reconstruction and realignment of Somerset Rd, south of K-68. From RS-1032 (Somerset Rd) east for 0.8 miles
Construction	2016	Non-Federal	STATE-KS	\$2,430.0	Status:
Other	2016	Non-Federal	STATE-KS	\$10.0	
Right-of-Way	2015	Non-Federal	STATE-KS	\$10.0	
Engineering	2014	Non-Federal	STATE-KS	\$2.0	
Federal Total:		Non-Federal Total: \$2,452.0		Total: \$2,452.0	

Kansas

TIP #: 880006	Juris: KDOT	Location/Improvement: K-68: FROM US-169, EAST TO US-69 AT LOUISBURG		Length (mi): 3
State #: KA-2373-03	Federal #: STP-A237(303)	County: MIAMI	Type: Reconstruction (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Non-Federal	STATE-KS (AC)	\$9,890.0
Conversion	2022	Federal	STP-KS	\$9,890.0
Construction	2018	Non-Federal	STATE-KS	\$2,472.5
Right-of-Way	2015	Non-Federal	STATE-KS	\$200.0
Conversion	2022	Federal	STP-KS	\$160.0
Other	2017	Non-Federal	STATE-KS (AC)	\$160.0
Other	2017	Non-Federal	STATE-KS	\$40.0
Engineering	2015	Non-Federal	STATE-KS	\$20.0
Other	2022	Non-Federal	CREDIT	(\$160.0)
Other	2022	Non-Federal	CREDIT	(\$9,890.0)
Federal Total:	\$10,050.0	Non-Federal Total:	\$2,732.5	Total: \$12,782.5

Description: Construct 4-lane expressway from Spring Valley Rd. east to US-69. Add turn lanes to K-68 and access roads at various locations on K-68. This facility is utilized by freight. There are no known transit routes along the facility.

Status:

TIP #: 996095	Juris: BIKEWALKKC	Location/Improvement: BIKE SHARE PHASE 3 AND 4		Length (mi): NA
State #:	Federal #:	County: REGIONAL	Type: Pedestrian and/or Bikeways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	TA-KS	\$200.0
Construction	2018	Federal	TA-KS	\$150.0
Construction	2017	Federal	TA-KS	\$150.0
Construction	2016	Non-Federal	LOCAL	\$50.0
Construction	2018	Non-Federal	LOCAL	\$31.3
Construction	2017	Non-Federal	LOCAL	\$31.3
Federal Total:	\$500.0	Non-Federal Total:	\$112.5	Total: \$612.5

Description: BikeWalkKC will add new stations with pedestrian wayfinding and placemaking elements phased from 2015-2018. A small portion of the project will include operations of the bike share system through 2020. Stations will be located primarily in the urban core of Kansas City, Mo., downtown Kansas City, Kan., downtown North Kansas City, Mo. And small satellite networks in other places.

Status:

TIP #: 980026	Juris: KC SCOUT	Location/Improvement: KC SCOUT INTEGRATED TRAFFIC IMPROVEMENTS AND UPGRADES (KANSAS)		Length (mi): NA
State #: KA-4170-01	Federal #: CMQ-A417(001)	County: REGIONAL	Type: Intelligent Transportation Infrastructure	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	CMAQ-KS	\$350.0
Other	2016	Non-Federal	STATE-KS	\$87.5
Federal Total:	\$350.0	Non-Federal Total:	\$87.5	Total: \$437.5

Description: KC Scout seeks to improve incident response time, improve congestion relief and enhance real time traffic dissemination. This project will complement the awarded CMAQ project ID 25 and expand all those services to the Kansas side of Scout.

Status:

Kansas

TIP #: 380091		Juris: KDOT		Location/Improvement: VARIOUS RAILROAD SAFETY PROJECTS IN THE REGION		Length (mi): N/A	
State #:		Federal #:		County: REGIONAL		Type: Other	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Construction	2019	Non-Federal	STATE-KS (AC)	\$750.0	Safety improvement projects along railroad corridors in the region as identified by KDOT. These funds benefit the region by working to correct or improve identified safety hazards public railway-highway crossings in a proactive manner. These improvements berve to benefit all modes utilizing the facility.		
Construction	2018	Non-Federal	STATE-KS (AC)	\$750.0			
Construction	2017	Non-Federal	STATE-KS (AC)	\$750.0			
Construction	2016	Non-Federal	STATE-KS (AC)	\$750.0			
Construction	2020	Non-Federal	STATE-KS (AC)	\$750.0			
Conversion	2019	Federal	HSIP-KS	\$750.0			
Conversion	2018	Federal	HSIP-KS	\$750.0			
Conversion	2017	Federal	HSIP-KS	\$750.0			
Conversion	2016	Federal	HSIP-KS	\$750.0			
Conversion	2020	Federal	HSIP-KS	\$750.0			
Other	2019	Non-Federal	CREDIT	(\$750.0)			
Other	2018	Non-Federal	CREDIT	(\$750.0)			
Other	2017	Non-Federal	CREDIT	(\$750.0)			
Other	2016	Non-Federal	CREDIT	(\$750.0)			
Other	2020	Non-Federal	CREDIT	(\$750.0)			
Federal Total:	\$3,750.0	Non-Federal Total:	\$0.0	Total:			

TIP #: 980029		Juris: KDOT		Location/Improvement: KANSAS CITY SCOUT EQUIPMENT REPLACEMENT PHASE II		Length (mi): NA	
State #: KA-4024-01		Federal #:		County: REGIONAL		Type: Intelligent Transportation Infrastructure	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Construction	2016	Non-Federal	STATE-KS	\$810.0	Replacement of CCTV cameras, dynamic message signs		
Engineering	2015	Non-Federal	STATE-KS	\$400.0			
Federal Total:		Non-Federal Total:	\$1,210.0	Total:	\$1,210.0		

TIP #: 970099		Juris: MARC		Location/Improvement: OGL KANSAS OPERATIONS SUPPORT AND ENHANCEMENTS		Length (mi): NA	
State #:		Federal #:		County: REGIONAL		Type: Signalization & Computerization (Roadway)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Operations	2017	Federal	STPM-KS	\$330.0	On going support of the regional arterial signal timing and communications that provides real-time operations for 22 agencies arterial operations and communications networks for support of 50% of the program costs. Includes ATMS enhancements.		
Construction	2017	Federal	STPM-KS	\$120.0			
Operations	2017	Non-Federal	LOCAL	\$82.5			
Construction	2017	Non-Federal	LOCAL	\$30.0			
Federal Total:	\$450.0	Non-Federal Total:	\$112.5	Total:	\$562.5		

Kansas

TIP #: 258002	Juris: EDWARDSVILLE	Location/Improvement: KANSAS AVE.; 94TH ST. TO 102ND ST.			
State #: N-0587-01	Federal #:	County: WYANDOTTE	Type: Reconstruction (No Added Capacity)		Length (mi): 1.0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Improve Kansas Avenue from narrow, uneven, and restricted profile to provide adequate roadway width along with curb, storm and culvert improvements, and sidewalks on an improved alignment to provide a safe and appropriate facility for passenger, freight, bicycle, and pedestrian users.
Construction	2015	Federal	STPM-KS	\$1,708.0	Status:
Construction	2015	Non-Federal	LOCAL	\$931.6	
Engineering	2014	Non-Federal	LOCAL	\$225.0	
Right-of-Way	2015	Non-Federal	LOCAL	\$154.5	
Other	2015	Non-Federal	LOCAL	\$55.0	
Federal Total:	\$1,708.0	Non-Federal Total:	\$1,366.1	Total:	\$3,074.1

TIP #: 980027	Juris: KC SCOUT	Location/Improvement: ADVANCE DMS FOR K-7 TRAFFIC APPROACHING I-70			
State #:	Federal #:	County: WYANDOTTE	Type: Intelligent Transportation Infrastructure		Length (mi): 6
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: This project would install a new DMS and radar unit on Southbound K-7 at what would be determined to be the best location north of the Kansas Turnpike. After discussions with KDOT permanent signing, is a location either north or south of Parallel Road that would fit into the existing permanent signing plan and provide adequate distance for drivers to plan which alternative route to take when notified of incidents ahead.
Construction	2018	Federal	CMAQ-KS	\$260.0	Status:
Construction	2018	Non-Federal	STATE-KS	\$65.0	
Federal Total:	\$260.0	Non-Federal Total:	\$65.0	Total:	\$325.0

TIP #: 280101	Juris: KDOT	Location/Improvement: I-70 AND K-7 INTERCHANGE; WEST HALF OF THE I-70 AND K-7 INTERCHANGE				
State #: KA-1003-05	Federal #: NHPP-0706(113)	County: WYANDOTTE	Type: Reconstruction (Added Capacity)		Length (mi): 2	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Construct the west half of the proposed interchange (SW and NW Loop Ramps). Add acceleration and deceleration lanes to existing I-70 for a 6-Lane section. Reconstruct approx 1500 ft. of existing K-7, south of I-70. Remove existing loop ramps south of I-70 and east of K-7. Existing loop ramps north of I-70 and east of K-7 will remain in place.	
Conversion	2014	Federal	NHPP-KS	\$25,931.0	Status:	
Construction	2013	Non-Federal	STATE-KS (AC)	\$21,881.0		
Right-of-Way	2011	Federal	NHPP-KS	\$13,416.0		
Other	2012	Non-Federal	STATE-KS (AC)	\$4,050.0		
Conversion	2013	Federal	NHPP-KS	\$3,341.0		
Construction	2013	Non-Federal	STATE-KS	\$2,431.2		
Right-of-Way	2011	Non-Federal	STATE-KS (AC)	\$2,171.0		
Right-of-Way	2011	Non-Federal	STATE-KS	\$1,732.2		
Engineering	2011	Non-Federal	STATE-KS (AC)	\$1,170.0		
Other	2012	Non-Federal	STATE-KS	\$450.0		
Engineering	2011	Non-Federal	STATE-KS	\$130.0		
Other	2013	Non-Federal	CREDIT	(\$3,341.0)		
Other	2014	Non-Federal	CREDIT	(\$25,931.0)		
Federal Total:	\$42,688.0	Non-Federal Total:	\$4,743.4	Total:		\$47,431.4

Kansas

TIP #: 280104		Juris: KDOT		Location/Improvement: I-70 FROM THE I-70/K-7 INTERCHANGE, EAST TO THE I-70/110TH ST. INTERCHANGE			
State #: KA-1003-08		Federal #: NHPP-0706(116)		County: WYANDOTTE		Type: Reconstruction (Added Capacity)	
						Length (mi): 3.0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:		
Conversion	2015	Federal	NHPP-KS	\$35,956.1	<p>Reconstruct I-70 to a 6-ln section with continuous acceleration and deceleration lanes from the I-70/K-7 interchange east to the I-70/110th St. interchange. Multimodal considerations were evaluated for the entire interchange concept, and several are being implemented on individual phases of the project. On the local road network, bicycle and pedestrians have been accommodated with the design of sidewalks and shared use paths that follow the local municipalities transportation plan. While transit is not currently utilized in this part of the corridor, the geometrics of the interchange would accommodate those vehicle types if implemented in the future. Lastly, a conscious effort was made in regards to Park and Ride facilities, since one already exists unofficially at the KTA service yard in the NE loop ramp. Discussions were held with MARC and KDOT about creating new facilities ersus using existing parking lots at local businesses, and a decision was made by the group to utilize existing infrastructure versus adding additional parking areas for use as Park and Ride facilities.</p>		
Construction	2015	Non-Federal	STATE-KS (AC)	\$28,628.3			
Right-of-Way	2011	Non-Federal	STATE-KS (AC)	\$5,441.4			
Construction	2015	Non-Federal	STATE-KS	\$3,180.9			
Engineering	2011	Non-Federal	STATE-KS (AC)	\$1,332.0			
Right-of-Way	2011	Non-Federal	STATE-KS	\$604.6			
Other	2012	Non-Federal	STATE-KS (AC)	\$554.4			
Engineering	2011	Non-Federal	STATE-KS	\$148.0			
Other	2012	Non-Federal	STATE-KS	\$61.6			
Other	2015	Non-Federal	CREDIT	(\$35,956.1)			
Federal Total: \$35,956.1		Non-Federal Total: \$3,995.1		Total: \$39,951.2			

Status:

TIP #: 280106		Juris: KDOT		Location/Improvement: I-70 AND K-7 INTERCHANGE; I-70 FROM .7 MI W OF I-70/K-7 INTERCHANGE EAST TO I-70/110 ST INTERCHANGE			
State #: KA-1003-09		Federal #: NHPP-0706(117)		County: WYANDOTTE		Type: Reconstruction (Added Capacity)	
						Length (mi): 3.0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:		
Conversion	2022	Federal	NHPP-KS	\$1,980.0	<p>Construct the east half of the proposed interchange. Add the K-7 to westbound ramp movement to the west half of proposed interchange constructed under Proj. No. KA-1003-05. Construct the 134th St. overpass. Add accel and decel lanes to I-70. Add Collector/Distributor roads from K-7 east to 110th St. Project authorized for PE Only. The total project cost, including all work phases, is estimated at \$41542 K. This estimate should be used for planning purposes only.</p>		
Engineering	2011	Non-Federal	STATE-KS (AC)	\$1,980.0			
Engineering	2011	Non-Federal	STATE-KS	\$220.0			
Other	2022	Non-Federal	CREDIT	(\$1,980.0)			
Federal Total: \$1,980.0		Non-Federal Total: \$220.0		Total: \$2,200.0			

Status:

Kansas

TIP #: 280110	Juris: KDOT	Location/Improvement: I-70 STUDY FOR THE LEWIS AND CLARK VIADUCT		Length (mi): N/A
State #: KA-2130-01	Federal #: ACIM-0706(119)	County: WYANDOTTE	Type: Bridge Replacement (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2022	Federal	NHPP-KS	\$900.0
Engineering	2011	Non-Federal	STATE-KS (AC)	\$900.0
Engineering	2011	Non-Federal	STATE-KS	\$100.0
Other	2022	Non-Federal	CREDIT	(\$900.0)
Federal Total:	\$900.0	Non-Federal Total:	\$100.0	Total: \$1,000.0
Description: Complete a Concept Study for improvements to I-70 in the area of the Lewis and Clark Viaduct. Review current transportation needs and regional development to identify potential improvements. Many aspects of multimodal transportation are being evaluated as part of the Lewis and Clark Viaduct Study. The Unified Government will be constructing a multilevel ramp to access the Kaw River Park from the street level. The connector point will also tie into the bike/ped trail that crosses the River under the viaduct. A component of the study will review access to that connector as well and the trail system contained in downtown KCK and the West Bottoms. KCK is also planning expanded transit services connecting locations from KC, MO, downtown KCK, and the western development in KCK, (The Legends). Our study will incorporate those routes in our future conditions. We are also working with the Union Pacific Railroad because we cross the UPRR tracks with the viaduct and a number of our ramps. Preliminary Engineering will be using Advance Construction with conversion of \$900 K to NHPP-KS funds in 2022.				
Status:				

TIP #: 280114	Juris: KDOT	Location/Improvement: I-70 AND K-7 INTERCHANGE; K-7 FROM 0.3 MILES SOUTH OF SPEAKER ROAD, NORTH TO RIVERVIEW AVENUE		Length (mi): .61
State #: KA-1003-12	Federal #: NHPP-0706(123)	County: WYANDOTTE	Type: Reconstruction (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2022	Federal	NHPP-KS	\$900.0
Engineering	2012	Non-Federal	STATE-KS (AC)	\$900.0
Engineering	2012	Non-Federal	STATE-KS	\$100.0
Other	2022	Non-Federal	CREDIT	(\$900.0)
Federal Total:	\$900.0	Non-Federal Total:	\$100.0	Total: \$1,000.0
Description: Construct K-7 to a 6-Lane Freeway section. This project includes the overpasses at Speaker Road & I-70, overpasses at Speaker Road, completion of the eastbound CD road along I-70, and a ramp from northbound K-7 to eastbound I-70. Geometrics will accommodate buses, sidewalks are provided for bike/ped where appropriate and follow the local municipalities transportation plan, park and ride facilities are not being constructed but are available at local businesses as decided by MARC/KDOT. The total project cost, including all work phases, is estimated at \$56269 K. This estimate should be used for planning purposes only. Project is authorized for PE only.				
Status:				

TIP #: 280115	Juris: KDOT	Location/Improvement: I-70 AND K-7 INTERCHANGE; I-70 FROM 0.1 MILES EAST OF WYANDOTTE/LEAVENWORTH COUNTY LINE, EAST TO 0.8 MILES EAST OF I-70/K-7		Length (mi): 3.0
State #: KA-1003-13	Federal #: NHPP-0706(121)	County: WYANDOTTE	Type: Reconstruction (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2022	Federal	NHPP-KS	\$675.0
Engineering	2012	Non-Federal	STATE-KS (AC)	\$675.0
Engineering	2012	Non-Federal	STATE-KS	\$75.0
Other	2022	Non-Federal	CREDIT	(\$675.0)
Federal Total:	\$675.0	Non-Federal Total:	\$75.0	Total: \$750.0
Description: Construct I-70 Eastbound to a 3-Lane Freeway section. Geometrics will accommodate buses, sidewalks are provided for bike/ped where appropriate and follow the local municipalities transportation plan, park and ride facilities are not being constructed but are available at local businesses (existing infrastructure) as decided by MARC/KDOT. The total project cost, including all work phases, is estimated at \$22893 K. This project is authorized for PE only. This estimate should be used for planning purposes only.				
Status:				

Kansas

TIP #: 280116	Juris: KDOT	Location/Improvement: I-70 AND K-7 INTERCHANGE; I-70 FROM 0.1 MILES EAST OF WYANDOTTE/LEAVENWORTH COUNTY LINE, EAST TO 1 MILE EAST OF I-70/K-7.	
State #: KA-1003-14	Federal #: NHPP-0706(122)	County: WYANDOTTE	Type: Reconstruction (Added Capacity) Length (mi): 3.0
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Conversion	2022	Federal	NHPP-KS \$810.0
Engineering	2012	Non-Federal	STATE-KS (AC) \$810.0
Engineering	2012	Non-Federal	STATE-KS \$90.0
Other	2022	Non-Federal	CREDIT (\$810.0)
Federal Total: \$810.0	Non-Federal Total: \$90.0	Total: \$900.0	Description: Construct I-70 Westbound to a 3-Lane Freeway section. This project includes completion of the westbound CD road along I-70. Geometrics will accommodate buses, sidewalks are provided for bike/ped where appropriate and follow the local municipalities transportation plan, park and ride facilities are not being constructed but are available at local businesses (existing infrastructure) as decided by MARC/KDOT. The total project cost, including all work phases, is estimated at \$24520 K. This estimate should be used for planning purposes only. Project is authorized for PE only.
			Status:

TIP #: 280117	Juris: KDOT	Location/Improvement: I-70 AND K-7 INTERCHANGE; K-7 FROM 0.1 MILES SOUTH OF I-70, NORTH TO 0.1 MILES NORTH OF K-7/130TH STREET.	
State #: KA-1003-15	Federal #: NHPP-0706(124)	County: WYANDOTTE	Type: Reconstruction (Added Capacity) Length (mi): .36
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Conversion	2022	Federal	NHPP-KS \$900.0
Engineering	2012	Non-Federal	STATE-KS (AC) \$900.0
Engineering	2012	Non-Federal	STATE-KS \$100.0
Other	2022	Non-Federal	CREDIT (\$900.0)
Federal Total: \$900.0	Non-Federal Total: \$100.0	Total: \$1,000.0	Description: Construct K-7 to a 6-Lane Freeway section. This project includes completion of the north bound CD road over 130th St., the overpass at Canaan Center Drive, the Riverview overpass and reconstruction of local roads. Geometrics will accommodate buses, sidewalks are provided for bike/ped where appropriate and follow the local municipalities transportation plan, park and ride facilities are not being constructed but are available at local businesses (existing infrastructure) as decided by MARC/KDOT. This project is authorized for PE only. The total project cost, including all work phases, is estimated at \$38201 K. This estimate should be used for planning purposes only.
			Status:

TIP #: 280118	Juris: KDOT	Location/Improvement: I-70 AND K-7 INTERCHANGE; K-7 FROM 0.6 MILES SOUTH OF KANSAS AVENUE, NORTH TO SPEAKER ROAD.	
State #: KA-1003-10	Federal #: NHPP-A100(310)	County: WYANDOTTE	Type: Reconstruction (Added Capacity) Length (mi): 2.3
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Conversion	2022	Federal	NHPP-KS \$800.0
Engineering	2012	Non-Federal	STATE-KS (AC) \$800.0
Engineering	2012	Non-Federal	STATE-KS \$200.0
Other	2022	Non-Federal	CREDIT (\$800.0)
Federal Total: \$800.0	Non-Federal Total: \$200.0	Total: \$1,000.0	Description: Construct K-7 to a 6 lane section with a single point urban interchange at K-7/Kansas Ave. This project includes reconstruction of Kansas Ave. This project is authorized for PE only. The total project cost, including all work phases, is estimated at \$52750 K. This estimate should be used for planning purposes only.
			Status:

Kansas

TIP #: 280119	Juris: KDOT	Location/Improvement: I-70 AND K-7 INTERCHANGE; K-7 FROM CANAAN CENTER DRIVE, N TO .6 MI NORTH OF 130TH STREET. PROJECT IS AUTHORIZED FOR PRELIMINARY ENGINEERING ONLY.	
State #: KA-1003-11	Federal #: ACNHS-A100(31)	County: WYANDOTTE	Type: Reconstruction (Added Capacity) Length (mi): 1.0
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Conversion	2022	Federal	NHPP-KS \$880.0
Engineering	2012	Non-Federal	STATE-KS (AC) \$880.0
Engineering	2012	Non-Federal	STATE-KS \$220.0
Other	2022	Non-Federal	CREDIT (\$880.0)
Federal Total:	\$880.0	Non-Federal Total:	\$220.0 Total: \$1,100.0

Description: Construct K-7 to a 6-lane Freeway section with a single point urban interchange at K-7/130th Street. This project includes reconstruction of 130th Street, 131st Street, and local frontage roads. This project is authorized for PE only. The total project cost, including all work phases, is estimated at \$56249 K. This estimate should be used for planning purposes only.

Status:

TIP #: 280120	Juris: KDOT	Location/Improvement: BRIDGES #030 & #173 OF THE LEWIS & CLARK VIADUCT IN KANSAS CITY, KANSAS	
State #: KA-2130-02	Federal #: NHPP-0706(125)	County: WYANDOTTE	Type: Bridge Replacement (No Added Capacity) Length (mi): 1
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Conversion	2022	Federal	NHPP-KS \$2,925.0
Engineering	2013	Non-Federal	STATE-KS (AC) \$2,925.0
Conversion	2022	Federal	NHPP-KS \$450.0
Other	2016	Non-Federal	STATE-KS (AC) \$450.0
Engineering	2013	Non-Federal	STATE-KS \$325.0
Other	2016	Non-Federal	STATE-KS \$50.0
Right-of-Way	2015	Non-Federal	STATE-KS \$10.0
Other	2022	Non-Federal	CREDIT (\$450.0)
Other	2022	Non-Federal	CREDIT (\$2,925.0)
Federal Total:	\$3,375.0	Non-Federal Total:	\$385.0 Total: \$3,760.0

Description: Construct Phase 1 of the select alternative from the completed study of Project No. 70-105 KA-2130-01 (Westbound I-70 River Truss over the Kansas River). This includes Units 1 through 7 of Bridge #030 and Unit 3 of Bridge #173. The PE work phase will utilize AC in the amount of \$2,925 K with conversion to NHPP in 2022. The UTIL phase will utilize AC in the amount of \$450 K with conversion to NHPP in 2022. Project is authorized of PE, ROW, and UTIL Only. The total project cost, including all work phases, is estimated at \$57,510 K. This estimate should be used for planning purposes only.

Status:

TIP #: 280125	Juris: KDOT	Location/Improvement: BRIDGE #105 ON K-32 IN WYANDOTTE COUNTY	
State #: KA-3079-01	Federal #: ACNHS-A307(90)	County: WYANDOTTE	Type: Bridge Replacement (No Added Capacity) Length (mi): 0
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Conversion	2022	Federal	NHPP-KS \$460.0
Engineering	2013	Non-Federal	STATE-KS (AC) \$460.0
Engineering	2013	Non-Federal	STATE-KS \$115.0
Engineering	2013	Non-Federal	LOCAL \$25.0
Other	2022	Non-Federal	CREDIT (\$460.0)
Federal Total:	\$460.0	Non-Federal Total:	\$140.0 Total: \$600.0

Description: Bridge replacement. Project is authorized for PE ONLY. The total project cost, including all work phases, is estimated at \$16,475K. This estimate should be used for planning purposes only. The PE work phase will utilize AC in the amount of \$460 K with conversion to NHPP in 2022.

Status:

Kansas

TIP #: 280132	Juris: KDOT	Location/Improvement: K-32: K-32/TURNER DIAGONAL INTERCHANGE			Length (mi): 1
State #: KA-4021-01	Federal #:	County: WYANDOTTE	Type: Other		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Various sign & truss replacements and modifications at the K-32/Turner Diagonal interchange
Construction	2016	Non-Federal	STATE-KS	\$538.9	Status:
Engineering	2015	Non-Federal	STATE-KS	\$36.3	
Federal Total:	Non-Federal Total: \$575.2		Total: \$575.2		

TIP #: 259179	Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY	Location/Improvement: STATE AVENUE AND VILLAGE WEST PARKWAY INTERCHANGE			Length (mi): N/A
State #: C-4590-01	Federal #: HPS-C459(001)	County: WYANDOTTE	Type: Reconstruction (Added Capacity)		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Preliminary engineering services for the design of a single point urban interchange to accomodate significant increase in traffic with continuing growth in the Village West area as identified in the I-435/I-70/Village West Study completed by KDOT/UG in 2010.
Engineering	2011	Federal	SP-KS	\$1,500.0	Status:
Right-of-Way	2013	Federal	SP-KS	\$360.0	
Federal Total: \$1,860.0	Non-Federal Total:		Total: \$1,860.0		

TIP #: 259180	Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY	Location/Improvement: HUTTON ROAD IMPROVEMENTS -- CLEVELAND AVENUE TO LEAVENWORTH ROAD			Length (mi): .80
State #: C-0014-01	Federal #: STP-C001(401)	County: WYANDOTTE	Type: Reconstruction (No Added Capacity)		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Involves the total reconstruction of Hutton Road with curb/gutter/sidewalks and storm sewer improvements to accommodate the increase of traffic from adjacent development. The project includes a walking a trail.
Construction	2014	Federal	STP-KS	\$2,199.1	Status:
Construction	2014	Non-Federal	LOCAL	\$549.8	
Engineering	2010	Non-Federal	LOCAL	\$225.0	
Right-of-Way	2013	Non-Federal	LOCAL	\$100.0	
Federal Total: \$2,199.1	Non-Federal Total: \$874.8		Total: \$3,073.9		

TIP #: 259189	Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY	Location/Improvement: MERRIAM LANE; COUNTY LINE ROAD TO 24TH ST.			Length (mi): 0.7
State #:	Federal #:	County: WYANDOTTE	Type: Reconstruction (No Added Capacity)		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Complete reconstruction of Merriam Lane to quality urban standard, with sidewalk, curb, controlled entrances, green space in R/W & new signals at 34th Street. Add bike lanes and improved drainage. Excludes the 24th Street (Lamar) intersection.
Construction	2016	Federal	STPM-KS	\$4,240.0	Status:
Construction	2016	Non-Federal	LOCAL	\$2,460.0	
Federal Total: \$4,240.0	Non-Federal Total: \$2,460.0		Total: \$6,700.0		

Kansas

TIP #: 259191	Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY	Location/Improvement: LEAVENWORTH ROAD INTERSECTIONS: 72ND AND 55TH			
State #: N-0600-01	Federal #: STP-N060(001)	County: WYANDOTTE	Type: Reconstruction (No Added Capacity)	Length (mi): 0.1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Upgrade 72nd and 55th street intersections along Leavenworth Road (K-5), plus related fire-station signal near 55th. Widen for left turn lanes, reconstruct side road approaches, align 72nd, new traffic signals, ADA, sidewalks, grading, drainage, curb, and retaining walls.
Construction	2015	Non-Federal	LOCAL	\$3,000.0	Status:
Construction	2015	Federal	STPM-KS	\$1,400.0	
Construction	2015	Federal	CMAQ-KS	\$696.0	
Federal Total:	\$2,096.0	Non-Federal Total:	\$3,000.0	Total:	\$5,096.0

TIP #: 259192	Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY	Location/Improvement: MISSOURI RIVER/JERSEY CREEK CONNECTOR, PHASE I			
State #: TE-0604-01	Federal #:	County: WYANDOTTE	Type: Pedestrian and/or Bike Ways	Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Construction of a 10-foot multi-use trail along 5th Street from south of Parallel to Rowland Avenue and along Rowland from 5th to 7th Street (US-69 highway), including connections to Jersey Creek Park and John Garland Park. This is the first phase of an eventual connection over the Missouri River via 7th Street.
Construction	2014	Federal	TA-KS	\$768.0	Status:
Engineering	2013	Non-Federal	LOCAL	\$200.0	
Construction	2014	Non-Federal	LOCAL	\$192.0	
Engineering	2014	Federal	TA-KS	\$112.0	
Engineering	2014	Non-Federal	LOCAL	\$28.0	
Federal Total:	\$880.0	Non-Federal Total:	\$420.0	Total:	\$1,300.0

TIP #: 259193	Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY	Location/Improvement: KAW POINT PARK CONNECTOR TRAIL			
State #: TE-0395-01	Federal #: TEA-T039(501)	County: WYANDOTTE	Type: Pedestrian and/or Bike Ways	Length (mi): .25	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: The Kaw Point Trail is located near the confluence of the Kansas and Missouri Rivers. Trail and ramp structure to provide a link from the Riverfront Heritage Trail to Kaw Point Park, a total length of 1,300 ft. The proposed trail will use ROW along 3rd Street and the Minnesota Ave bridge. The bridge will be retrofitted to accommodate the trail and to create access to the Kaw Point Park.
Construction	2015	Federal	TE-KS	\$2,015.7	Status:
Construction	2015	Non-Federal	LOCAL	\$477.5	
Engineering	2014	Non-Federal	LOCAL	\$215.8	
Federal Total:	\$2,015.7	Non-Federal Total:	\$693.3	Total:	\$2,709.0

Kansas

TIP #: 259196		Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY		Location/Improvement: CENTRAL AVE AND 18TH STREET INTERSECTION	
State #:	Federal #:	County: WYANDOTTE	Type: Traffic Flow		Length (mi): 0.1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Reconfigure the current 5-leg intersection to 4-legs by closing Park Drive from 18th to 19th Street and re-routing that traffic to enter Central Avenue at 19th Street. The remaining legs of the intersection will be refurbished with new curb and gutter, sidewalks, and ADA ramps, and a new traffic signal and controller will be installed. The traffic signal will be reconfigured to operate efficiently in the new configuration. Turn lane geometry will be adjusted. Status:
Construction	2017	Federal	CMAQ-KS	\$677.0	
Construction	2017	Non-Federal	LOCAL	\$210.0	
Construction	2017	Non-Federal	LOCAL (AC)	\$143.0	
Conversion	2018	Federal	CMAQ-KS	\$143.0	
Other	2018	Non-Federal	CREDIT	(\$143.0)	
Federal Total:	\$820.0	Non-Federal Total:	\$210.0	Total:	\$1,030.0

TIP #: 259197		Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY		Location/Improvement: SAFE ROUTES KCK PHASE D: RUSHTON, MIDLAND TRAILS & HAZEL GROVE	
State #: N-0629-01	Federal #: TA-N062(901)	County: WYANDOTTE	Type: Pedestrian and/or Bike Ways		Length (mi): NA
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Project addresses lack of sidewalks around schools in well-developed neighborhoods where children don't have a safe place to walk to/from school despite proximity to residences. Project includes construction of new sidewalks and ADA pedestrian ramps within a quarter-mile radius of the following elementary schools: Rushton, Midland Trail and Hazel Grove to provide safer access for pedestrians and young bicyclists to and from schools. Status:
Construction	2015	Federal	TA-KS	\$500.0	
Construction	2015	Non-Federal	LOCAL	\$332.3	
Federal Total:	\$500.0	Non-Federal Total:	\$332.3	Total:	

TIP #: 259198		Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY		Location/Improvement: 12TH & 10TH STREET BIKEWAY, METROPOLITAN TO QUINDARO	
State #: N-0636-01	Federal #: CMQ-N063(601)	County: WYANDOTTE	Type: Pedestrian and/or Bike Ways		Length (mi): 6
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Designate an on-street bikeway following 12th Street from Metropolitan to Argentine Blvd, then along Argentine to 10th, then north to Quindaro. A separate bike-only lane will be striped and signed whenever feasible, elsewhere a Sharrow will be used. Curb and roadway width will remain the same. Select safety upgrades will be made, such as drainage inlets, spot repairs of pavements, traffic calming, and curb and signal adjustments. Areas with curb side parking will be evaluated for limits. Status:
Construction	2016	Federal	TA-KS	\$480.0	
Construction	2016	Non-Federal	LOCAL	\$245.5	
Construction	2016	Non-Federal	LOCAL (AC)	\$200.0	
Conversion	2017	Federal	TA-KS	\$200.0	
Construction	2016	Federal	CMAQ-KS	\$120.0	
Other	2017	Non-Federal	CREDIT	(\$200.0)	
Federal Total:	\$800.0	Non-Federal Total:	\$245.5	Total:	\$1,045.5

Kansas

TIP #: 259199		Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY		Location/Improvement: SAFE ROUTES KCK WALKING SCHOOL BUS EXPANSION	
State #: N-0637-01		Federal #: TA-N063(701)		County: WYANDOTTE	
				Type: Pedestrian and/or Bike Ways	
				Length (mi): NA	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Implementation and expansion of the KCK Walking School Bus program into an integrated SRTS Program at 10 schools throughout Kansas City, Kan. A 3-year, 4-step implementation model that includes analysis, community involvement, encouragement and enforcement; linking infrastructure investments with non-infrastructure programs to improve Engineering, Education, Encouragement, Enforcement, Evaluation and Equity to create vibrant, connected, sustainable communities around schools with focus on walking and biking.
Other	2015	Federal	TA-KS	\$120.0	
Other	2015	Non-Federal	LOCAL	\$30.0	
Federal Total:	\$120.0	Non-Federal Total:	\$30.0	Total:	

Status:

TIP #: 259200		Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY		Location/Improvement: SAFE ROUTES KCK PHASE E: EDISON, WHITE & NOBLE PRENTIS	
State #: N-0634-01		Federal #: TA-N063(401)		County: WYANDOTTE	
				Type: Pedestrian and/or Bike Ways	
				Length (mi): NA	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Project addresses the lack of sidewalks around schools along with a SRTS program that addresses childhood health problems, air quality, safety education and limited transportation choices. This includes construction of new sidewalks and ADA pedestrian ramps within a quarter-mile radius of the following elementary schools: Edison, WA White and Noble Prentis to provide safer access for pedestrians and young bicyclists to and from schools.
Construction	2018	Federal	TA-KS	\$500.0	
Construction	2018	Non-Federal	LOCAL	\$215.0	
Federal Total:	\$500.0	Non-Federal Total:	\$215.0	Total:	

Status:

TIP #: 259201		Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY		Location/Improvement: LEAVENWORTH ROAD MODERNIZATION, 63RD TO 38TH (K-5)	
State #:		Federal #:		County: WYANDOTTE	
				Type: Reconstruction (No Added Capacity)	
				Length (mi): 2.8	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Reconstruct the roadside area and intersections along Leavenworth Road from 63rd Street to 38th Street. Add continuous sidewalks on both sides of the road, remove guardrail, improve intersection pedestrian safety features, add turn lanes as needed, and upgrade drainage, curbs, driveways and lighting. Designate it as a bikeway with Sharrows. Replace 3 signals. Excludes area improved with 55th Street project.
Construction	2017	Federal	STPM-KS	\$6,960.0	
Construction	2017	Non-Federal	LOCAL	\$3,940.0	
Federal Total:	\$6,960.0	Non-Federal Total:	\$3,940.0	Total:	

Status:

Missouri

TIP #: 735025	Juris: BELTON	Location/Improvement: BELTON NEXUS		Length (mi): 0
State #:	Federal #:	County: CASS	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Other	2014	Federal	TA-MO	\$326.2
Other	2014	Non-Federal	LOCAL	\$157.0
Federal Total:	\$326.2	Non-Federal Total:	\$157.0	Total: \$483.2

TIP #: 735026	Juris: BELTON	Location/Improvement: BEL-RAY CONNECTOR TRAIL		Length (mi): 1
State #:	Federal #: TAP-3301(496)	County: CASS	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Federal	TA-MO	\$500.0
Construction	2015	Non-Federal	LOCAL	\$176.0
Engineering	2015	Non-Federal	LOCAL	\$76.5
Federal Total:	\$500.0	Non-Federal Total:	\$252.5	Total: \$752.5

TIP #: 790051	Juris: CASS COUNTY	Location/Improvement: REPLACE BRIDGE NO. 4070004 - CART ROAD 407(243RD STREET) OVER CAMP CREEK		Length (mi): .1
State #:	Federal #: BRO-B019(34)	County: CASS	Type: Bridge Replacement (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Federal	BRO-MO	\$410.0
Federal Total:	\$410.0	Non-Federal Total:		Total: \$410.0

TIP #: 790052	Juris: CASS COUNTY	Location/Improvement: REPLACE BRIDGE NO. 5900010 - CART ROAD 590(342ND STREET) OVER SUGAR CREEK		Length (mi): .1
State #:	Federal #: BRO-B019(33)	County: CASS	Type: Bridge Replacement (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Federal	BRO-MO	\$390.0
Federal Total:	\$390.0	Non-Federal Total:		Total: \$390.0

Missouri

TIP #: 780004		Juris: HARRISONVILLE		Location/Improvement: IMPROVEMENTS TO MECHANIC STREET, (ROUTE 7) FROM INDEPENDENCE TO STELLA AVE.						
State #: 4P2257		Federal #: STP-2900(408)		County: CASS		Type: Reconstruction (No Added Capacity)				
						Length (mi): .60				
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
Construction	2016	Federal	STPM-MO	\$1,982.4	Roadway improvements from Independence Street to Stella Avenue in Harrisonville. \$2,040,000 MARC STP-Urban funds, %510,000 Harrisonville and \$145,000 Statewide Transportation Enhancement funds.					
Conversion	2017	Federal	STP-MO	\$1,490.6						
Construction	2016	Non-Federal	STATE-MO (AC)	\$641.6						
Construction	2016	Non-Federal	LOCAL	\$496.0						
Engineering	2014	Non-Federal	STATE-MO (AC)	\$255.0						
Engineering	2015	Non-Federal	STATE-MO (AC)	\$206.0						
Construction	2016	Non-Federal	STATE-MO	\$160.0						
Engineering	2014	Non-Federal	STATE-MO	\$64.0						
Right-of-Way	2014	Federal	STPM-MO	\$57.6						
Engineering	2015	Non-Federal	STATE-MO	\$51.0						
Right-of-Way	2014	Non-Federal	LOCAL	\$14.4						
Other	2017	Non-Federal	CREDIT	(\$1,490.6)						
Federal Total:	\$3,530.6	Non-Federal Total:	\$397.4	Total:				\$3,928.0		

TIP #: 690374		Juris: MODOT		Location/Improvement: I-49; SCOPING FOR CAPACITY IMPROVEMENTS FROM 155TH STREET TO NORTH CASS PARKWAY IN BELTON						
State #: 4I2291		Federal #:		County: CASS		Type: Reconstruction (Added Capacity)				
						Length (mi): 5				
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:				
Engineering	2014	Federal	NHPP-MO	\$34.0						
Engineering	2013	Federal	NHPP-MO	\$12.0						
Engineering	2015	Federal	NHPP-MO	\$12.0						
Engineering	2014	Non-Federal	STATE-MO	\$8.0						
Engineering	2017	Federal	NHPP-MO	\$4.0						
Engineering	2016	Federal	NHPP-MO	\$4.0						
Engineering	2013	Non-Federal	STATE-MO	\$3.0						
Engineering	2015	Non-Federal	STATE-MO	\$3.0						
Engineering	2017	Non-Federal	STATE-MO	\$1.0						
Engineering	2016	Non-Federal	STATE-MO	\$1.0						
Federal Total:	\$66.0	Non-Federal Total:	\$16.0	Total:				\$82.0		

Missouri

TIP #: 790056		Juris: MODOT		Location/Improvement: I-49; BRIDGE IMPROVEMENTS OVER THE SOUTH GRAND RIVER AND TENNESSEE CREEK. PROJECT INVOLVES BRIDGES A2069, A2641 AND A2642	
State #: 4P2360		Federal #:		County: CASS	
				Type: Bridge Rehabilitation (No Added Capacity)	
				Length (mi): .75	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: US-71; Bridge improvements over the South Grand River and Tennessee Creek. Project involves bridges A2069, A2641 and A2642
Construction	2018	Federal	NHPP-MO	\$7,318.0	Status:
Construction	2018	Non-Federal	STATE-MO	\$814.0	
Engineering	2017	Federal	NHPP-MO	\$680.0	
Engineering	2016	Federal	NHPP-MO	\$130.0	
Engineering	2011	Non-Federal	STATE-MO	\$121.0	
Engineering	2015	Federal	NHPP-MO	\$86.0	
Engineering	2017	Non-Federal	STATE-MO	\$71.0	
Engineering	2014	Non-Federal	STATE-MO	\$56.0	
Engineering	2015	Non-Federal	STATE-MO	\$14.0	
Engineering	2014	Non-Federal	STATE-MO	\$14.0	
Engineering	2016	Non-Federal	STATE-MO	\$14.0	
Engineering	2013	Non-Federal	STATE-MO	\$2.0	
Engineering	2013	Non-Federal	STATE-MO	\$1.0	
Engineering	2012	Non-Federal	STATE-MO	\$1.0	
Federal Total: \$8,214.0		Non-Federal Total: \$1,108.0		Total: \$9,322.0	

Missouri

TIP #: 790073		Juris: MODOT		Location/Improvement: M-291; CAPACITY IMPROVEMENTS FROM WATERS ROAD TO ROYAL STREET IN HARRISONVILLE.				
State #: 4P3002		Federal #:		County: CASS		Type: Reconstruction (Added Capacity)		Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Projects is funded through the Cost Share program, MoDOT's maximum is \$2,305,904 in SFY2016. \$2,518,000 in city funds.		
Construction	2017	Non-Federal	LOCAL	\$1,785.5	Status:			
Construction	2017	Federal	STPM-MO	\$1,100.0				
Construction	2017	Federal	NHPP-MO	\$999.5				
Engineering	2017	Federal	NHPP-MO	\$413.0				
Right-of-Way	2016	Non-Federal	LOCAL	\$280.0				
Construction	2017	Non-Federal	STATE-MO	\$233.0				
Engineering	2016	Federal	NHPP-MO	\$218.0				
Right-of-Way	2016	Federal	NHPP-MO	\$211.0				
Engineering	2017	Non-Federal	LOCAL	\$103.0				
Engineering	2014	Federal	NHPP-MO	\$88.0				
Engineering	2015	Federal	NHPP-MO	\$80.0				
Engineering	2016	Non-Federal	LOCAL	\$54.0				
Engineering	2014	Non-Federal	STATE-MO	\$22.0				
Engineering	2015	Non-Federal	LOCAL	\$20.0				
Federal Total:	\$3,109.5	Non-Federal Total:	\$2,497.5	Total:	\$5,607.0			

TIP #: 790080		Juris: MODOT		Location/Improvement: ROUTE B; BRIDGE IMPROVEMENTS OVER EIGHTMILE CREEK, JUST EAST OF I-49.				
State #: 4S3072		Federal #:		County: CASS		Type: Bridge Rehabilitation (No Added Capacity)		Length (mi): 0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Project involves bridge A1403		
Construction	2016	Federal	NHPP-MO	\$304.0	Status:			
Construction	2016	Non-Federal	STATE-MO	\$76.0				
Engineering	2016	Federal	NHPP-MO	\$33.0				
Engineering	2016	Non-Federal	STATE-MO	\$9.0				
Engineering	2015	Federal	NHPP-MO	\$6.0				
Engineering	2015	Non-Federal	STATE-MO	\$1.0				
Engineering	2014	Federal	NHPP-MO	\$1.0				
Engineering	2013	Federal	NHPP-MO	\$1.0				
Federal Total:	\$345.0	Non-Federal Total:	\$86.0	Total:		\$431.0		

Missouri

TIP #: 790081		Juris: MODOT		Location/Improvement: ROUTE D; BRIDGE IMPROVEMENTS NORTH OF ROUTE Y OVER THE KANSAS CITY SOUTHERN RAILROAD			
State #: 4S3067		Federal #:		County: CASS		Type: Bridge Rehabilitation (No Added Capacity)	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Project involves bridge A2250	
Construction	2016	Federal	NHPP-MO	\$592.0	Status:		
Construction	2016	Non-Federal	STATE-MO	\$148.0			
Engineering	2016	Federal	NHPP-MO	\$72.0			
Engineering	2016	Non-Federal	STATE-MO	\$18.0			
Engineering	2014	Federal	NHPP-MO	\$7.0			
Engineering	2015	Federal	NHPP-MO	\$6.0			
Engineering	2014	Non-Federal	STATE-MO	\$2.0			
Engineering	2015	Non-Federal	STATE-MO	\$1.0			
Engineering	2013	Federal	NHPP-MO	\$1.0			
Right-of-Way	2016	Federal	NHPP-MO	\$1.0			
Federal Total: \$679.0		Non-Federal Total: \$169.0		Total: \$848.0			

TIP #: 790082		Juris: MODOT		Location/Improvement: ROUTE D; BRIDGE IMPROVEMENTS OVER MINERAL CREEK, JUST SOUTH OF RTE. Y, IN CLEVELAND.			
State #: 4S3070		Federal #:		County: CASS		Type: Bridge Rehabilitation (No Added Capacity)	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Project involves bridge L0173	
Construction	2016	Federal	NHPP-MO	\$158.0	Status:		
Construction	2016	Non-Federal	STATE-MO	\$39.0			
Engineering	2016	Federal	NHPP-MO	\$17.0			
Engineering	2015	Federal	NHPP-MO	\$4.0			
Engineering	2016	Non-Federal	STATE-MO	\$3.0			
Engineering	2014	Federal	NHPP-MO	\$3.0			
Engineering	2015	Non-Federal	STATE-MO	\$2.0			
Engineering	2014	Non-Federal	STATE-MO	\$1.0			
Engineering	2013	Federal	NHPP-MO	\$1.0			
Federal Total: \$183.0		Non-Federal Total: \$45.0		Total: \$228.0			

Missouri

TIP #: 790083		Juris: MODOT		Location/Improvement: ROUTE M; BRIDGE IMPROVEMENTS OVER EAST CAMP BRIDGE CREEK, JUST NORTH OF ROUTE 2.			
State #: 4S3069		Federal #:		County: CASS		Type: Bridge Rehabilitation (No Added Capacity)	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Project involves	
Construction	2016	Federal	NHPP-MO	\$343.0	Status:		
Construction	2016	Non-Federal	STATE-MO	\$86.0			
Engineering	2016	Federal	NHPP-MO	\$40.0			
Engineering	2016	Non-Federal	STATE-MO	\$10.0			
Engineering	2015	Federal	NHPP-MO	\$4.0			
Engineering	2014	Federal	NHPP-MO	\$4.0			
Engineering	2015	Non-Federal	STATE-MO	\$1.0			
Engineering	2014	Non-Federal	STATE-MO	\$1.0			
Engineering	2013	Federal	NHPP-MO	\$1.0			
Federal Total: \$392.0		Non-Federal Total: \$98.0		Total: \$490.0			

TIP #: 790085		Juris: MODOT		Location/Improvement: ROUTE YY; BRIDGE IMPROVEMENTS OVER EAST CREEK, JUST EAST OF RTE. Y.			
State #: 4S3071		Federal #:		County: CASS		Type: Bridge Rehabilitation (No Added Capacity)	
						Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Project involves bridge N0784	
Construction	2016	Federal	NHPP-MO	\$514.0	Status:		
Construction	2016	Non-Federal	STATE-MO	\$129.0			
Engineering	2016	Federal	NHPP-MO	\$62.0			
Engineering	2016	Non-Federal	STATE-MO	\$16.0			
Engineering	2015	Federal	NHPP-MO	\$4.0			
Engineering	2014	Federal	NHPP-MO	\$3.0			
Engineering	2015	Non-Federal	STATE-MO	\$1.0			
Engineering	2014	Non-Federal	STATE-MO	\$1.0			
Engineering	2013	Federal	NHPP-MO	\$1.0			
Federal Total: \$584.0		Non-Federal Total: \$147.0		Total: \$731.0			

Missouri

TIP #: 790087		Juris: MODOT		Location/Improvement: MO 58; PAVEMENT AND SIDEWALK IMPROVEMENTS FROM RTE. D TO CLINT DRIVE	
State #: 4P3081E		Federal #:		County: CASS	
				Type: Resurfacing Only	
				Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: MO 58; Pavement and Sidewalk Improvements from Rte. D to Clint Drive.
Construction	2016	Federal	STP-MO	\$1,297.0	Status:
Construction	2016	Non-Federal	STATE-MO	\$324.0	
Engineering	2017	Federal	STP-MO	\$207.0	
Engineering	2015	Federal	STP-MO	\$80.0	
Engineering	2017	Non-Federal	STATE-MO	\$52.0	
Engineering	2016	Federal	STP-MO	\$40.0	
Engineering	2015	Non-Federal	STATE-MO	\$20.0	
Engineering	2016	Non-Federal	STATE-MO	\$10.0	
Engineering	2017	Federal	STP-MO	\$1.0	
Federal Total: \$1,625.0		Non-Federal Total: \$406.0		Total: \$2,031.0	

TIP #: 790088		Juris: MODOT		Location/Improvement: I-49: PAVEMENT IMPROVEMENTS FROM RTE. 7 TO THE BATES COUNTY LINE	
State #: 4I3112		Federal #:		County: CASS	
				Type: Resurfacing Only	
				Length (mi): 10	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: I-49 Pavement Improvements from Rte. 7 to the Bates County Line.
Construction	2018	Federal	NHPP-MO	\$3,396.0	Status:
Construction	2018	Non-Federal	STATE-MO	\$377.0	
Engineering	2018	Federal	NHPP-MO	\$310.0	
Engineering	2018	Non-Federal	STATE-MO	\$34.0	
Engineering	2017	Federal	NHPP-MO	\$18.0	
Engineering	2016	Federal	NHPP-MO	\$17.0	
Engineering	2017	Non-Federal	STATE-MO	\$2.0	
Engineering	2016	Non-Federal	STATE-MO	\$2.0	
Federal Total: \$3,741.0		Non-Federal Total: \$415.0		Total: \$4,156.0	

TIP #: 790050		Juris: PECULIAR		Location/Improvement: CONSTRUCT MONUMENT / LANDSCAPING IMPROVEMENTS NEAR 71 HWY.	
State #:		Federal #: STP-9900(491)		County: CASS	
				Type: Other(Environmental, Scenic, Historic)	
				Length (mi): .10	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Construct Monument / Landscaping Improvements Near 71 Hwy. Monument is generally located 1500 ft NW of the SB US-71 off-ramp intersection with Missouri Route C.
Construction	2015	Federal	TE-MO	\$92.0	Status:
Construction	2015	Non-Federal	LOCAL	\$23.0	
Federal Total: \$92.0		Non-Federal Total: \$23.0		Total: \$115.0	

Missouri

TIP #: 738106	Juris: PLEASANT HILL	Location/Improvement: COUNTRY CLUB COLLECTOR PROJECT		Length (mi): 1.4
State #:	Federal #: STP-3452(401)	County: CASS	Type: Reconstruction (No Added Capacity)	
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)	Description: This project will include accommodations for pedestrians, cyclists, and mobility aid users through the addition of sidewalks and bike paths. It will also accommodate all users of motorized vehicles, including freight haulers and para-transit users, by improving the roadway.
Construction	2017	Federal	STPM-MO \$1,400.0	Status:
Construction	2017	Non-Federal	LOCAL \$350.0	
Federal Total:	\$1,400.0	Non-Federal Total:	\$350.0	Total: \$1,750.0

TIP #: 738107	Juris: PLEASANT HILL	Location/Improvement: MOPAC TRAIL PHASE 3		Length (mi): 1
State #:	Federal #: TAP-3452(402)	County: CASS	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)	Description: Construction of 1 mile of off-road trail which will be comprised of fine milled material and one bike/ped bridge. Project is regionally significant as it will extend northward the connection to the Rock Island State Park, which the State is connecting to the Katy Trail. In addition to cyclists and pedestrians, the project will serve motorized users of Smart Road by providing a separate path for pedestrians and cyclists who currently share the road with vehicles.
Construction	2017	Federal	TA-MO \$360.0	Status:
Construction	2017	Non-Federal	LOCAL \$90.0	
Federal Total:	\$360.0	Non-Federal Total:	\$90.0	Total: \$450.0

TIP #: 738108	Juris: PLEASANT HILL	Location/Improvement: SUGARLAND DRIVE IMPROVEMENTS		Length (mi): .35
State #:	Federal #:	County: CASS	Type: Resurfacing Only	
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)	Description: Resurfacing of approximately 1,800 l.f. of roadway
Construction	2015	Federal	STP-MO \$74.1	Status:
Construction	2015	Non-Federal	LOCAL \$18.5	
Federal Total:	\$74.1	Non-Federal Total:	\$18.5	Total: \$92.7

TIP #: 524002	Juris: CLAY COUNTY	Location/Improvement: BRIDGE NO. 0680003 REPLACEMENT		Length (mi): 0
State #:	Federal #: BRO-B024(25)	County: CLAY	Type: Bridge Replacement (Added Capacity)	
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)	Description: Replacement of Bridge No. 0680003 with a new bridge structure and minor roadway work as needed to complete the replacment. The Bridge is located on 172nd street over Carroll Creek in rural Clay County, Missouri.
Construction	2016	Federal	BRO-MO \$477.5	Status:
Engineering	2015	Federal	BRO-MO \$72.6	
Federal Total:	\$550.1	Non-Federal Total:		Total: \$550.1

Missouri

TIP #: 510080	Juris: GLADSTONE	Location/Improvement: SHOAL CREEK TRAIL - SEGMENT 4		Length (mi): 1
State #:	Federal #: TAP-3323(409)	County: CLAY	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Federal	TA-MO	\$500.0
Construction	2017	Non-Federal	LOCAL	\$250.0
Right-of-Way	2015	Non-Federal	LOCAL	\$75.0
Engineering	2015	Non-Federal	LOCAL	\$50.0
Federal Total:	\$500.0	Non-Federal Total:	\$375.0	Total: \$875.0

Description: Construction of a 10-ft. wide trail from N. Antioch Road at Happy Rock Park in Gladstone and connects to the existing trail on N. Brighton in Kansas City, Mo. Completes a missing link in the area for non-motorized users. Project is an important part of a future east-west trail system that will ultimately connect Gladstone, Kansas City, Liberty, Parkville, and Riverside.

Status:

TIP #: 518011	Juris: GLADSTONE	Location/Improvement: PLEASANT VALLEY ROAD, FROM N. INDIANA TO N.BRIGHTON		Length (mi): 1.3
State #:	Federal #:	County: CLAY	Type: Reconstruction (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	STPM-MO	\$3,825.0
Construction	2016	Non-Federal	LOCAL	\$2,175.0
Federal Total:	\$3,825.0	Non-Federal Total:	\$2,175.0	Total: \$6,000.0

Description: Construction of Pleasant Valley Road as a 3 lane urban roadway on new alignment. Project includes bike/ped accommodations, curb and gutter, structures and intersection improvements.

Status:

TIP #: 518012	Juris: GLADSTONE	Location/Improvement: ROCK CREEK GREENWAY - PHASE 1		Length (mi): 1
State #:	Federal #: STP-3313(409)	County: CLAY	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Other	2014	Federal	TA-MO	\$450.0
Other	2014	Non-Federal	LOCAL	\$308.6
Federal Total:	\$450.0	Non-Federal Total:	\$308.6	Total: \$758.6

Description: Construction of the first phase of the 10 foot wide bicycle/pedestrian trail along Rock Creek from NE Brooktree Lane at NE 59th Terrace to Hidden Hollow Park with a bicycle/pedestrian friendly crossing at NE 64th St. A trail spur will connect to Prospect Plaza.

Status:

TIP #: 518013	Juris: GLADSTONE	Location/Improvement: OLD PIKE ROAD IMPROVEMENTS - VIVION ROAD TO NW ENGLEWOOD		Length (mi): 1.1
State #:	Federal #: STP-3323(408)	County: CLAY	Type: Reconstruction (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Non-Federal	LOCAL	\$905.5
Construction	2018	Federal	STPM-MO	\$900.0
Federal Total:	\$900.0	Non-Federal Total:	\$905.5	Total: \$1,805.5

Description: Work includes new curb, sidewalks, pavement, and share-the-road bike lanes. Road will be reconstructed from NW 52nd Ter to NW 54th Ter. ADA sidewalk improvements are proposed in other areas and roadway will be paved and striped to accommodate bike lanes to Vivion and Englewood. Improvements will help non-motorists safely access bus service as well as commercial centers in Gladstone and KCMO. Sidewalks and bicycle facilities will connect to the MetroGreen Line Creek trail system at Vivion Road.

Status:

Missouri

TIP #: 410064	Juris: KANSAS CITY, MO	Location/Improvement: ENGLEWOOD ROAD COMPLETE STREET UPGRADE AND RECONSTRUCTION			
State #:	Federal #: STP-3311(402)	County: CLAY	Type: Reconstruction (No Added Capacity)	Length (mi): 1.0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Reconstruction and upgrade to complete street of narrow two lane Englewood Drive Road from US 169 to Waukomis Drive including addition of sidewalks under US 169 and relocation of west outer road. Project provides sidewalks and bicycle accommodations along Englewood Road and eliminates the pedestrian facility gap between Waukomis Drive and North Broadway so that West Englewood Elementary School has sidewalk connections to the surrounding neighborhoods. Eliminates the pedestrian facility gap underneath US-169.
Construction	2017	Federal	STPM-MO	\$7,000.0	Status:
Construction	2017	Non-Federal	PRIVATE	\$2,000.0	
Construction	2017	Non-Federal	LOCAL	\$2,000.0	
Engineering	2015	Non-Federal	LOCAL	\$750.0	
Right-of-Way	2015	Non-Federal	LOCAL	\$750.0	
Federal Total:	\$7,000.0	Non-Federal Total: \$5,500.0	Total: \$12,500.0		

TIP #: 410070	Juris: KANSAS CITY, MO	Location/Improvement: US 169 BIKE/PED OVERPASS (ROUTE 152 SEGMENT 10)			
State #:	Federal #: TAP-3324(411)	County: CLAY	Type: Pedestrian and/or Bike Ways	Length (mi): 0.25	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Construction of bike/ped overpass of US 169 connecting Barrytowne & Metro North Mall, where no bike/ped accomodations currently exist. Project will provide, at a minimum, a bridge for the Route 152 Trail over US 169 which will serve bike/ped users. Completes a gap by connecting sidewalks to Barrytowne.
Construction	2017	Non-Federal	LOCAL	\$3,142.0	Status:
Construction	2017	Federal	TA-MO	\$500.0	
Engineering	2016	Non-Federal	LOCAL	\$400.0	
Right-of-Way	2016	Non-Federal	LOCAL	\$100.0	
Federal Total:	\$500.0	Non-Federal Total: \$3,642.0	Total: \$4,142.0		

TIP #: 510061	Juris: KANSAS CITY, MO	Location/Improvement: VIVION RD TRAIL (PHASE 3)			
State #:	Federal #: CMQ-9900(413)	County: CLAY	Type: Pedestrian and/or Bikeways	Length (mi): .68	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Design and purchase Right-of-Way for Phase 3 of Vivion Road Trail. Phase 3 will connect to Phase 2 trail.
Construction	2016	Federal	CMAQ-MO	\$296.0	Status:
Construction	2016	Non-Federal	LOCAL	\$74.0	
Federal Total:	\$296.0	Non-Federal Total: \$74.0	Total: \$370.0		

TIP #: 510070	Juris: KANSAS CITY, MO	Location/Improvement: N BRIGHTON - 58TH STREET TO PLEASANT VALLEY ROAD			
State #:	Federal #:	County: CLAY	Type: Reconstruction (Added Capacity)	Length (mi): 1.0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Widen N Brighton from existing 2-lane roadway to 4 lanes along the current alignment with curbs, sidewalks, on-street bicycle facilities, storm sewers and street lights.
Construction	2019	Non-Federal	LOCAL	\$10,800.0	Status: CURRENTLY IN RIGHT OF WAY ACQUISITION
Right-of-Way	2015	Non-Federal	LOCAL	\$1,800.0	
Federal Total:		Non-Federal Total: \$12,600.0	Total: \$12,600.0		

Missouri

TIP #: 510073	Juris: KANSAS CITY, MO	Location/Improvement: BARRY RD ATMS			
State #:	Federal #: CMQ-3307(424)	County: CLAY	Type: Intelligent Transportation Infrastructure		Length (mi): 4.2
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Install equipment necessary for the Advanced Transportation Management System (ATMS), including but not limited to fiber optic interconnect system, energy efficient 332L cabinets, 2070 LX controllers, PTZ camera systems at select locations. Accessible Pedestrian Signals will be installed at select locations along the corridor. Detection equipment and protected-permissive phasing is proposed to be modified for improved efficiency at select locations. This project also proposes interconnecting 2 of the MoDOT intersections at US 169 Hwy.
Construction	2016	Federal	CMAQ-MO	\$490.0	
Construction	2016	Non-Federal	LOCAL	\$150.0	
Engineering	2015	Non-Federal	LOCAL	\$30.0	
Federal Total:	\$490.0	Non-Federal Total:	\$180.0	Total:	
Status:					

TIP #: 510075	Juris: KANSAS CITY, MO	Location/Improvement: ROUTE 152 TRAIL SEGMENT 12			
State #:	Federal #: TAP-3324(412)	County: CLAY	Type: Pedestrian and/or Bike Ways		Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Extends the 10 ft. wide Route 152 Trail between Anglia Rd and Maplewoods Parkway to connect sidewalks and eventually access to Maplewoods Community College and Happy Rock Park via the Shoal Creek Trail. Project is part of the Platte/Clay east-west bikeway corridor that connects Riverside, Liberty, Gladstone, KCMO, Parkville and Platte City.
Construction	2016	Federal	TA-MO	\$850.0	
Construction	2016	Non-Federal	LOCAL	\$749.0	
Engineering	2015	Non-Federal	LOCAL	\$55.0	
Right-of-Way	2016	Non-Federal	LOCAL	\$50.0	
Federal Total:	\$850.0	Non-Federal Total:	\$854.0	Total:	\$1,704.0
Status:					

TIP #: 510076	Juris: KANSAS CITY, MO	Location/Improvement: BIG SHOAL TRAIL SEGMENT 1			
State #:	Federal #: TAP-3301(489)	County: CLAY	Type: Pedestrian and/or Bike Ways		Length (mi): 0.5
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Construction of a 10-ft. wide Big Shoal Greenway Trail between Chouteau and Indiana. Eventually will extend to bike lanes on Brighton. Part of the east-west corridor parallel to Vivion Road.
Construction	2017	Federal	TA-MO	\$500.0	
Construction	2017	Non-Federal	LOCAL	\$395.0	
Engineering	2015	Non-Federal	LOCAL	\$30.0	
Federal Total:	\$500.0	Non-Federal Total:	\$425.0	Total:	
Status:					

TIP #: 510077	Juris: KANSAS CITY, MO	Location/Improvement: BIG SHOAL TRAIL SEGMENT 2			
State #:	Federal #: TAP-3301(492)	County: CLAY	Type: Pedestrian and/or Bike Ways		Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Construction of the 10-ft. wide Big Shoal Greenway Trail between North Indiana and Jackson and connection of sidewalks on Indiana and Jackson. Eventually will extend to bike lanes on Brighton. Part of the east-west corridor parallel to Vivion Road.
Construction	2018	Federal	TA-MO	\$350.0	
Construction	2018	Non-Federal	LOCAL	\$227.0	
Engineering	2017	Non-Federal	LOCAL	\$30.0	
Federal Total:	\$350.0	Non-Federal Total:	\$257.0	Total:	
Status:					

Missouri

TIP #: 510078	Juris: KANSAS CITY, MO	Location/Improvement: LAKEWOOD GREENWAY IMPROVEMENTS		Length (mi): 1
State #:	Federal #: TAP-3301(491)	County: CLAY	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	TA-MO	\$500.0
Construction	2016	Non-Federal	LOCAL	\$275.0
Federal Total:	\$500.0	Non-Federal Total:	\$275.0	Total: \$775.0
Description: Project scope includes site dewatering, clearing and grading, landscaping, wet area perennials, concrete check dams, masonry headwalls, pedestrian bridges and concrete multi-purpose trails. Goals include controlling storm water runoff, preserving existing wetlands, creating recreational and educational opportunities within the park, and completing a trail connection from Chouteau at I-35 to Vivion Road.				
Status:				

TIP #: 510079	Juris: KANSAS CITY, MO	Location/Improvement: SEARCY CREEK TRAIL SEGMENT 2		Length (mi): 1
State #:	Federal #: TAP-3412(404)	County: CLAY	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Federal	TA-MO	\$500.0
Construction	2018	Non-Federal	LOCAL	\$328.0
Engineering	2014	Non-Federal	LOCAL	\$30.0
Federal Total:	\$500.0	Non-Federal Total:	\$358.0	Total: \$858.0
Description: Construction of the 10-ft. wide Searcy Creek Trail between Parvin and NE 48th to connect Winnetonka High and Topping Elementary Schools to surrounding neighborhoods. Part of the east-west corridor parallel to North Brighton Avenue.				
Status:				

TIP #: 519005	Juris: KEARNEY	Location/Improvement: SOUTHVIEW ELEMENTARY SIDEWALK		Length (mi): 0.2
State #:	Federal #: TAP-3457(401)	County: CLAY	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	TA-MO	\$117.8
Construction	2016	Non-Federal	LOCAL	\$30.0
Engineering	2016	Federal	STP-MO	\$11.5
Federal Total:	\$129.3	Non-Federal Total:	\$30.0	Total: \$159.3
Description: Project includes construction of a 5-ft. wide concrete sidewalk from Southview Elementary north through school district property connecting to sidewalks in the Blue Sky Gardens subdivision, 10-ft. wide asphalt trail along 19th Street from Blue Sky Gardens west to a trail at Campus Drive, and a crosswalk at 19th St & Stonecrest Dr. The project connects Southview with subdivisions to the west and north of 19th Street, and connects Southview with Hawthorne Elementary at 19th St & 33 Hwy.				
Status:				

TIP #: 520048	Juris: LIBERTY	Location/Improvement: M-152/I-35 INTERCHANGE IMPROVEMENTS		Length (mi): 1
State #:	Federal #: STP-3392(405)	County: CLAY	Type: Bridge Replacement (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Non-Federal	LOCAL	\$9,000.0
Construction	2018	Federal	STPM-MO	\$3,000.0
Federal Total:	\$3,000.0	Non-Federal Total:	\$9,000.0	Total: \$12,000.0
Description: Replacement of M-152 bridge over I-35 with new 10 lane structure and ramp modifications. New structure will accommodate vehicular traffic and bicycle/pedestrian users.				
Status:				

Missouri

TIP #: 520049	Juris: LIBERTY	Location/Improvement: SOUTH LIBERTY PARKWAY, PHASE 2		Length (mi): 2.5
State #:	Federal #:	County: CLAY	Type: New Construction	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Non-Federal	LOCAL	\$20,000.0
Engineering	2015	Non-Federal	LOCAL	\$1,200.0
Federal Total:	Non-Federal Total:	\$21,200.0	Total:	\$21,200.0

Description: Extension of existing South Liberty Parkway from Withers Road to M-291 Highway. Roadway to be constructed with 4 lanes, bridges, sidewalks, bike / pedestrian path, storm drainage and related and appurtenant improvements.

Status:

TIP #: 590188	Juris: MODOT	Location/Improvement: I-35; BRIDGE IMPROVEMENTS AT US 69 IN THE CITY OF LIBERTY		Length (mi): 1
State #: 413026	Federal #:	County: CLAY	Type: Bridge Rehabilitation (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Federal	NHPP-MO	\$2,992.0
Construction	2017	Non-Federal	STATE-MO	\$333.0
Engineering	2017	Federal	NHPP-MO	\$290.0
Engineering	2014	Federal	NHPP-MO	\$95.0
Engineering	2017	Non-Federal	STATE-MO	\$32.0
Engineering	2016	Federal	NHPP-MO	\$30.0
Engineering	2015	Federal	NHPP-MO	\$27.0
Engineering	2014	Non-Federal	STATE-MO	\$10.0
Engineering	2016	Non-Federal	STATE-MO	\$3.0
Engineering	2015	Non-Federal	STATE-MO	\$3.0
Federal Total:	\$3,434.0	Non-Federal Total:	\$381.0	Total:

Description: Involves twin bridges A0677

Status:

TIP #: 590189	Juris: MODOT	Location/Improvement: I-435; OPERATIONAL IMPROVEMENTS TO THE INTERCHANGE AT RTE. 210.		Length (mi): 1
State #: 411980	Federal #:	County: CLAY	Type: Traffic Flow	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	NHPP-MO	\$13,294.0
Engineering	2016	Federal	NHPP-MO	\$1,786.0
Construction	2016	Non-Federal	STATE-MO	\$1,477.0
Engineering	2015	Federal	NHPP-MO	\$472.0
Engineering	2016	Non-Federal	STATE-MO	\$198.0
Engineering	2013	Federal	NHPP-MO	\$96.0
Engineering	2014	Federal	NHPP-MO	\$80.0
Engineering	2015	Non-Federal	STATE-MO	\$53.0
Engineering	2013	Non-Federal	STATE-MO	\$24.0
Engineering	2014	Non-Federal	STATE-MO	\$20.0
Federal Total:	\$15,728.0	Non-Federal Total:	\$1,772.0	Total:

Description:

Status:

Missouri

TIP #: 590198		Juris: MODOT		Location/Improvement: M-152; SCOPING FOR INTERCHANGE IMPROVEMENTS AT I-35 IN LIBERTY.		
State #: 4S3083		Federal #:		County: CLAY		Type: Reconstruction (Added Capacity)
						Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Engineering	2013	Federal	NHPP-MO	\$10.0		
Engineering	2015	Federal	NHPP-MO	\$8.0		
Engineering	2014	Federal	NHPP-MO	\$8.0		
Engineering	2013	Non-Federal	STATE-MO	\$2.0		
Engineering	2017	Federal	NHPP-MO	\$2.0		
Engineering	2016	Federal	NHPP-MO	\$2.0		
Engineering	2015	Non-Federal	STATE-MO	\$2.0		
Engineering	2014	Non-Federal	STATE-MO	\$2.0		
Federal Total: \$30.0		Non-Federal Total: \$6.0		Total: \$36.0		

TIP #: 590199		Juris: MODOT		Location/Improvement: US-169; SCOPING FOR OPERATIONAL CORRIDOR IMPROVEMENTS FROM I-29 TO 68TH STREET IN KANSAS CITY		
State #: 4S3088		Federal #:		County: CLAY		Type: Traffic Flow
						Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:
Engineering	2013	Federal	NHPP-MO	\$120.0		
Engineering	2013	Non-Federal	STATE-MO	\$30.0		
Engineering	2014	Federal	NHPP-MO	\$25.0		
Engineering	2014	Non-Federal	STATE-MO	\$5.0		
Engineering	2015	Federal	NHPP-MO	\$4.0		
Engineering	2017	Federal	NHPP-MO	\$2.0		
Engineering	2016	Federal	NHPP-MO	\$2.0		
Engineering	2015	Non-Federal	STATE-MO	\$1.0		
Federal Total: \$153.0		Non-Federal Total: \$36.0		Total: \$189.0		

Missouri

TIP #: 590200		Juris: MODOT		Location/Improvement: I-29; SCOPING FOR OPERATIONAL CORRIDOR IMPROVEMENTS FROM RTE. 210 TO I-635 IN KANSAS CITY	
State #: 413087		Federal #:		County: CLAY	
				Type: Traffic Flow	
				Length (mi): 7	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2014	Federal	NHPP-MO	\$157.0	Status:
Engineering	2015	Federal	NHPP-MO	\$36.0	
Engineering	2014	Non-Federal	STATE-MO	\$18.0	
Engineering	2015	Non-Federal	STATE-MO	\$4.0	
Engineering	2017	Federal	NHPP-MO	\$2.0	
Engineering	2016	Non-Federal	STATE-MO	\$2.0	
Federal Total:	\$195.0	Non-Federal Total:	\$24.0	Total:	

TIP #: 590201		Juris: MODOT		Location/Improvement: M-291; SCOPING FOR CORRIDOR IMPROVEMENTS FROM ASH TO I-435 IN KANSAS CITY	
State #: 4P3099		Federal #:		County: CLAY	
				Type: Reconstruction (Added Capacity)	
				Length (mi): 3	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2013	Federal	NHPP-MO	\$20.0	Status:
Engineering	2015	Federal	NHPP-MO	\$12.0	
Engineering	2013	Non-Federal	STATE-MO	\$5.0	
Engineering	2014	Federal	NHPP-MO	\$4.0	
Engineering	2015	Non-Federal	STATE-MO	\$3.0	
Engineering	2017	Federal	NHPP-MO	\$2.0	
Engineering	2016	Federal	NHPP-MO	\$2.0	
Engineering	2014	Non-Federal	STATE-MO	\$1.0	
Federal Total:	\$40.0	Non-Federal Total:	\$9.0	Total:	\$49.0

Missouri

TIP #: 590204		Juris: MODOT		Location/Improvement: I-35; PAVEMENT IMPROVEMENTS FROM FISHING RIVER BRIDGE TO RTE. 69/PLEASANT VALLEY INTERCHANGE		Length (mi): 11	
State #: 413036		Federal #:		County: CLAY		Type: Resurfacing Only	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Construction	2017	Federal	NHPP-MO	\$5,204.0			
Construction	2017	Non-Federal	STATE-MO	\$578.0			
Engineering	2017	Federal	NHPP-MO	\$436.0			
Engineering	2015	Federal	NHPP-MO	\$80.0			
Engineering	2016	Federal	NHPP-MO	\$58.0			
Engineering	2017	Non-Federal	STATE-MO	\$49.0			
Engineering	2015	Non-Federal	STATE-MO	\$9.0			
Engineering	2014	Federal	NHPP-MO	\$9.0			
Engineering	2013	Federal	NHPP-MO	\$8.0			
Engineering	2016	Non-Federal	STATE-MO	\$7.0			
Engineering	2014	Non-Federal	STATE-MO	\$1.0			
Engineering	2013	Non-Federal	STATE-MO	\$1.0			
Federal Total: \$5,795.0		Non-Federal Total: \$645.0		Total: \$6,440.0			

TIP #: 590205		Juris: MODOT		Location/Improvement: I-435: PAVEMENT IMPROVEMENTS FROM RTE. 69 TO PARVIN ROAD		Length (mi): 2.5	
State #: 413038		Federal #:		County: CLAY		Type: Resurfacing Only	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: I-435: Pavement Improvements from I-35 to Parvin Road	Status:	
Conversion	2016	Federal	NHPP-MO	\$2,415.0			
Construction	2016	Non-Federal	STATE-MO (AC)	\$2,121.0			
Construction	2016	Non-Federal	STATE-MO	\$236.0			
Engineering	2016	Non-Federal	STATE-MO (AC)	\$236.0			
Engineering	2014	Non-Federal	STATE-MO (AC)	\$45.0			
Engineering	2016	Non-Federal	STATE-MO	\$26.0			
Engineering	2015	Non-Federal	STATE-MO (AC)	\$9.0			
Engineering	2014	Non-Federal	STATE-MO	\$5.0			
Engineering	2013	Non-Federal	STATE-MO	\$4.0			
Engineering	2015	Non-Federal	STATE-MO	\$1.0			
Engineering	2013	Non-Federal	STATE-MO	\$1.0			
Other	2016	Non-Federal	CREDIT	(\$2,415.0)			
Federal Total: \$2,415.0		Non-Federal Total: \$269.0		Total: \$2,684.0			

Missouri

TIP #: 590208		Juris: MODOT		Location/Improvement: MO 10: PAVEMENT IMPROVEMENTS FROM RTE. 69 TO RTE. Y		State #: 4P3081B		Federal #:		County: CLAY		Type: Resurfacing Only		Length (mi): 3	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	MO 10: Pavement Improvements from Rte. 69 to Rte. Y.									
Construction	2017	Federal	NHPP-MO	\$2,055.0	Status:										
Construction	2017	Non-Federal	STATE-MO	\$514.0											
Engineering	2017	Federal	NHPP-MO	\$281.0											
Engineering	2016	Federal	NHPP-MO	\$154.0											
Right-of-Way	2015	Federal	NHPP-MO	\$80.0											
Engineering	2017	Non-Federal	STATE-MO	\$70.0											
Engineering	2016	Non-Federal	STATE-MO	\$38.0											
Engineering	2015	Federal	NHPP-MO	\$24.0											
Right-of-Way	2015	Non-Federal	STATE-MO	\$20.0											
Engineering	2015	Non-Federal	STATE-MO	\$6.0											
Federal Total: \$2,594.0		Non-Federal Total: \$648.0		Total: \$3,242.0											

TIP #: 590209		Juris: MODOT		Location/Improvement: MO 291; PAVEMENT IMPROVEMENTS FROM SOUTH OF OLD RTE. 33 TO ORCHARD DRIVE		State #: 4P3081C		Federal #:		County: CLAY		Type: Resurfacing Only		Length (mi): 2	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	MO 291; Pavement Improvements from south of Old Rte. 33 to Orchard Drive. Split from TIP 990214. \$21,000 Statewide Transportation Enhancement funds.									
Conversion	2017	Federal	NHPP-MO	\$1,111.0	Status:										
Construction	2016	Non-Federal	STATE-MO (AC)	\$975.0											
Construction	2016	Non-Federal	STATE-MO	\$244.0											
Engineering	2016	Non-Federal	STATE-MO (AC)	\$96.0											
Engineering	2015	Non-Federal	STATE-MO (AC)	\$40.0											
Engineering	2016	Non-Federal	STATE-MO	\$24.0											
Engineering	2015	Non-Federal	STATE-MO	\$10.0											
Other	2017	Non-Federal	CREDIT	(\$1,111.0)											
Federal Total: \$1,111.0		Non-Federal Total: \$278.0		Total: \$1,389.0											

Missouri

TIP #: 590211		Juris: MODOT		Location/Improvement: RTE. C; PAVEMENT IMPROVEMENTS INCLUDING SHOULDER ADDITIONS AND EDGE LINE RUMBLES FROM RTE. 92 TO THE CLINTON COUNTY LINE			
State #: 4P3051B		Federal #:		County: CLAY		Type: Other	
						Length (mi): 7	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Rte. C; Pavement Improvements including shoulder additions and edge line rumbles from Rte. 92 to the Clinton County Line	
Construction	2017	Federal	HSIP-MO	\$1,590.0	Status:		
Engineering	2017	Federal	HSIP-MO	\$221.0			
Construction	2017	Non-Federal	STATE-MO	\$177.0			
Engineering	2016	Federal	HSIP-MO	\$51.0			
Engineering	2017	Non-Federal	STATE-MO	\$25.0			
Right-of-Way	2017	Federal	HSIP-MO	\$18.0			
Engineering	2015	Federal	HSIP-MO	\$14.0			
Engineering	2016	Non-Federal	STATE-MO	\$6.0			
Right-of-Way	2017	Non-Federal	STATE-MO	\$2.0			
Engineering	2015	Non-Federal	STATE-MO	\$1.0			
Federal Total: \$1,894.0		Non-Federal Total: \$211.0		Total: \$2,105.0			

TIP #: 590212		Juris: MODOT		Location/Improvement: MO 92; PAVEMENT IMPROVEMENTS FROM RTE 33 TO RTE 69			
State #: 4P3081F		Federal #:		County: CLAY		Type: Resurfacing Only	
						Length (mi): 7	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	MO 92; Pavement Improvements from Rte 33 to Rte 69. (Original 4P3081 Split, this entry replaces the previous 4P3081)	
Construction	2016	Federal	NHPP-MO	\$1,348.0	Status:		
Construction	2016	Non-Federal	STATE-MO	\$337.0			
Engineering	2016	Federal	NHPP-MO	\$108.0			
Engineering	2016	Non-Federal	STATE-MO	\$27.0			
Engineering	2015	Federal	NHPP-MO	\$7.0			
Engineering	2015	Non-Federal	STATE-MO	\$1.0			
Right-of-Way	2016	Federal	NHPP-MO	\$1.0			
Federal Total: \$1,464.0		Non-Federal Total: \$365.0		Total: \$1,829.0			

Missouri

TIP #: 590213	Juris: MODOT	Location/Improvement: I-435 S: PAVEMENT IMPROVEMENTS FROM PARVIN ROAD TO MISSOURI RIVER		
State #: 413038B	Federal #:	County: CLAY	Type: Resurfacing Only	Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Federal	NHPP-MO	\$742.0
Construction	2017	Non-Federal	STATE-MO	\$82.0
Engineering	2017	Federal	NHPP-MO	\$76.0
Engineering	2015	Federal	NHPP-MO	\$18.0
Engineering	2017	Non-Federal	STATE-MO	\$8.0
Engineering	2016	Federal	NHPP-MO	\$2.0
Engineering	2015	Non-Federal	STATE-MO	\$2.0
Engineering	2016	Non-Federal	STATE-MO	\$1.0
Federal Total:	\$838.0	Non-Federal Total:	\$93.0	Total: \$931.0

TIP #: 590214	Juris: MODOT	Location/Improvement: US 169 PAVEMENT AND INTERSECTION IMPROVEMENTS FROM RTE. W TO NW COOKINGHAM DRIVE		
State #: 4P3079D	Federal #:	County: CLAY	Type: Resurfacing Only	Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	HSIP-MO	\$674.0
Construction	2016	Non-Federal	STATE-MO	\$75.0
Engineering	2016	Federal	HSIP-MO	\$50.0
Right-of-Way	2016	Federal	HSIP-MO	\$36.0
Engineering	2016	Non-Federal	STATE-MO	\$6.0
Right-of-Way	2016	Non-Federal	STATE-MO	\$4.0
Federal Total:	\$760.0	Non-Federal Total:	\$85.0	Total: \$845.0

TIP #: 590215	Juris: MODOT	Location/Improvement: I-29: PAVEMENT IMPROVEMENTS FROM I-35 TO RTE. 210 IN NORTH KANSAS CITY		
State #: 413111	Federal #:	County: CLAY	Type: Resurfacing Only	Length (mi): 2
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Federal	NHPP-MO	\$765.0
Construction	2017	Non-Federal	STATE-MO	\$85.0
Engineering	2017	Federal	NHPP-MO	\$65.0
Engineering	2017	Non-Federal	STATE-MO	\$7.0
Engineering	2016	Federal	NHPP-MO	\$3.0
Engineering	2016	Non-Federal	STATE-MO	\$1.0
Federal Total:	\$833.0	Non-Federal Total:	\$93.0	Total: \$926.0

Missouri

TIP #: 590216		Juris: MODOT		Location/Improvement: MO 291 PAVEMENT AND INTERSECTION IMPROVEMENTS AT VARIOUS INTERSECTIONS FROM I-435 TO CEDAR AVE.			
State #: 4P3079C		Federal #:		County: CLAY		Type: Resurfacing Only	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	MO 291 Pavement and intersection improvements at various intersections from I-435 to Cedar Ave.	
Construction	2016	Federal	HSIP-MO	\$948.0	Status:		
Engineering	2016	Federal	HSIP-MO	\$129.0			
Construction	2016	Non-Federal	STATE-MO	\$105.0			
Engineering	2016	Non-Federal	STATE-MO	\$14.0			
Federal Total: \$1,077.0		Non-Federal Total: \$119.0		Total: \$1,196.0			

TIP #: 590217		Juris: MODOT		Location/Improvement: I-29 SCOPING FOR PAVEMENT IMPROVEMENTS FROM VIVION ROAD TO I-29/I-35 INTERCHANGE IN KANSAS CITY			
State #: 4I3120		Federal #:		County: CLAY		Type: Resurfacing Only	
						Length (mi): 2	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	I-29 Scoping for pavement improvements from Vivion Road to I-29/I-35 interchange in Kansas City	
Engineering	2017	Federal	NHPP-MO	\$4.0	Status:		
Engineering	2016	Federal	NHPP-MO	\$4.0			
Engineering	2017	Non-Federal	STATE-MO	\$1.0			
Engineering	2016	Non-Federal	STATE-MO	\$1.0			
Federal Total: \$8.0		Non-Federal Total: \$2.0		Total: \$10.0			

TIP #: 634062		Juris: BIKEWALKKC		Location/Improvement: BIKESHAREKC - PHASE 2			
State #:		Federal #:		County: JACKSON		Type: Pedestrian and/or Bikeways	
						Length (mi): N/A	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	BikeWalkKC will expand the existing bike share system in Kansas City by adding stations and increasing the service area. The project will also feature an education and encouragement component.	
Other	2014	Federal	CMAQ-MO	\$257.4	Status:		
Other	2014	Non-Federal	PRIVATE	\$225.0			
Other	2014	Non-Federal	LOCAL	\$65.3			
Federal Total: \$257.4		Non-Federal Total: \$290.3		Total: \$547.7			

TIP #: 634063		Juris: BIKEWALKKC		Location/Improvement: SRTS: LOCAL SPOKES			
State #:		Federal #:		County: JACKSON		Type: Other	
						Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Local Spokes is a unique, comprehensive and targeted Safe Routes to School education program that engages and empowers local youth to bicycle to and from school and to ultimately improve their neighborhood.	
Other	2014	Federal	TE-MO	\$100.0	Status:		
Other	2014	Non-Federal	LOCAL	\$36.1			
Federal Total: \$100.0		Non-Federal Total: \$36.1		Total: \$136.1			

Missouri

TIP #: 634064	Juris: BIKEWALKKC	Location/Improvement: SRTS: LOCAL SPOKES BICYCLE/PEDESTRIAN EDUCATION		Length (mi): 0
State #:	Federal #: SRTS-NI-H32C(5)	County: JACKSON	Type: Other	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Other	2014	Federal	SRTS-MO	\$24.4
Federal Total:	\$24.4	Non-Federal Total:	Total:	\$24.4
Description: Local Spokes is intended to promote bicycling among KC area youth through bicycle safety education and empowerment. Local Spokes will introduce students in the Hickman Mills School District to a wide array of bicycling and pedestrian topics.				
Status:				

TIP #: 695006	Juris: BLUE SPRINGS SCHOOL DISTRICT	Location/Improvement: BSSD BUS FLEET STRATEGIC PLAN		Length (mi): NA
State #:	Federal #: CMQ-1200(406)	County: JACKSON	Type: Alternative Fuel	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Other	2016	Non-Federal	LOCAL	\$7,907.0
Other	2016	Federal	CMAQ-MO	\$400.0
Federal Total:	\$400.0	Non-Federal Total:	Total:	\$8,307.0
Description: The Blue Springs School District will replace 90 diesel buses with propane to reduce emissions and expenses related to pupil transport. BSSD's 2007 comprehensive energy plan resulted in 34% energy reduction and 16 Energy Star-rated facilities. BSSD is serious about energy reduction. In support of TO 2040, BSSD will further reduce energy consumption by updating our buses. BSSD will accomplish three goals: 1) reduce emissions, 2) reduce fuel costs, and 3) strengthen local and national economies.				
Status:				

TIP #: 666004	Juris: GRAIN VALLEY	Location/Improvement: EAGLES PARKWAY SIDEWALK ENHANCEMENTS		Length (mi): 0.3
State #:	Federal #: TAP-3456(401)	County: JACKSON	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Federal	TA-MO	\$129.9
Construction	2017	Non-Federal	LOCAL	\$33.0
Federal Total:	\$129.9	Non-Federal Total:	Total:	\$162.9
Description: Scope includes sidewalk connectivity from Grain Valleys Main Street, east to Kirby Road. All sidewalks will be constructed using current ADA requirements for sidewalk ramps and pedestrian intersection crossings. Goal is to connect single-family homes in the southwest portion of Grain Valley to north of I-70 opening access to Grain Valley shopping districts, City Hall, Schools, and Parks.				
Status:				

TIP #: 627010	Juris: GRANDVIEW	Location/Improvement: BLUE RIDGE BLVD		Length (mi): .34
State #:	Federal #:	County: JACKSON	Type: Resurfacing Only	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Non-Federal	LOCAL	\$1,637.8
Right-of-Way	2014	Non-Federal	LOCAL	\$168.7
Engineering	2013	Non-Federal	LOCAL	\$129.8
Federal Total:	Non-Federal Total:	\$1,936.3	Total:	\$1,936.3
Description: Resurface 2/3 lane section of street and add curb and gutter				
Status:				

Missouri

TIP #: 627017	Juris: GRANDVIEW	Location/Improvement: EAST LEG 155TH STREET CORRIDOR IMPROVEMENTS		
State #:	Federal #:	County: JACKSON	Type: Reconstruction (No Added Capacity)	Length (mi): 2
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	STPM-MO	\$3,655.8
Construction	2016	Non-Federal	LOCAL	\$914.2
Right-of-Way	2015	Federal	STPM-MO	\$720.0
Right-of-Way	2015	Non-Federal	LOCAL	\$180.0
Federal Total:	\$4,375.8	Non-Federal Total:	\$1,094.2	Total: \$5,470.0

Description: Reconstruct two-lane county road to modern standards including improved geometrics, C&G, paved shoulders, and a center turn lane. Proposal includes a 10-foot wide multi-use path, new traffic control devices, pavement markings and storm sewer.

Status:

TIP #: 627019	Juris: GRANDVIEW	Location/Improvement: I-49 FRONTAGE ROAD 2-WAY CONVERSION - PHASE 1		
State #:	Federal #: STP-3322(410)	County: JACKSON	Type: Traffic Flow	Length (mi): 1.5
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Federal	STPM-MO	\$5,000.0
Construction	2018	Non-Federal	LOCAL	\$3,112.0
Federal Total:	\$5,000.0	Non-Federal Total:	\$3,112.0	Total: \$8,112.0

Description: This project consists of the conversion of the I-49 east and west frontage roads between Harry Truman Drive and Highgrove Road, in the city of Grandview to 2-way traffic operation.

Status:

TIP #: 627020	Juris: GRANDVIEW	Location/Improvement: 135TH STREET MULTIPURPOSE TRAIL		
State #:	Federal #: TAP-3322(412)	County: JACKSON	Type: Pedestrian and/or Bike Ways	Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Federal	TA-MO	\$150.0
Construction	2018	Non-Federal	LOCAL	\$38.0
Federal Total:	\$150.0	Non-Federal Total:	\$38.0	Total: \$188.0

Description: Construction of a 10-ft. wide multi-use path from west I-49 Frontage Road to 5th Street with connection to John Anderson Park. Currently there is no safe alternatives to access John Anderson Park other than using a motorized vehicle.

Status:

TIP #: 627021	Juris: GRANDVIEW	Location/Improvement: RESTORATION OF 40 HIGHWAY BRIDGE-PHASE 1		
State #:	Federal #: TAP-3322(411)	County: JACKSON	Type: Other(Environmental, Scenic, Historic)	Length (mi): NA
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Federal	TA-MO	\$160.0
Construction	2015	Non-Federal	LOCAL	\$40.0
Federal Total:	\$160.0	Non-Federal Total:	\$40.0	Total: \$200.0

Description: Relocation of the Mo40 Highway Bridge (near Manchester). Project will take the bridge, obtained from the Missouri Department of Transportation and removed as part of its Manchester Project, and relocate it to Grandview and placed over the Little Blue River to create a new crossing. This crossing will provide a new access and connection to the Longview lake Trail from the City of Grandview Dog Park.

Status:

Missouri

TIP #: 627022	Juris: GRANDVIEW	Location/Improvement: TRUMAN FARM HOME TRAIL		Length (mi): 1.75
State #:	Federal #: FLAP-9901(429)	County: JACKSON	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	FLAP-MO	\$503.8
Construction	2016	Non-Federal	LOCAL	\$125.9
Engineering	2015	Federal	FLAP-MO	\$72.0
Engineering	2015	Non-Federal	LOCAL	\$18.0
Other	2015	Federal	FLAP-MO	\$12.0
Federal Total:	\$587.8	Non-Federal Total:	\$143.9	Total: \$731.7

Description: The project will complete the remaining 1 ¼ mile of a 2 ½ mile multiuse trail between National Park Service property at 12301 Blue Ridge Extension (The Truman Farm Home) and US Army Corp of Engineer property at Longview Lake near the intersection of Harry Truman Drive and Raytown Road.

Status:

TIP #: 627023	Juris: GRANDVIEW	Location/Improvement: RESTORATION OF 40 HIGHWAY BRIDGE-PHASE 2		Length (mi): NA
State #:	Federal #: TAP-3322(413)	County: JACKSON	Type: Other(Environmental, Scenic, Historic)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Federal	TA-MO	\$160.0
Construction	2015	Non-Federal	LOCAL	\$40.0
Federal Total:	\$160.0	Non-Federal Total:	\$40.0	Total: \$200.0

Description: Involves the restoration and re-erection of the Mo40 Highway Bridge (near Manchester). Project will take the bridge, obtained from the Missouri Department of Transportation and removed as part of its Manchester Project, and relocate it to Grandview and placed over the Little Blue River to create a new crossing. This crossing will provide a new access and connection to the Longview lake Trail from the City of Grandview Dog Park.

Status:

TIP #: 628127	Juris: INDEPENDENCE	Location/Improvement: CRYSLER AVENUE COMPLETE STREETS IMPROVEMENTS		Length (mi): 3.5
State #:	Federal #:	County: JACKSON	Type: Pedestrian and/or Bikeways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	STPM-MO	\$554.2
Construction	2016	Non-Federal	LOCAL	\$260.8
Federal Total:	\$554.2	Non-Federal Total:	\$260.8	Total: \$815.0

Description: This project would add pedestrian push buttons, countdown signal heads and sidewalk ramps at signalized intersections from River Blvd. to 40 Hwy. Signals along Chrysler at River, Walnut, Winner, 23rd St, 35th St, 39th St, 43rd St and 40 Hwy would have improved bicycle and pedestrian provisions.

Status:

TIP #: 628128	Juris: INDEPENDENCE	Location/Improvement: 39TH AND NOLAND RIGHT TURN LANES		Length (mi): 0.1
State #:	Federal #:	County: JACKSON	Type: Traffic Flow	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	STPM-MO	\$550.8
Construction	2016	Non-Federal	LOCAL	\$259.2
Federal Total:	\$550.8	Non-Federal Total:	\$259.2	Total: \$810.0

Description: Operational efficiencies for all modes will be improved at the high volume intersection of 39th and Noland by adding right-turn lanes on Noland, rebuilding curb radii, pulling back raised center medians, adding sidewalk/ramps and replacing outdated signal equipment & adding countdown ped signals.

Status:

Missouri

TIP #: 628129	Juris: INDEPENDENCE	Location/Improvement: TRUMAN ROAD AND M-78 INTERSECTION ALIGNMENT				
State #:	Federal #: STP-3330(421)	County: JACKSON	Type: Traffic Flow		Length (mi): 0.1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Project realigns Truman Rd skewed approach to nearly right-angle with M-78 including RT & LT lanes on all approaches in conformance w/ travel demand studies for growth in eastern Independence. Project also includes signalization, countdown pedestrian signals, sidewalk and multiuse path to connect to Little Blue Trace trail to the east.	
Construction	2016	Federal	STPM-MO	\$1,664.3		
Construction	2016	Non-Federal	LOCAL	\$783.7		
Federal Total:	\$1,664.3	Non-Federal Total:	\$783.7	Total:	\$2,448.0	Status:

TIP #: 628134	Juris: INDEPENDENCE	Location/Improvement: NOLAND RD AND FAIR INTERSECTION IMPROVEMENTS				
State #:	Federal #: CMQ-3379(432)	County: JACKSON	Type: Signalization & Computerization (Roadway)		Length (mi): 0.1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: The project will replace decades old signal equipment, improve left turn lane geometry & add dedicated LT signals on Noland Rd at the intersection. Actuated countdown pedestrian signalization will be added to the four corners of the intersection as there is none at the present. The project will add concrete pad waiting area for the two transit stops (northbound and southbound on Noland) at the intersection.	
Construction	2017	Federal	CMAQ-MO	\$400.0		
Construction	2017	Non-Federal	LOCAL	\$100.0		
Engineering	2016	Non-Federal	LOCAL	\$60.0		
Right-of-Way	2016	Non-Federal	LOCAL	\$20.0		
Federal Total:	\$400.0	Non-Federal Total:	\$180.0	Total:	\$580.0	Status:

TIP #: 628136	Juris: INDEPENDENCE	Location/Improvement: NATIVITY SCHOOL SIDEWALK				
State #:	Federal #: TAP-3379(434)	County: JACKSON	Type: Pedestrian and/or Bike Ways		Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Sidewalk project begins at Nativity School at the 36th St intersection with Blue Ridge Blvd and continues east to Sterling Ave on the north side of Blue Ridge. Project includes pedestrian signals at Sterling Ave and will also feature new "Share the Road" signage for an on-road bicycle lane on an existing shoulder that is 5 ft. wide.	
Construction	2016	Federal	TA-MO	\$296.0		
Construction	2016	Non-Federal	LOCAL	\$74.0		
Federal Total:	\$296.0	Non-Federal Total:	\$74.0	Total:	\$370.0	Status:

TIP #: 628137	Juris: INDEPENDENCE	Location/Improvement: ENGLEWOOD STATION ART DISTRICT PHASE III				
State #:	Federal #: TAP-3379(433)	County: JACKSON	Type: Pedestrian and/or Bike Ways		Length (mi): 0.2	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Project phase is on the south side of Winner from Sterling to Appleton. The wider ADA compliant sidewalks will provide traffic calming and improve access for bus riders at the two stops on this side. Walkability and visual aesthetics will be greatly improved. For bicyclists, the plan has the Share-The-Road concept with bicycle racks at key locations. Sidewalks will be similar to those on the north side of Winner Road built in Phase II.	
Construction	2017	Federal	TA-MO	\$320.0		
Construction	2017	Non-Federal	LOCAL	\$80.0		
Federal Total:	\$320.0	Non-Federal Total:	\$80.0	Total:	\$400.0	Status:

Missouri

TIP #: 634066	Juris: JACKSON COUNTY	Location/Improvement: SANTA FE ROAD BRIDGE OVER THE BNSF RAILROAD		Length (mi): 1
State #:	Federal #:	County: JACKSON	Type: Bridge Replacement (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	BRO-MO	\$800.0
Right-of-Way	2015	Federal	BRO-MO	\$150.0
Engineering	2014	Federal	BRO-MO	\$125.0
Other	2016	Federal	BRO-MO	\$10.0
Federal Total:	\$1,085.0	Non-Federal Total:	Total:	\$1,085.0

Description: Removal and replacement of the existing 165' long structure with two structures and the approach roadways

Status:

TIP #: 634070	Juris: JACKSON COUNTY	Location/Improvement: LONGVIEW LAKE MULTI-USE TRAIL		Length (mi): 1
State #:	Federal #: FLAP-9901(430)	County: JACKSON	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Federal	FLAP-MO	\$214.0
Construction	2015	Non-Federal	LOCAL	\$53.5
Other	2015	Federal	FLAP-MO	\$4.0
Federal Total:	\$218.0	Non-Federal Total:	Total:	\$271.5

Description: Reconstruct about 1 mile of Longview Lake Multi-use Trail by removing limestone aggregate surface areas and replacing these areas with reinforced concrete.

Status:

TIP #: 634071	Juris: JACKSON COUNTY	Location/Improvement: TARSNEY LAKE BRIDGE AND SPILLWAY		Length (mi): .25
State #:	Federal #:	County: JACKSON	Type: Bridge Rehabilitation (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Federal	BRO-MO	\$600.0
Engineering	2016	Federal	BRO-MO	\$100.0
Federal Total:	\$700.0	Non-Federal Total:	Total:	\$700.0

Description: Repair/replace existing roadway structure on dam and reconstruct spillway

Status:

TIP #: 510065	Juris: KANSAS CITY, MO	Location/Improvement: FRONT STREET - I-35 TO UNIVERSAL		Length (mi): 3.0
State #:	Federal #: STP-3377(408)	County: JACKSON	Type: Reconstruction (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Right-of-Way	2016	Federal	STPM-MO	\$3,000.0
Right-of-Way	2016	Non-Federal	LOCAL	\$1,500.0
Engineering	2015	Non-Federal	LOCAL	\$750.0
Engineering	2015	Non-Federal	LOCAL	\$375.0
Federal Total:	\$3,000.0	Non-Federal Total:	Total:	\$5,625.0

Description: Right-of-Way for reconstruction of the existing facility and the addition of 2 through lanes with a center turn lane.

Status:

Missouri

TIP #: 611041	Juris: KANSAS CITY, MO	Location/Improvement: BLUE PARKWAY AND EASTWOOD TRAFFICWAY INTERSECTION AND BRIDGE	
State #: BRM-3301(470)	Federal #: STP-3301(457)	County: JACKSON	Type: Bridge Replacement (No Added Capacity) Length (mi): .02
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Construction	2015	Federal	STPM-MO \$2,325.0
Engineering	2014	Non-Federal	LOCAL \$1,400.0
Construction	2015	Non-Federal	LOCAL \$1,375.0
Construction	2015	Federal	STPM-MO \$1,360.0
Right-of-Way	2014	Federal	STPM-MO \$600.0
Federal Total:	\$4,285.0	Non-Federal Total:	\$2,775.0 Total: \$7,060.0

Description: Intersection capacity improvements and rehabilitation of the bridge over Small Creek including necessary roadway and intersection improvements and adjustment of vertical grades and horizontal alignments. Pedestrian access included.

Status:

TIP #: 611149	Juris: KANSAS CITY, MO	Location/Improvement: KENNETH ROAD BRIDGE OVER THE BLUE RIVER	
State #:	Federal #: BRO-B048(50)	County: JACKSON	Type: Bridge Replacement (No Added Capacity) Length (mi): .25
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Construction	2017	Federal	BRO-MO \$2,584.0
Construction	2017	Non-Federal	LOCAL \$936.0
Engineering	2015	Federal	BRO-MO \$400.0
Engineering	2015	Non-Federal	LOCAL \$100.0
Right-of-Way	2016	Federal	BRO-MO \$16.0
Right-of-Way	2016	Non-Federal	LOCAL \$4.0
Federal Total:	\$3,000.0	Non-Federal Total:	\$1,040.0 Total: \$4,040.0

Description: Replace the existing closed temporary bridge with a new bridge on a new alignment. Proposed improvements include bridge replacement, grading, and paving.

Status:

TIP #: 611155	Juris: KANSAS CITY, MO	Location/Improvement: TRUMAN ROAD ATMS FIBER, CHARLOTTE TO WINCHESTER	
State #:	Federal #: CMQ-3379(429)	County: JACKSON	Type: Signalization & Computerization (Roadway) Length (mi): 4.0
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Construction	2015	Federal	CMAQ-MO \$360.0
Construction	2015	Non-Federal	LOCAL \$90.0
Federal Total:	\$360.0	Non-Federal Total:	\$90.0 Total: \$450.0

Description: Design, construction, inspection of traffic signal fiber optics connection To interconnect traffic signal along Truman Road to reduce delay, traffic accidents and gas consumption.

Status:

TIP #: 611158	Juris: KANSAS CITY, MO	Location/Improvement: CLIFF DRIVE LIVABILITY IMPROVEMENTS	
State #:	Federal #: SB11MO1	County: JACKSON	Type: Pedestrian and/or Bikeways Length (mi): 3.2
Phase	Year of Obligation	Type	Source Cost (IN THOUSANDS)
Construction	2015	Federal	NSB-MO \$499.9
Construction	2015	Non-Federal	LOCAL \$125.0
Engineering	2012	Federal	NSB-MO \$48.0
Engineering	2012	Non-Federal	LOCAL \$12.0
Federal Total:	\$547.9	Non-Federal Total:	\$137.0 Total: \$684.8

Description: Install 12 sharrows and 12 "bike route" signs, rebuilding staircases throughout the corridor and connecting them with walking trails, installing benches, clearing trees to restore scenic overlooks, erecting steel fences at five dangerous overlooks and repairing stone retaining walls at three locations.

Status:

Missouri

TIP #: 611159	Juris: KANSAS CITY, MO	Location/Improvement: LEE'S SUMMIT ROAD - SPACE CENTER DR. TO LAKEWOOD BOULEVARD		Length (mi): 1.0
State #:	Federal #:	County: JACKSON	Type: Reconstruction (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Non-Federal	LOCAL	\$3,500.0
Engineering	2015	Non-Federal	LOCAL	\$150.0
Right-of-Way	2017	Non-Federal	LOCAL	\$150.0
Federal Total:	Non-Federal Total:	\$3,800.0	Total:	\$3,800.0

Description: Reconstruct and widen to three lane with curb gutter and sidewalks Lee's Summit Road from Space Center Drive to Lakewood Boulevard

Status:

TIP #: 611162	Juris: KANSAS CITY, MO	Location/Improvement: SWOPE PARK INDUSTRIAL AREA FLYOVER BRIDGE		Length (mi): .39
State #:	Federal #:	County: JACKSON	Type: New Bridge (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Non-Federal	LOCAL	\$6,000.0
Federal Total:	Non-Federal Total:	\$6,000.0	Total:	\$6,000.0

Description: New bridge for safe ingress/egress over a dangerous at-grade RR crossing and over a new floodwall/levee protecting the Swope Park Industrial Area where over 400 skilled workers are employed. Access would be out of the 100-year floodplain.

Status:

TIP #: 611163	Juris: KANSAS CITY, MO	Location/Improvement: RED BRIDGE ROAD - JACKSON TO GRANDVIEW ROAD		Length (mi): 1.0
State #:	Federal #:	County: JACKSON	Type: Reconstruction (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2020	Non-Federal	LOCAL	\$6,700.0
Engineering	2015	Non-Federal	LOCAL	\$1,500.0
Right-of-Way	2016	Non-Federal	LOCAL	\$800.0
Federal Total:	Non-Federal Total:	\$9,000.0	Total:	\$9,000.0

Description: Widen Red Bridge Road from existing 2-lane roadway to 3 lanes along the current alignment. Improvements include curbs, sidewalks, storm sewers, street lights and potentially traffic signals if warranted.

Status:

TIP #: 611164	Juris: KANSAS CITY, MO	Location/Improvement: RED BRIDGE ROAD - MONTGALL TO JACKSON		Length (mi): 1.0
State #:	Federal #:	County: JACKSON	Type: Reconstruction (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2020	Non-Federal	LOCAL	\$5,400.0
Engineering	2014	Non-Federal	LOCAL	\$1,150.0
Right-of-Way	2015	Non-Federal	LOCAL	\$650.0
Federal Total:	Non-Federal Total:	\$7,200.0	Total:	\$7,200.0

Description: Widen Red Bridge Road from existing 2-lane roadway to 3 lanes along the current alignment. Improvements include curbs, sidewalks, storm sewers, street lights and potentially traffic signals if warranted.

Status:

Missouri

TIP #: 611165		Juris: KANSAS CITY, MO		Location/Improvement: RED BRIDGE ROAD - BLUE RIVER ROAD TO MONTGALL			
State #:		Federal #:		County: JACKSON		Type: Reconstruction (No Added Capacity)	
						Length (mi): 1.0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Widen Red Bridge Road from existing 2-lane roadway to 3 lanes along the current alignment. Improvements include curbs, sidewalks, storm sewers, street lights and potentially traffic signals if warranted.	
Construction	2019	Non-Federal	LOCAL	\$6,300.0	Status:		
Engineering	2011	Non-Federal	LOCAL	\$1,250.0			
Right-of-Way	2012	Non-Federal	LOCAL	\$750.0			
Federal Total:		Non-Federal Total: \$8,300.0		Total: \$8,300.0			

TIP #: 611166		Juris: KANSAS CITY, MO		Location/Improvement: 135TH STREET - HOLMES TO M-150			
State #:		Federal #:		County: JACKSON		Type: Reconstruction (No Added Capacity)	
						Length (mi): 1.0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Widen 135th Street from existing 2-lane to 3 lanes along the current alignment. Improvements include curbs, sidewalks, storm sewers, street lights, traffic signals at 2 intersections and RR xing improvements. Phase 1 construction is from Holmes to Oak (2013). Phase 2 from Oak to Wornall (2015).	
Construction	2017	Non-Federal	LOCAL	\$3,800.0	Status:		
Construction	2017	Non-Federal	LOCAL	\$2,000.0			
Right-of-Way	2016	Non-Federal	LOCAL	\$300.0			
Federal Total:		Non-Federal Total: \$6,100.0		Total: \$6,100.0			

TIP #: 611169		Juris: KANSAS CITY, MO		Location/Improvement: INDEPENDENCE AND BENTON AVENUE INTERSECTION			
State #:		Federal #:		County: JACKSON		Type: Reconstruction (No Added Capacity)	
						Length (mi): 0.1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	New roadway and pedestrian surfaces, traffic signals, pedestrian crosswalks, landscape, stormwater BMPs, bike lanes and neighborhood identification.	
Construction	2016	Federal	STPM-MO	\$1,402.5	Status:		
Construction	2016	Non-Federal	LOCAL	\$660.0			
Federal Total: \$1,402.5		Non-Federal Total: \$660.0		Total: \$2,062.5			

TIP #: 611170		Juris: KANSAS CITY, MO		Location/Improvement: 47TH ST./CLEAVER II BLVD ATMS			
State #:		Federal #:		County: JACKSON		Type: Signalization & Computerization (Roadway)	
						Length (mi): 2.5	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Fiber optic interconnect, energy efficient traffic signal cabinets/controllers, accessible pedestrian signals, flashing yellow arrow signals, PTZ cameras and other traffic signal appurtenances at the existing signals along Cleaver II Blvd corridor from Benton Blvd to 35th Street.	
Construction	2016	Federal	CMAQ-MO	\$372.8	Status:		
Construction	2016	Non-Federal	LOCAL	\$93.2			
Federal Total: \$372.8		Non-Federal Total: \$93.2		Total: \$466.0			

Missouri

TIP #: 611172	Juris: KANSAS CITY, MO	Location/Improvement: DOWNTOWN LOOP AND NEIGHBORHOOD BIKE CONNECTOR			
State #:	Federal #:	County: JACKSON	Type: Pedestrian and/or Bikeways	Length (mi): N/A	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: This project will establish a 12-mile downtown loop for bicycle facilities and establish key neighborhood connections to 18th/Vine, Crossroads, the Westside, West Bottoms, and a key link to both Wyandotte and Johnson County, KS residents.
Construction	2016	Federal	CMAQ-MO	\$524.0	Status: UNDER DESIGN
Engineering	2013	Federal	CMAQ-MO	\$200.0	
Construction	2016	Non-Federal	LOCAL	\$171.4	
Engineering	2013	Non-Federal	LOCAL	\$50.0	
Federal Total:	\$724.0	Non-Federal Total:	\$221.4	Total:	\$945.4

TIP #: 611173	Juris: KANSAS CITY, MO	Location/Improvement: CLIFF DRIVE AND SPIRIT OF KANSAS CITY SCENIC BYWAYS TRAIL PROJECT				
State #:	Federal #: SBMO12(001)	County: JACKSON	Type: Pedestrian and/or Bikeways	Length (mi): .75		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: This project will connect the Cliff Drive Scenic Byway located 1 mile northeast of downtown Kansas City, Missouri, to the Spirit of Kansas City Scenic Byway located on the northern regions of downtown through a multi-use trail. This project will also install trail and way finding signage so visitors can easily navigate the byways and the features within them. Additional safety facilities of bike route signage, crosswalks, ADA ramps, and sidewalks will be installed to protect cyclists and pedestrians. This multi-use trail will draw additional visitors to each byway through the proposed connection, thereby expanding recreational opportunities available to Cliff Drive and Spirit of Kansas City travelers.	
Construction	2015	Federal	NSB-MO	\$926.6	Status:	
Construction	2015	Non-Federal	LOCAL	\$231.7		
Federal Total:	\$926.6	Non-Federal Total:	\$231.7	Total:		\$1,158.3

TIP #: 611175	Juris: KANSAS CITY, MO	Location/Improvement: BLUE RIVER TRAIL--BRUSH CREEK TO STADIUM DRIVE				
State #:	Federal #: STP-3400(438)	County: JACKSON	Type: Pedestrian and/or Bike Ways	Length (mi): 2.2		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: 2.2 miles of 10-ft wide bike/ped concrete surface continuing the Blue River Trail north to Stadium Drive from the Swope Park to Brush Creek segment that will be constructed in 2012. Connects urban core to region and to commercial and industrial centers where over 4100 businesses employ 66100 people.	
Other	2016	Non-Federal	LOCAL	\$550.0	Status:	
Other	2016	Federal	TA-MO	\$450.0		
Federal Total:	\$450.0	Non-Federal Total:	\$550.0	Total:		\$1,000.0

TIP #: 611176	Juris: KANSAS CITY, MO	Location/Improvement: MINOR PARK TRAIL CONNECTION				
State #:	Federal #: STP-3400(439)	County: JACKSON	Type: Pedestrian and/or Bike Ways	Length (mi): 0		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Connection of the Blue River Greenway Trail from Alex George Lake to Minor Park and Red Bridge Road.	
Other	2016	Federal	TA-MO	\$450.0	Status:	
Other	2016	Non-Federal	LOCAL	\$150.0		
Federal Total:	\$450.0	Non-Federal Total:	\$150.0	Total:		\$600.0

Missouri

TIP #: 611177		Juris: KANSAS CITY, MO		Location/Improvement: ACCESS IMPROVEMENTS AT ST. JOSEPH MEDICAL CENTER EMPLOYMENT HUB, KANSAS CITY, MISSOURI			
State #:	Federal #:	County: JACKSON		Type: Signalization & Computerization (Roadway)		Length (mi):	.80
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	This project will replace the existing traffic signal at the intersection Carondelet Drive and Wornall Road. Project also includes countdown pedestrian signals, Fiber optic interconnect, energy efficient traffic signal cabinets/controllers, accessible pedestrian signals, flashing yellow arrow signals, PTZ cameras, internally illuminated street name signs and other traffic signal appurtenances. The project also involves installing 4500' of fiber optic interconnect along Carondelet Drive and Wornall Rd to connect Traffic signals along State Line corridor.	
Construction	2016	Federal	TCSP-MO	\$240.0			
Construction	2016	Non-Federal	LOCAL	\$60.0			
Engineering	2016	Non-Federal	LOCAL	\$15.0			
Federal Total:	\$240.0	Non-Federal Total:	\$75.0	Total:	\$315.0	Status:	
TIP #: 611180		Juris: KANSAS CITY, MO		Location/Improvement: 27TH ST ATMS			
State #:	Federal #: CMQ-3381(402)	County: JACKSON		Type: Intelligent Transportation Infrastructure		Length (mi):	1.0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Install equipment necessary for the Advanced Transportation Management System (ATMS), including but not limited to fiber optic interconnect system, energy efficient 332L cabinets, 2070 LX controllers, PTZ camera system. Accessible Pedestrian Signals will be installed at select locations along the corridor. Detection equipment and protected-permissive phasing is proposed to be modified for improved efficiency.	
Construction	2018	Federal	CMAQ-MO	\$136.0			
Construction	2018	Non-Federal	LOCAL	\$25.0			
Engineering	2017	Non-Federal	LOCAL	\$10.0			
Federal Total:	\$136.0	Non-Federal Total:	\$35.0	Total:	\$171.0	Status:	
TIP #: 611181		Juris: KANSAS CITY, MO		Location/Improvement: 39TH ST ATMS			
State #:	Federal #: CMQ-3372(404)	County: JACKSON		Type: Intelligent Transportation Infrastructure		Length (mi):	0.8
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Install equipment necessary for the Advanced Transportation Management System (ATMS), including but not limited to fiber optic interconnect system, energy efficient 332L cabinets, 2070 LX controllers, PTZ camera system. Accessible Pedestrian Signals will be installed at select locations along the corridor. Detection equipment and protected-permissive phasing is proposed to be modified for improved efficiency.	
Construction	2016	Federal	CMAQ-MO	\$136.0			
Construction	2016	Non-Federal	LOCAL	\$25.0			
Engineering	2016	Non-Federal	LOCAL	\$10.0			
Federal Total:	\$136.0	Non-Federal Total:	\$35.0	Total:	\$171.0	Status:	
TIP #: 611182		Juris: KANSAS CITY, MO		Location/Improvement: BLUE RIVER TRAIL - STADIUM DRIVE TO TRUMAN ROAD			
State #:	Federal #: TAP-3301(490)	County: JACKSON		Type: Pedestrian and/or Bike Ways		Length (mi):	2.3
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Construction includes 2.3 miles of a 10-ft. wide bike/ped concrete surface continuing the Blue River Trail north to Truman Road from the Stadium Drive segment that will be constructed in 2014. Project connects urban core to region, commercial, industrial centers and neighborhood recreational park areas where over 4,100 businesses employ 66,100 people.	
Construction	2016	Non-Federal	LOCAL	\$1,000.0			
Construction	2016	Federal	TA-MO	\$500.0			
Federal Total:	\$500.0	Non-Federal Total:	\$1,000.0	Total:	\$1,500.0	Status:	

Missouri

TIP #: 611183	Juris: KANSAS CITY, MO	Location/Improvement: SWOPE PARK BLUE RIVER CONNECTOR TRAIL		Length (mi): 2
State #:	Federal #: TAP-3423(406)	County: JACKSON	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Federal	TA-MO	\$500.0
Construction	2017	Non-Federal	LOCAL	\$170.0
Federal Total:	\$500.0	Non-Federal Total:	\$170.0	Total: \$670.0
Description: Construction of a 10 ft. wide concrete trail connecting 87th and Blue River Road by the Fire Fighter Memorial to Swope Park in the vicinity of the Heart of America Golf Course. Project will connect activity center-Swope Park and provide better access to the former Banister Mall Site with future redevelopment in the area. Part of a system which will eventually connect to the Indian Creek and Blue River Trail segment that go to Kansas.				
Status:				

TIP #: 611184	Juris: KANSAS CITY, MO	Location/Improvement: BRUSH CREEK AND BLUE RIVER CONFLUENCE TRAIL		Length (mi): 1
State #:	Federal #: TAP-3301(494)	County: JACKSON	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	TA-MO	\$500.0
Construction	2016	Non-Federal	LOCAL	\$175.0
Federal Total:	\$500.0	Non-Federal Total:	\$175.0	Total: \$675.0
Description: Construction of a 10 ft. wide concrete trail that will connect the trail at Brush Creek and Elmwood where the Cleaver II Trail currently connects. Project will extend the trail to the east and connect to the Blue River Trail that runs under the Colorado St Bridge over the Blue River.				
Status:				

TIP #: 611185	Juris: KANSAS CITY, MO	Location/Improvement: LITTLE BLUE TRACE TRAIL SOUTH BRIDGE CONNECTOR		Length (mi): 0.1
State #:	Federal #: TAP-3430(402)	County: JACKSON	Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	TA-MO	\$500.0
Construction	2016	Non-Federal	LOCAL	\$249.0
Engineering	2015	Non-Federal	LOCAL	\$50.0
Federal Total:	\$500.0	Non-Federal Total:	\$299.0	Total: \$799.0
Description: Pedestrian bridge connector from the Little Blue Trace Trail to the Little Blue Valley Park. The South Bridge Connector is composed of a pedestrian Bridge over the Little Blue River, as well as a compacted, crushed rock trail which connects to a trail head at Missouri Route 350.				
Status:				

TIP #: 611187	Juris: KANSAS CITY, MO	Location/Improvement: CHARLOTTE HOLMES BIKEWAYS		Length (mi): 2.8
State #:	Federal #: CMQ-3439(407)	County: JACKSON	Type: Pedestrian and/or Bikeways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Other	2016	Federal	CMAQ-MO	\$70.0
Construction	2016	Non-Federal	LOCAL	\$69.0
Construction	2016	Federal	TA-MO	\$68.1
Federal Total:	\$138.1	Non-Federal Total:	\$69.0	Total: \$207.1
Description: Project will construct 2.8 miles of a 6.2 mile bikeway corridor with on-street bike facilities. It will connect existing facilities (Charlotte - Independence Blvd to 25th St. and Holmes - 8th to 25th) south to 36th St, linking residents to activity centers.				
Status:				

Missouri

TIP #: 611188	Juris: KANSAS CITY, MO	Location/Improvement: PASEO BOULEVARD BIKEWAYS		Length (mi): 9
State #:	Federal #: CMQ-3376(404)	County: JACKSON	Type: Pedestrian and/or Bikeways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Federal	TA-MO	\$657.8
Construction	2018	Non-Federal	LOCAL	\$438.0
Other	2018	Federal	CMAQ-MO	\$70.0
Federal Total:	\$727.8	Non-Federal Total:	\$438.0	Total: \$1,165.8

Description: Project will construct on-street bike facilities on Paseo Boulevard from Independence Ave to 85th St - the longest continuous north/south bike route from Old Northeast to South KC, intersecting primary east/west designated bike routes. It will upgrade the current marked bike route on Paseo.

Status:

TIP #: 611189	Juris: KANSAS CITY, MO	Location/Improvement: LEXINGTON GLADSTONE BIKEWAYS		Length (mi): 7.4
State #:	Federal #: CMQ-3323(410)	County: JACKSON	Type: Pedestrian and/or Bikeways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	TA-MO	\$274.1
Construction	2016	Non-Federal	LOCAL	\$172.0
Other	2016	Federal	CMAQ-MO	\$70.0
Federal Total:	\$344.1	Non-Federal Total:	\$172.0	Total: \$516.1

Description: Project will construct on-street bike facilities on Maple, Lexington and Gladstone Boulevard from Independence Ave to Indian Mound connecting several neighborhoods in the historic old northeast. It will upgrade the current marked bike route along this corridor as requested by area residents.

Status:

TIP #: 611190	Juris: KANSAS CITY, MO	Location/Improvement: 63RD ST ATMS		Length (mi): 1.0
State #:	Federal #: CMQ-3345(406)	County: JACKSON	Type: Intelligent Transportation Infrastructure	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	CMAQ-MO	\$259.0
Construction	2016	Non-Federal	LOCAL	\$126.0
Engineering	2015	Non-Federal	LOCAL	\$20.0
Federal Total:	\$259.0	Non-Federal Total:	\$146.0	Total: \$405.0

Description: Install equipment necessary for the Advanced Transportation Management System (ATMS), including but not limited to fiber optic interconnect system, energy efficient 332L cabinets, 2070 LX controllers, PTZ camera systems at select locations. Accessible Pedestrian Signals will be installed at select locations along the corridor. Detection equipment and protected-permissive phasing is proposed to be modified for improved efficiency at select locations.

Status:

TIP #: 690302	Juris: KANSAS CITY, MO	Location/Improvement: WOODSWEATHER ROAD OVER BNSF RR		Length (mi): .17
State #:	Federal #: BRM-3301(471)	County: JACKSON	Type: Bridge Rehabilitation (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Non-Federal	LOCAL	\$1,000.0
Engineering	2015	Non-Federal	LOCAL	\$100.0
Federal Total:		Non-Federal Total:	\$1,100.0	Total: \$1,100.0

Description: Rehabilitate bridge at Woodsweather Road over BNSF RR. The city plans to rehabilitate the bridge to extend its useful life.

Status: PROJECT WITHDRAWN AT THE REQUEST OF THE SPONSOR. FEDERAL FUNDING HAS BEEN REALLOCATED TO #690433

Missouri

TIP #: 690303	Juris: KANSAS CITY, MO	Location/Improvement: WOODSWEATHER ROAD OVER UP RR		Length (mi): .18
State #:	Federal #: BRM-3301(472)	County: JACKSON	Type: Bridge Rehabilitation (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Non-Federal	LOCAL	\$2,000.0
Engineering	2015	Non-Federal	LOCAL	\$250.0
Federal Total:	Non-Federal Total: \$2,250.0	Total: \$2,250.0		

Description: Rehabilitate bridge at Woodsweather Road over UP RR. The city plans to rehabilitate the bridge to extend its useful life.

Status: PROJECT WITHDRAWN AT THE REQUEST OF THE SPONSOR. FEDERAL FUNDING HAS BEEN REALLOCATED TO #690433

TIP #: 690369	Juris: KANSAS CITY, MO	Location/Improvement: NOLAND RD. AND M-350 INTERSECTION		Length (mi): 1.0
State #:	Federal #:	County: JACKSON	Type: Reconstruction (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Federal	STPM-MO	\$5,100.0
Construction	2017	Non-Federal	LOCAL	\$2,900.0
Engineering	2012	Non-Federal	LOCAL	\$400.0
Federal Total: \$5,100.0	Non-Federal Total: \$3,300.0	Total: \$8,400.0		

Description: Improve capacity of Route 350 and Noland Road intersection including improvements to Noland Road north of Route 350.

Status:

TIP #: 970084	Juris: KANSAS CITY, MO	Location/Improvement: ARMOUR/BENTON BICYCLE FACILITIES		Length (mi): 6.0
State #:	Federal #: CMQ-3301(463)	County: JACKSON	Type: Pedestrian and/or Bikeways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	CMAQ-MO	\$400.4
Construction	2016	Non-Federal	LOCAL	\$100.1
Engineering	2015	Federal	CMAQ-MO	\$21.8
Engineering	2015	Non-Federal	LOCAL	\$5.4
Federal Total: \$422.2	Non-Federal Total: \$105.5	Total: \$527.7		

Description: This project will retrofit 2 existing streets with bike lanes or sharrow pavement markings and signage. Funds would complete plans and construct facilities on Armour from Broadway to Paseo and Benton from St. John to Swope Parkway.

Status:

TIP #: 970098	Juris: KANSAS CITY, MO	Location/Improvement: CNG HEAVY TRUCKS - CITY OF KCMO		Length (mi): N/A
State #:	Federal #: CMQ-3307(423)	County: JACKSON	Type: Other(Environmental, Scenic, Historic)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Other	2015	Federal	CMAQ-MO	\$736.9
Other	2015	Non-Federal	LOCAL	\$198.9
Federal Total: \$736.9	Non-Federal Total: \$198.9	Total: \$935.8		

Description: The City of KCMO, Water Services Department is seeking to replace 4 diesel powered trucks with CNG. The project funds are being requested to cover the cost of the CNG engine, CNG tank package, and installation.

Status: COMBINED FUNDING FROM 910014 AND 970083 WITH THIS PROJECT

Missouri

TIP #: 630068	Juris: LEE'S SUMMIT	Location/Improvement: TODD GEORGE INTERCHANGE UPGRADE		
State #:	Federal #:	County: JACKSON	Type: Reconstruction (No Added Capacity)	Length (mi): .25
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2014	Non-Federal	LOCAL	\$1,425.0
Federal Total:	Non-Federal Total:	\$1,425.0	Total:	\$1,425.0

TIP #: 630070	Juris: LEE'S SUMMIT	Location/Improvement: LEE'S SUMMIT ROAD - COLBERN RD. TO GREGORY BOULEVARD		
State #:	Federal #: STP-3301(455)	County: JACKSON	Type: Reconstruction (Added Capacity)	Length (mi): 2.25
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2015	Non-Federal	LOCAL	\$6,972.1
Construction	2015	Federal	STPM-MO	\$4,737.9
Engineering	2011	Non-Federal	LOCAL	\$688.0
Right-of-Way	2011	Non-Federal	LOCAL	\$116.0
Federal Total:	\$4,737.9	Non-Federal Total:	\$7,776.1	Total: \$12,514.0

TIP #: 695007	Juris: LEES SUMMIT R-7 SCHOOL DISTRICT	Location/Improvement: LEES SUMMIT R-7 SCHOOL DISTRICT CNG FLEET DEPLOYMENT INITIATIVE		
State #:	Federal #: CMQ-3348(401)	County: JACKSON	Type: Alternative Fuel	Length (mi): NA
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Other	2017	Non-Federal	LOCAL	\$2,095.0
Other	2017	Federal	CMAQ-MO	\$400.0
Federal Total:	\$400.0	Non-Federal Total:	\$2,095.0	Total: \$2,495.0

TIP #: 690433	Juris: MARC	Location/Improvement: PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY: BROADWAY EXTENSION (US-169), INCLUDING BRIDGE OVER MISSOURI RIVER, AND I-70 NORTH LOOP		
State #:	Federal #:	County: JACKSON	Type: Other	Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2015	Federal	STPM-MO	\$3,000.0
Engineering	2015	Non-Federal	LOCAL	\$750.0
Federal Total:	\$3,000.0	Non-Federal Total:	\$750.0	Total: \$3,750.0

Missouri

TIP #: 690388		Juris: MODOT		Location/Improvement: US-71; PAVEMENT IMPROVEMENTS FROM I-670 TO SWOPE PARKWAY WITHIN KANSAS CITY		State #: 4P2332C		Federal #:		County: JACKSON		Type: Resurfacing Only		Length (mi): 4.0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Pavement improvements from I-670 to Swope Parkway within Kansas City									
Conversion	2021	Federal	NHPP-MO	\$1,598.0	Status:										
Construction	2020	Non-Federal	STATE-MO (AC)	\$1,470.0											
Construction	2020	Non-Federal	STATE-MO	\$367.0											
Engineering	2020	Non-Federal	STATE-MO (AC)	\$101.0											
Engineering	2020	Non-Federal	STATE-MO	\$25.0											
Engineering	2012	Non-Federal	STATE-MO (AC)	\$18.0											
Engineering	2011	Non-Federal	STATE-MO	\$5.0											
Engineering	2011	Non-Federal	STATE-MO (AC)	\$4.0											
Engineering	2015	Non-Federal	STATE-MO (AC)	\$1.0											
Engineering	2016	Non-Federal	STATE-MO (AC)	\$1.0											
Engineering	2017	Non-Federal	STATE-MO (AC)	\$1.0											
Engineering	2014	Non-Federal	STATE-MO (AC)	\$1.0											
Engineering	2012	Non-Federal	STATE-MO	\$1.0											
Engineering	2018	Non-Federal	STATE-MO (AC)	\$1.0											
Engineering	2019	Non-Federal	STATE-MO (AC)	\$1.0											
Other	2021	Non-Federal	CREDIT	(\$1,598.0)											
Federal Total: \$1,598.0		Non-Federal Total: \$399.0		Total: \$1,997.0											

TIP #: 690394		Juris: MODOT		Location/Improvement: I-435; SCOPING FOR CORRIDOR IMPROVEMENTS FROM THE KANSAS STATE LINE TO JUST WEST OF I-49		State #: 4I2337		Federal #:		County: JACKSON		Type: Reconstruction (Added Capacity)		Length (mi): 5	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:										
Engineering	2015	Federal	NHPP-MO	\$45.0	Status:										
Engineering	2013	Federal	NHPP-MO	\$42.0											
Engineering	2014	Federal	NHPP-MO	\$24.0											
Engineering	2013	Non-Federal	STATE-MO	\$5.0											
Engineering	2016	Federal	NHPP-MO	\$5.0											
Engineering	2015	Non-Federal	STATE-MO	\$5.0											
Engineering	2014	Non-Federal	STATE-MO	\$3.0											
Engineering	2016	Non-Federal	STATE-MO	\$2.0											
Federal Total: \$116.0		Non-Federal Total: \$15.0		Total: \$131.0											

Missouri

TIP #: 690398		Juris: MODOT		Location/Improvement: US-50; INTERCHANGE IMPROVEMENTS AT RTE. 291 SOUTH JUNCTION IN LEE'S SUMMIT.			
State #: 4P2292		Federal #:		County: JACKSON		Type: Reconstruction (Added Capacity)	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Project involves bridge A1483	
Construction	2017	Non-Federal	LOCAL (AC)	\$6,800.0	Status:		
Conversion	2018	Federal	STPM-MO	\$6,800.0			
Construction	2017	Non-Federal	LOCAL	\$5,784.0			
Engineering	2017	Non-Federal	LOCAL	\$1,413.0			
Right-of-Way	2017	Non-Federal	LOCAL	\$827.0			
Construction	2017	Non-Federal	STATE-MO	\$378.0			
Engineering	2017	Non-Federal	STATE-MO	\$217.0			
Engineering	2016	Federal	NHPP-MO	\$90.0			
Engineering	2015	Federal	NHPP-MO	\$35.0			
Engineering	2016	Non-Federal	STATE-MO	\$23.0			
Engineering	2014	Federal	NHPP-MO	\$12.0			
Engineering	2015	Non-Federal	STATE-MO	\$9.0			
Engineering	2014	Non-Federal	STATE-MO	\$3.0			
Other	2018	Non-Federal	CREDIT	(\$6,800.0)			
Federal Total:	\$6,937.0	Non-Federal Total:	\$8,654.0	Total:		\$15,591.0	

TIP #: 690399		Juris: MODOT		Location/Improvement: US-50; SCOPING FOR CORRIDOR IMPROVMENTS FROM CHIPMAN ROAD TO TODD GEORGE PARKWAY IN LEE'S SUMMIT			
State #: 4P2336		Federal #:		County: JACKSON		Type: Reconstruction (Added Capacity)	
						Length (mi): 5	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:		
Engineering	2014	Federal	NHPP-MO	\$200.0	Status:		
Engineering	2015	Federal	NHPP-MO	\$80.0			
Engineering	2014	Non-Federal	STATE-MO	\$50.0			
Engineering	2015	Non-Federal	STATE-MO	\$20.0			
Engineering	2017	Federal	NHPP-MO	\$4.0			
Engineering	2016	Federal	NHPP-MO	\$4.0			
Engineering	2017	Non-Federal	STATE-MO	\$1.0			
Engineering	2016	Non-Federal	STATE-MO	\$1.0			
Federal Total:	\$288.0	Non-Federal Total:	\$72.0	Total:		\$360.0	

Missouri

TIP #: 690401		Juris: MODOT		Location/Improvement: I-70; 2ND TIER ENVIRONMENTAL IMPACT STATEMENT FROM KANSAS STATE LINE TO JUST EAST OF I-470 IN JACKSON COUNTY			
State #: 411486C		Federal #:		County: JACKSON		Type: Other	
						Length (mi): 15.0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Future project cost estimate: > \$100M	
Engineering	2011	Federal	IM-MO	\$1,621.0	Status:		
Engineering	2015	Federal	NHPP-MO	\$377.0			
Engineering	2014	Federal	NHPP-MO	\$234.0			
Engineering	2011	Non-Federal	STATE-MO	\$179.0			
Engineering	2015	Non-Federal	STATE-MO	\$42.0			
Engineering	2014	Non-Federal	STATE-MO	\$26.0			
Engineering	2016	Non-Federal	NHPP-MO	\$4.0			
Engineering	2012	Non-Federal	STATE-MO	\$1.0			
Engineering	2016	Non-Federal	STATE-MO	\$1.0			
Federal Total: \$2,232.0		Non-Federal Total: \$253.0		Total: \$2,485.0			

TIP #: 690402		Juris: MODOT		Location/Improvement: I-70; SCOPING FOR INTERCHANGE IMPROVEMENTS AT I-435 WITHIN THE LIMITS OF KANSAS CITY			
State #: 411597C		Federal #:		County: JACKSON		Type: Reconstruction (Added Capacity)	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:		
Engineering	2014	Federal	NHPP-MO	\$1,896.0	Status:		
Engineering	2016	Federal	NHPP-MO	\$900.0			
Engineering	2015	Federal	NHPP-MO	\$681.0			
Engineering	2014	Non-Federal	STATE-MO	\$474.0			
Engineering	2016	Non-Federal	STATE-MO	\$100.0			
Engineering	2015	Non-Federal	STATE-MO	\$76.0			
Federal Total: \$3,477.0		Non-Federal Total: \$650.0		Total: \$4,127.0			

Missouri

TIP #: 690404		Juris: MODOT		Location/Improvement: I-70; SCOPING FOR CAPACITY IMPROVEMENTS FROM RTE. 7 TO RTE. F IN OAK GROVE	
State #: 412293		Federal #:		County: JACKSON	
				Type: Reconstruction (Added Capacity)	
				Length (mi): 5	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2015	Federal	NHPP-MO	\$54.0	Status:
Engineering	2014	Federal	NHPP-MO	\$22.0	
Engineering	2017	Federal	NHPP-MO	\$9.0	
Engineering	2015	Non-Federal	STATE-MO	\$6.0	
Engineering	2016	Federal	NHPP-MO	\$4.0	
Engineering	2014	Non-Federal	STATE-MO	\$3.0	
Engineering	2017	Non-Federal	STATE-MO	\$1.0	
Engineering	2016	Non-Federal	STATE-MO	\$1.0	
Federal Total:	\$89.0	Non-Federal Total:	\$11.0	Total:	

TIP #: 690405		Juris: MODOT		Location/Improvement: I-49; INTERCHANGE AND BRIDGE IMPROVEMENTS AT 155TH STREET IN GRANDVIEW, BELTON AND KANSAS CITY	
State #: 4P2256		Federal #:		County: JACKSON	
				Type: Bridge Replacement (Added Capacity)	
				Length (mi): .63	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Construction	2018	Federal	NHPP-MO	\$6,277.0	Status: Project involves bridge A0479
Construction	2018	Non-Federal	STATE-MO	\$1,569.0	
Engineering	2018	Federal	NHPP-MO	\$476.0	
Engineering	2015	Federal	NHPP-MO	\$224.0	
Engineering	2018	Non-Federal	STATE-MO	\$119.0	
Engineering	2014	Federal	NHPP-MO	\$96.0	
Right-of-Way	2015	Federal	NHPP-MO	\$67.0	
Engineering	2015	Non-Federal	STATE-MO	\$56.0	
Engineering	2017	Federal	NHPP-MO	\$36.0	
Engineering	2016	Federal	NHPP-MO	\$32.0	
Engineering	2014	Non-Federal	STATE-MO	\$24.0	
Right-of-Way	2015	Non-Federal	STATE-MO	\$17.0	
Engineering	2017	Non-Federal	STATE-MO	\$9.0	
Engineering	2016	Non-Federal	STATE-MO	\$8.0	
Federal Total:	\$7,208.0	Non-Federal Total:	\$1,802.0	Total:	

Missouri

TIP #: 690407		Juris: MODOT		Location/Improvement: I-670; PAYBACK TO THE CITY OF KANSAS CITY FOR THE REPLACEMENT OF WYANDOTTE AND CENTRAL BRIDGES			
State #: 4P2316		Federal #:		County: JACKSON		Type: Bridge Replacement (No Added Capacity)	
						Length (mi): 1.0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Payback to the city of Kansas City for the replacement of Wyandotte and Central bridges	
Other	2019	Federal	STP-MO	\$6,000.0	Status:		
Other	2019	Non-Federal	STATE-MO	\$1,500.0			
Federal Total: \$6,000.0		Non-Federal Total: \$1,500.0		Total: \$7,500.0			

TIP #: 690415		Juris: MODOT		Location/Improvement: I-49; BRIDGE REPLACEMENT ON MAIN STREET IN THE CITY OF GRANDVIEW.			
State #: 4P3004		Federal #:		County: JACKSON		Type: Bridge Replacement (No Added Capacity)	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Project involves bridge L0950.	
Construction	2016	Federal	NHPP-MO	\$2,066.0	Status:		
Construction	2016	Non-Federal	STATE-MO	\$572.0			
Engineering	2016	Federal	NHPP-MO	\$502.0			
Construction	2016	Federal	TE-MO	\$222.0			
Engineering	2016	Non-Federal	STATE-MO	\$125.0			
Engineering	2015	Federal	NHPP-MO	\$80.0			
Engineering	2014	Federal	NHPP-MO	\$80.0			
Engineering	2015	Non-Federal	STATE-MO	\$20.0			
Engineering	2014	Non-Federal	STATE-MO	\$20.0			
Engineering	2013	Federal	NHPP-MO	\$6.0			
Engineering	2012	Federal	NHPP-MO	\$6.0			
Engineering	2013	Non-Federal	STATE-MO	\$2.0			
Engineering	2012	Non-Federal	STATE-MO	\$1.0			
Federal Total: \$2,962.0		Non-Federal Total: \$740.0		Total: \$3,702.0			

Missouri

TIP #: 690418		Juris: MODOT		Location/Improvement: US-24; SCOPING FOR BRIDGE IMPROVEMENTS AT VARIOUS LOCATIONS			
State #: 4P3015		Federal #:		County: JACKSON		Type: Bridge Rehabilitation (No Added Capacity)	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	US-24; Scoping for bridge improvements at various locations	
Engineering	2012	Federal	BR-MO	\$8.0	Status:		
Engineering	2015	Federal	NHPP-MO	\$4.0			
Engineering	2013	Federal	NHPP-MO	\$4.0			
Engineering	2014	Federal	NHPP-MO	\$3.0			
Engineering	2012	Non-Federal	STATE-MO	\$2.0			
Engineering	2016	Federal	NHPP-MO	\$2.0			
Engineering	2016	Non-Federal	STATE-MO	\$1.0			
Engineering	2015	Non-Federal	STATE-MO	\$1.0			
Engineering	2014	Non-Federal	STATE-MO	\$1.0			
Engineering	2013	Non-Federal	STATE-MO	\$1.0			
Federal Total: \$21.0		Non-Federal Total: \$6.0		Total: \$27.0			

TIP #: 690420		Juris: MODOT		Location/Improvement: US-50; SCOPING FOR BRIDGE IMPROVEMENTS AT CHIPMAN ROAD IN THE CITY OF LEE'S SUMMIT			
State #: 4P3009		Federal #:		County: JACKSON		Type: Bridge Replacement (Added Capacity)	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	US-50; Scoping for bridge improvements at Chipman Road in the city of Lee's Summit	
Engineering	2014	Federal	NHPP-MO	\$5.0	Status:		
Engineering	2012	Federal	BR-MO	\$4.0			
Engineering	2017	Federal	NHPP-MO	\$4.0			
Engineering	2016	Federal	NHPP-MO	\$4.0			
Engineering	2015	Federal	NHPP-MO	\$4.0			
Engineering	2014	Non-Federal	STATE-MO	\$2.0			
Engineering	2012	Non-Federal	STATE-MO	\$1.0			
Engineering	2017	Non-Federal	STATE-MO	\$1.0			
Engineering	2016	Non-Federal	STATE-MO	\$1.0			
Engineering	2015	Non-Federal	STATE-MO	\$1.0			
Federal Total: \$21.0		Non-Federal Total: \$6.0		Total: \$27.0			

Missouri

TIP #: 690421		Juris: MODOT		Location/Improvement: I-70; SCOPING FOR BRIDGE IMPROVEMENTS ON OVERHEAD STRUCTURES AT VARIOUS LOCATIONS			
State #: 413024		Federal #:		County: JACKSON		Type: Bridge Rehabilitation (No Added Capacity)	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	I-70; Scoping for bridge improvements on overhead structures at various locations	
Engineering	2012	Federal	BR-MO	\$16.0	Status:		
Engineering	2014	Federal	NHPP-MO	\$8.0			
Engineering	2015	Federal	NHPP-MO	\$8.0			
Engineering	2012	Non-Federal	STATE-MO	\$4.0			
Engineering	2017	Federal	NHPP-MO	\$4.0			
Engineering	2016	Federal	NHPP-MO	\$4.0			
Engineering	2014	Non-Federal	STATE-MO	\$2.0			
Engineering	2015	Non-Federal	STATE-MO	\$2.0			
Engineering	2017	Non-Federal	STATE-MO	\$1.0			
Engineering	2016	Non-Federal	STATE-MO	\$1.0			
Federal Total: \$40.0		Non-Federal Total: \$10.0		Total: \$50.0			

TIP #: 690423		Juris: MODOT		Location/Improvement: I-49; SCOPING TO IDENTIFY TRAFFIC FLOW IMPROVEMENTS ON I-49 OUTER ROADS IN GRANDVIEW			
State #: 4P2237		Federal #:		County: JACKSON		Type: Traffic Flow	
						Length (mi): 3	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:		
Engineering	2015	Federal	NHPP-MO	\$372.0	Status:		
Engineering	2015	Non-Federal	STATE-MO	\$93.0			
Engineering	2014	Federal	NHPP-MO	\$80.0			
Engineering	2016	Federal	NHPP-MO	\$80.0			
Engineering	2014	Non-Federal	STATE-MO	\$20.0			
Engineering	2016	Non-Federal	STATE-MO	\$20.0			
Engineering	2017	Federal	NHPP-MO	\$8.0			
Engineering	2017	Non-Federal	STATE-MO	\$2.0			
Federal Total: \$540.0		Non-Federal Total: \$135.0		Total: \$675.0			

Missouri

TIP #: 690438		Juris: MODOT		Location/Improvement: US-50; SCOPING FOR INTERCHANGE IMPROVEMENTS AT 3RD STREET IN LEE'S SUMMIT	
State #: 4P3096B		Federal #:		County: JACKSON	
				Type: Reconstruction (Added Capacity)	
				Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2014	Federal	NHPP-MO	\$80.0	Status:
Engineering	2013	Federal	NHPP-MO	\$68.0	
Engineering	2015	Federal	NHPP-MO	\$50.0	
Engineering	2014	Non-Federal	STATE-MO	\$20.0	
Engineering	2013	Non-Federal	STATE-MO	\$17.0	
Engineering	2015	Non-Federal	STATE-MO	\$5.0	
Engineering	2017	Federal	NHPP-MO	\$4.0	
Engineering	2016	Federal	NHPP-MO	\$4.0	
Engineering	2017	Non-Federal	STATE-MO	\$1.0	
Engineering	2016	Non-Federal	STATE-MO	\$1.0	
Federal Total:	\$206.0	Non-Federal Total:	\$44.0	Total:	

TIP #: 690441		Juris: MODOT		Location/Improvement: US-24; PAVEMENT AND SIDEWALK IMPROVEMENTS FROM EWING AVENUE TO THE RTE. 291 OUTER ROAD IN INDEPENDENCE.	
State #: 4S3052		Federal #:		County: JACKSON	
				Type: Resurfacing Only	
				Length (mi): 7	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Conversion	2017	Federal	NHPP-MO	\$3,658.0	Status: \$456,000 Statewide Transportation Enhancement funds.
Construction	2016	Non-Federal	STATE-MO (AC)	\$3,202.0	
Construction	2016	Non-Federal	STATE-MO	\$800.0	
Engineering	2016	Non-Federal	STATE-MO (AC)	\$256.0	
Engineering	2014	Non-Federal	STATE-MO (AC)	\$96.0	
Engineering	2015	Non-Federal	STATE-MO (AC)	\$80.0	
Engineering	2016	Non-Federal	STATE-MO	\$64.0	
Engineering	2014	Non-Federal	STATE-MO	\$24.0	
Engineering	2015	Non-Federal	STATE-MO	\$20.0	
Engineering	2013	Non-Federal	STATE-MO (AC)	\$16.0	
Right-of-Way	2014	Non-Federal	STATE-MO (AC)	\$8.0	
Engineering	2013	Non-Federal	STATE-MO	\$4.0	
Right-of-Way	2014	Non-Federal	STATE-MO	\$2.0	
Other	2017	Non-Federal	CREDIT	(\$3,658.0)	
Federal Total:	\$3,658.0	Non-Federal Total:	\$914.0	Total:	

Missouri

TIP #: 690443	Juris: MODOT	Location/Improvement: I-435; BRIDGE IMPROVEMENTS AT FRONT STREET, RT. 24 AND RT. 78		
State #: 413022B	Federal #:	County: JACKSON	Type: Bridge Rehabilitation (No Added Capacity)	Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	NHPP-MO	\$3,113.0
Engineering	2016	Federal	NHPP-MO	\$403.0
Construction	2016	Non-Federal	STATE-MO	\$346.0
Engineering	2015	Federal	NHPP-MO	\$80.0
Engineering	2016	Non-Federal	STATE-MO	\$45.0
Engineering	2015	Non-Federal	STATE-MO	\$20.0
Federal Total:	\$3,596.0	Non-Federal Total:	\$411.0	Total: \$4,007.0

TIP #: 690445	Juris: MODOT	Location/Improvement: RT W; PAVEMENT AND SIDEWALK IMPROVEMENTS FROM I-435 TO THE KANSAS STATE LINE.		
State #: 4P3081D	Federal #:	County: JACKSON	Type: Resurfacing Only	Length (mi): 4
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Conversion	2017	Federal	NHPP-MO	\$3,411.0
Construction	2016	Non-Federal	STATE-MO (AC)	\$3,094.0
Construction	2016	Non-Federal	STATE-MO	\$773.0
Engineering	2016	Non-Federal	STATE-MO (AC)	\$287.0
Engineering	2016	Non-Federal	STATE-MO	\$71.0
Right-of-Way	2015	Non-Federal	STATE-MO (AC)	\$11.0
Engineering	2015	Non-Federal	STATE-MO (AC)	\$10.0
Right-of-Way	2015	Non-Federal	STATE-MO	\$3.0
Engineering	2015	Non-Federal	STATE-MO	\$2.0
Other	2017	Non-Federal	CREDIT	(\$3,411.0)
Federal Total:	\$3,411.0	Non-Federal Total:	\$840.0	Total: \$4,251.0

TIP #: 690447	Juris: MODOT	Location/Improvement: I-435: PAVEMENT IMPROVEMENTS FROM THE MISSOURI RIVER TO US 24		
State #: 413038C	Federal #:	County: JACKSON	Type: Resurfacing Only	Length (mi): 3
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	NHPP-MO	\$1,610.0
Construction	2016	Non-Federal	STATE-MO	\$179.0
Engineering	2016	Federal	NHPP-MO	\$168.0
Engineering	2015	Federal	NHPP-MO	\$75.0
Engineering	2016	Non-Federal	STATE-MO	\$18.0
Engineering	2015	Non-Federal	STATE-MO	\$8.0
Federal Total:	\$1,853.0	Non-Federal Total:	\$205.0	Total: \$2,058.0

Missouri

TIP #: 690448	Juris: MODOT	Location/Improvement: BRIDGE REHABILITATIONS ON I-435 FROM FRONT STREET TO US 24			Length (mi): 1
State #: 4I3028B	Federal #:	County: JACKSON	Type: Bridge Rehabilitation (No Added Capacity)		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Bridge Rehabilitations on I-435 from Front Street to US 24
Construction	2016	Federal	NHPP-MO	\$966.0	Status:
Construction	2016	Non-Federal	STATE-MO	\$106.0	
Engineering	2016	Federal	NHPP-MO	\$86.0	
Engineering	2016	Non-Federal	STATE-MO	\$10.0	
Engineering	2015	Federal	NHPP-MO	\$8.0	
Engineering	2015	Non-Federal	STATE-MO	\$2.0	
Right-of-Way	2016	Federal	NHPP-MO	\$1.0	
Federal Total:	\$1,061.0	Non-Federal Total:	\$118.0	Total:	

TIP #: 690449	Juris: MODOT	Location/Improvement: RAMP IMPROVEMENTS AT I-35/I-70 AND BROADWAY BLVD			Length (mi): 1
State #: 4P3095H	Federal #:	County: JACKSON	Type: Traffic Flow		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Ramp Improvements at I-35/I-70 at Broadway Blvd (Route 169) in Kansas City.
Construction	2016	Federal	NHPP-MO	\$249.0	Status:
Construction	2016	Non-Federal	STATE-MO	\$62.0	
Engineering	2016	Federal	NHPP-MO	\$39.0	
Engineering	2016	Non-Federal	STATE-MO	\$10.0	
Engineering	2015	Federal	NHPP-MO	\$7.0	
Engineering	2015	Non-Federal	STATE-MO	\$1.0	
Federal Total:	\$295.0	Non-Federal Total:	\$73.0	Total:	

TIP #: 690451	Juris: MODOT	Location/Improvement: I-35 PAVEMENT IMPROVEMENTS FROM I-70 TO THE KANSAS STATE LINE			Length (mi): 3
State #: 4I3109	Federal #:	County: JACKSON	Type: Resurfacing Only		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: I-35 Pavement Improvements from I-70 to the Kansas state line.
Construction	2017	Federal	NHPP-MO	\$2,808.0	Status:
Construction	2017	Non-Federal	STATE-MO	\$312.0	
Engineering	2017	Federal	NHPP-MO	\$295.0	
Engineering	2017	Non-Federal	STATE-MO	\$33.0	
Engineering	2016	Federal	NHPP-MO	\$25.0	
Engineering	2016	Non-Federal	STATE-MO	\$3.0	
Federal Total:	\$3,128.0	Non-Federal Total:	\$348.0	Total:	

Missouri

TIP #: 690452		Juris: MODOT		Location/Improvement: I-435: PAVEMENT IMPROVEMENTS FROM RTE. 24 TO RTE. 78			
State #: 413108		Federal #:		County: JACKSON		Type: Resurfacing Only	
						Length (mi): 2	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	I-435 Pavement Improvements from Rte. 24 to Rte. 78 in Kansas City	
Construction	2017	Federal	NHPP-MO	\$976.0	Status:		
Construction	2017	Non-Federal	STATE-MO	\$108.0			
Engineering	2017	Federal	NHPP-MO	\$101.0			
Engineering	2016	Federal	NHPP-MO	\$12.0			
Engineering	2017	Non-Federal	STATE-MO	\$11.0			
Engineering	2016	Non-Federal	STATE-MO	\$1.0			
Federal Total: \$1,089.0		Non-Federal Total: \$120.0		Total: \$1,209.0			

TIP #: 690453		Juris: MODOT		Location/Improvement: I-435 PAVEMENT IMPROVEMENTS FROM THE BRIDGE OVER RAYTOWN ROAD TO RTE. W			
State #: 413115		Federal #:		County: JACKSON		Type: Resurfacing Only	
						Length (mi): 8	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	I-435 Pavement Improvements from the bridge over Raytown Road to Rte. W, Banister Road	
Construction	2018	Federal	NHPP-MO	\$4,779.0	Status:		
Construction	2018	Non-Federal	STATE-MO	\$531.0			
Engineering	2018	Federal	NHPP-MO	\$489.0			
Engineering	2018	Non-Federal	STATE-MO	\$54.0			
Engineering	2017	Federal	NHPP-MO	\$45.0			
Engineering	2016	Federal	NHPP-MO	\$40.0			
Engineering	2017	Non-Federal	STATE-MO	\$5.0			
Engineering	2016	Non-Federal	STATE-MO	\$5.0			
Federal Total: \$5,353.0		Non-Federal Total: \$595.0		Total: \$5,948.0			

TIP #: 690454		Juris: MODOT		Location/Improvement: I-470: PAVEMENT IMPROVEMENTS FROM 3 TRAILS CROSSING TO RAYTOWN ROAD			
State #: 413110		Federal #:		County: JACKSON		Type: Resurfacing Only	
						Length (mi): 3	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	I-470: Pavement Improvements from 3 Trails Crossing to Raytown Road	
Construction	2017	Federal	NHPP-MO	\$1,956.0	Status:		
Construction	2017	Non-Federal	STATE-MO	\$217.0			
Engineering	2017	Federal	NHPP-MO	\$185.0			
Engineering	2017	Non-Federal	STATE-MO	\$20.0			
Engineering	2016	Federal	NHPP-MO	\$12.0			
Engineering	2016	Non-Federal	STATE-MO	\$2.0			
Federal Total: \$2,153.0		Non-Federal Total: \$239.0		Total: \$2,392.0			

Missouri

TIP #: 690455	Juris: MODOT	Location/Improvement: I-49: PAVEMENT IMPROVEMENTS FROM BLUE RIDGE BOULEVARD TO 163RD STREET		
State #: 413114	Federal #:	County: JACKSON	Type: Resurfacing Only	Length (mi): 10
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Federal	NHPP-MO	\$3,566.0
Construction	2018	Non-Federal	STATE-MO	\$396.0
Engineering	2018	Federal	NHPP-MO	\$365.0
Engineering	2018	Non-Federal	STATE-MO	\$41.0
Engineering	2017	Federal	NHPP-MO	\$18.0
Engineering	2016	Federal	NHPP-MO	\$18.0
Engineering	2017	Non-Federal	STATE-MO	\$2.0
Engineering	2016	Non-Federal	STATE-MO	\$2.0
Federal Total:	\$3,967.0	Non-Federal Total:	\$441.0	Total: \$4,408.0

TIP #: 690456	Juris: MODOT	Location/Improvement: US 50: INTERSECTION AND PAVEMENT IMPROVEMENTS AT RTE. F AND LOVER'S LANE IN LONE JACK		
State #: 4P3079B	Federal #:	County: JACKSON	Type: Other	Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	HSIP-MO	\$515.0
Engineering	2016	Federal	HSIP-MO	\$81.0
Construction	2016	Non-Federal	STATE-MO	\$57.0
Engineering	2016	Non-Federal	STATE-MO	\$9.0
Federal Total:	\$596.0	Non-Federal Total:	\$66.0	Total: \$662.0

TIP #: 690457	Juris: MODOT	Location/Improvement: I-670: PAVEMENT IMPROVEMENTS FROM THE EAST END OF RIVER BLUFFS BRIDGE TO TROOST AVENUE BRIDGE		
State #: 413116	Federal #:	County: JACKSON	Type: Resurfacing Only	Length (mi): 2
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Federal	NHPP-MO	\$1,098.0
Construction	2017	Non-Federal	STATE-MO	\$122.0
Engineering	2017	Federal	NHPP-MO	\$96.0
Engineering	2017	Non-Federal	STATE-MO	\$10.0
Engineering	2016	Federal	NHPP-MO	\$3.0
Engineering	2016	Non-Federal	STATE-MO	\$1.0
Federal Total:	\$1,197.0	Non-Federal Total:	\$133.0	Total: \$1,330.0

Missouri

TIP #: 690458		Juris: MODOT		Location/Improvement: I-70: PAVEMENT IMPROVEMENTS FROM WEST OF STERLING TO THE RTE. 291 NORTHBOUND EXIT			
State #: 413113		Federal #:		County: JACKSON		Type: Resurfacing Only	
						Length (mi): 5	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	I-70: Pavement Improvements from west of Sterling to the Rte. 291 northbound exit	
Construction	2018	Federal	NHPP-MO	\$3,215.0	Status:		
Construction	2018	Non-Federal	STATE-MO	\$358.0			
Engineering	2018	Federal	NHPP-MO	\$267.0			
Engineering	2018	Non-Federal	STATE-MO	\$29.0			
Engineering	2017	Federal	NHPP-MO	\$9.0			
Engineering	2016	Federal	NHPP-MO	\$4.0			
Engineering	2017	Non-Federal	STATE-MO	\$1.0			
Engineering	2016	Non-Federal	STATE-MO	\$1.0			
Federal Total:	\$3,495.0	Non-Federal Total:	\$389.0	Total:		\$3,884.0	

TIP #: 690459		Juris: MODOT		Location/Improvement: I-29 SCOPING FOR PAVEMENT IMPROVEMENTS FROM RTE. 24 TO I-70 IN KANSAS CITY			
State #: 413127		Federal #:		County: JACKSON		Type: Resurfacing Only	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	I-29 Scoping for pavement improvements from Rte. 24 to I-70 in Kansas City	
Engineering	2017	Federal	NHPP-MO	\$4.0	Status:		
Engineering	2016	Federal	NHPP-MO	\$4.0			
Engineering	2017	Non-Federal	STATE-MO	\$1.0			
Engineering	2016	Non-Federal	STATE-MO	\$1.0			
Federal Total:	\$8.0	Non-Federal Total:	\$2.0	Total:		\$10.0	

TIP #: 690460		Juris: MODOT		Location/Improvement: I-435 SCOPING FOR PAVEMENT IMPROVEMENTS FROM RTE. W (BANNISTER ROAD) TO THE KANSAS STATE LINE			
State #: 413123		Federal #:		County: JACKSON		Type: Resurfacing Only	
						Length (mi): 5	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	I-435 Scoping for pavement improvements from Rte. W (Bannister Road) to the Kansas state line	
Engineering	2017	Federal	NHPP-MO	\$4.0	Status:		
Engineering	2016	Federal	NHPP-MO	\$4.0			
Engineering	2017	Non-Federal	STATE-MO	\$1.0			
Engineering	2016	Non-Federal	STATE-MO	\$1.0			
Federal Total:	\$8.0	Non-Federal Total:	\$2.0	Total:		\$10.0	

Missouri

TIP #: 690461		Juris: MODOT		Location/Improvement: I-435 SCOPING FOR PAVEMENT IMPROVEMENTS FROM RTE. 78 TO RAYTOWN ROAD IN KANSAS CITY	
State #: 4I3126		Federal #:		County: JACKSON	
				Type: Resurfacing Only	
				Length (mi): 3	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: I-435 Scoping for pavement improvements from Rte. 78 to Raytown Road in Kansas City
Engineering	2017	Federal	NHPP-MO	\$4.0	Status:
Engineering	2016	Federal	NHPP-MO	\$4.0	
Engineering	2017	Non-Federal	STATE-MO	\$1.0	
Engineering	2016	Non-Federal	STATE-MO	\$1.0	
Federal Total: \$8.0		Non-Federal Total: \$2.0		Total: \$10.0	

TIP #: 690462		Juris: MODOT		Location/Improvement: I-470 SCOPING FOR PAVEMENT IMPROVEMENTS FROM RAYTOWN ROAD TO RTE. 291 IN LEE'S SUMMIT	
State #: 4I3119		Federal #:		County: JACKSON	
				Type: Resurfacing Only	
				Length (mi): 7	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: I-470 Scoping for pavement improvements from Raytown Road to Rte. 291 in Lee's Summit
Engineering	2017	Federal	NHPP-MO	\$4.0	Status:
Engineering	2016	Federal	NHPP-MO	\$4.0	
Engineering	2017	Non-Federal	STATE-MO	\$1.0	
Engineering	2016	Non-Federal	STATE-MO	\$1.0	
Federal Total: \$8.0		Non-Federal Total: \$2.0		Total: \$10.0	

TIP #: 690463		Juris: MODOT		Location/Improvement: I-70 SCOPING FOR PAVEMENT IMPROVEMENTS FROM MANCHESTER TRAFFICWAY TO STERLING ROAD IN KANSAS CITY	
State #: 4I3124		Federal #:		County: JACKSON	
				Type: Resurfacing Only	
				Length (mi): 4	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: I-70 Scoping for pavement improvements from Manchester Trafficway to Sterling Road in Kansas City
Engineering	2017	Federal	NHPP-MO	\$4.0	Status:
Engineering	2016	Federal	NHPP-MO	\$4.0	
Engineering	2017	Non-Federal	STATE-MO	\$1.0	
Engineering	2016	Non-Federal	STATE-MO	\$1.0	
Federal Total: \$8.0		Non-Federal Total: \$2.0		Total: \$10.0	

Missouri

TIP #: 690464	Juris: MODOT	Location/Improvement: I-70 SCOPING FOR PAVEMENT IMPROVEMENTS FROM THE KANSAS STATE LINE TO MANCHESTER TRAFFICWAY			
State #: 4I3125	Federal #:	County: JACKSON	Type: Resurfacing Only	Length (mi): 8	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: I-70 Scoping for pavement improvements from the Kansas State Line to Manchester Trafficway
Engineering	2017	Federal	NHPP-MO	\$4.0	Status:
Engineering	2016	Federal	NHPP-MO	\$4.0	
Engineering	2017	Non-Federal	STATE-MO	\$1.0	
Engineering	2016	Non-Federal	STATE-MO	\$1.0	
Federal Total: \$8.0	Non-Federal Total: \$2.0		Total: \$10.0		

TIP #: 690465	Juris: MODOT	Location/Improvement: COLBERN ROAD, SCOPING FOR BRIDGE IMPROVEMENTS OVER I-470 AND M-291			
State #: 4S3131	Federal #:	County: JACKSON	Type: Bridge Rehabilitation (No Added Capacity)	Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Scoping for bridge improvements on Colbern Road over I-470 and M-291 in Lee's Summit. Project involves bridges A2118 and A2119.
Engineering	2016	Federal	STP-MO	\$199.2	Status:
Engineering	2016	Non-Federal	STATE-MO	\$49.8	
Federal Total: \$199.2	Non-Federal Total: \$49.8		Total: \$249.0		

TIP #: 690466	Juris: MODOT	Location/Improvement: DOUGLAS ROAD, SCOPING FOR BRIDGE IMPROVEMENTS OVER I-470			
State #: 4S3132	Federal #:	County: JACKSON	Type: Bridge Rehabilitation (No Added Capacity)	Length (mi): .25	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Scoping for bridge improvements on Douglas Road over I-470 in Lee's Summit. Project involves bridge A2117.
Engineering	2016	Federal	STP-MO	\$121.6	Status:
Engineering	2016	Non-Federal	STATE-MO	\$30.4	
Federal Total: \$121.6	Non-Federal Total: \$30.4		Total: \$152.0		

TIP #: 690467	Juris: MODOT	Location/Improvement: COLBERN ROAD, SCOPING FOR BRIDGE IMPROVEMENTS OVER M-350			
State #: 4S3133	Federal #:	County: JACKSON	Type: Bridge Rehabilitation (No Added Capacity)	Length (mi): .25	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Scoping for bridge improvements on Colbern Road over M-350 in Lee's Summit. Project involves bridges A2445.
Engineering	2016	Federal	NHPP-MO	\$130.4	Status:
Engineering	2016	Non-Federal	STATE-MO	\$32.6	
Federal Total: \$130.4	Non-Federal Total: \$32.6		Total: \$163.0		

Missouri

TIP #: 690468	Juris: MODOT	Location/Improvement: M-7, SCOPING FOR BRIDGE IMPROVEMENTS OVER US-24		Length (mi): .25
State #: 4S3134	Federal #:	County: JACKSON	Type: Bridge Rehabilitation (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2016	Federal	NHPP-MO	\$69.6
Engineering	2016	Non-Federal	STATE-MO	\$17.4
Federal Total:	\$69.6	Non-Federal Total:	\$17.4	Total: \$87.0

Description: Scoping for bridge improvements on M-7 over US-24 in Independence. Project involves bridges A2736.

Status:

TIP #: 690469	Juris: MODOT	Location/Improvement: RAYTOWN ROAD, SCOPING FOR BRIDGE IMPROVEMENTS OVER I-470		Length (mi): .25
State #: 4S3135	Federal #:	County: JACKSON	Type: Bridge Rehabilitation (No Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Engineering	2016	Federal	STP-MO	\$127.4
Engineering	2016	Non-Federal	STATE-MO	\$31.8
Federal Total:	\$127.4	Non-Federal Total:	\$31.8	Total: \$159.2

Description: Scoping for bridge improvements on Raytown Road over I-470 in Independence. Project involves bridges A2148.

Status:

TIP #: 632006	Juris: RAYTOWN	Location/Improvement: 350 HIGHWAY & RAYTOWN ROAD INTERSECTION IMPROVEMENTS		Length (mi): .15
State #:	Federal #:	County: JACKSON	Type: Traffic Flow	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	STPM-MO	\$637.5
Construction	2016	Non-Federal	LOCAL	\$312.5
Federal Total:	\$637.5	Non-Federal Total:	\$312.5	Total: \$950.0

Description: Intersection improvements to decrease accidents and delay by modifying the turning movements from Eastbound 350 Highway to North and South bound Raytown Road. Add more transportation options by extending sidewalks and bike paths proposed by adjacent private re-development.

Status:

TIP #: 632007	Juris: RAYTOWN	Location/Improvement: BLUE RIDGE BOULEVARD BIKE LANES		Length (mi): 1.5
State #:	Federal #: CMQ-3343(407)	County: JACKSON	Type: Pedestrian and/or Bikeways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	CMAQ-MO	\$175.0
Construction	2016	Non-Federal	LOCAL	\$75.0
Federal Total:	\$175.0	Non-Federal Total:	\$75.0	Total: \$250.0

Description: The project would convert Blue Ridge Boulevard from an existing three-lane road to a two-lane road with bike lanes running north and south.

Status:

TIP #: 632010	Juris: RAYTOWN	Location/Improvement: 59TH STREET SIDEWALKS		Length (mi): .50
State #:	Federal #:	County: JACKSON	Type: Pedestrian and/or Bikeways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	CMAQ-MO	\$160.0
Construction	2016	Non-Federal	LOCAL	\$40.0
Federal Total:	\$160.0	Non-Federal Total:	\$40.0	Total: \$200.0

Description: Add a 5 ft concrete sidewalk on the south side of 59th Street from the existing sidewalk at Central Middle School to Woodson. The existing roadway is narrow and visible paths are adjacent to the roadway that pedestrians currently utilize.

Status:

Missouri

TIP #: 410060		Juris: KANSAS CITY, MO		Location/Improvement: I-29/ROUTE 45 INTERCHANGE		Length (mi): .5	
State #:		Federal #:		County: PLATTE		Type: Reconstruction (Added Capacity)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Provides sidewalks and bicycle accomodations along the relocated portion of NW Prairie View Road which connects to the Southern Platte Pass trail.	
Construction	2016	Non-Federal	PRIVATE	\$3,000.0	Status:		
Construction	2016	Non-Federal	LOCAL	\$2,400.0			
Construction	2016	Non-Federal	LOCAL	\$1,200.0			
Right-of-Way	2016	Non-Federal	LOCAL	\$800.0			
Engineering	2015	Non-Federal	LOCAL	\$200.0			
Federal Total:		Non-Federal Total: \$7,600.0		Total: \$7,600.0			

TIP #: 410061		Juris: KANSAS CITY, MO		Location/Improvement: KCI CORRIDOR TRAIL SEGMENT 1- OLD TIFFANY SPRINGS ROAD TO TIFFANY SPRINGS PARKWAY		Length (mi): 0	
State #:		Federal #:		County: PLATTE		Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Extension of the 10 wide concrete KCI Corridor Trail to connect to Tiffany Springs Parkway to the Route 152 Trail and provide access to additional residents and businesses along the I-29 corridor. Completes a gap in the Route 152 Trail system and gap in sidewalk on Old Tiffany Springs Road between Skyview and North Congress.	
Other	2016	Federal	TA-MO	\$500.0	Status:		
Other	2016	Non-Federal	LOCAL	\$367.8			
Federal Total: \$500.0		Non-Federal Total: \$367.8		Total: \$867.8			

TIP #: 410062		Juris: KANSAS CITY, MO		Location/Improvement: 152 TRAIL SEGMENT 4- CONGRESS TO OLD TIFFANY SPRINGS		Length (mi): 0	
State #:		Federal #:		County: PLATTE		Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Extension of the 10 wide concrete Route 152 Trail to connect to Old Tiffany Springs Road and provide access to additional residents and businesses near Zona Rosa.	
Other	2017	Federal	TA-MO	\$450.0	Status:		
Other	2017	Non-Federal	LOCAL	\$298.0			
Federal Total: \$450.0		Non-Federal Total: \$298.0		Total: \$748.0			

TIP #: 410063		Juris: KANSAS CITY, MO		Location/Improvement: ROUTE 152 TRAIL SEGMENT 8 & 9		Length (mi): 0	
State #:		Federal #:		County: PLATTE		Type: Pedestrian and/or Bike Ways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Construction of the 10ft wide concrete Route 152 trail between Line Creek Parkway and NW 88TH St. at North Madison Avenue.	
Other	2016	Federal	TA-MO	\$1,000.0	Status:		
Other	2016	Non-Federal	LOCAL	\$835.6			
Right-of-Way	2016	Non-Federal	LOCAL	\$60.0			
Engineering	2016	Non-Federal	LOCAL	\$40.0			
Federal Total: \$1,000.0		Non-Federal Total: \$935.6		Total: \$1,935.6			

Missouri

TIP #: 410065		Juris: KANSAS CITY, MO		Location/Improvement: OLD TIFFANY SPRINGS ROAD BRIDGE OVER I-29 RECONSTRUCTION			
State #:		Federal #:		County: PLATTE		Type: Bridge Replacement (Added Capacity)	
						Length (mi): 1.0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Reconstruction of existing two lane bridge built in 1968 to a new four lane bridge on new alignment with sidewalks, MetroGreen trail, street lights, and auxiliary lane on SB I-29 connecting the Tiffany Springs Parkway on-ramp with the 152 WB off-ramp. Completes a missing gap in Old Tiffany Springs Road that has not been improved and is hindering vehicle and bike/ped users due to functional obsolescence and substandard geometrics	
Construction	2017	Non-Federal	LOCAL	\$5,000.0	Status:		
Construction	2017	Federal	STPM-MO	\$4,000.0			
Engineering	2015	Non-Federal	LOCAL	\$1,200.0			
Right-of-Way	2016	Non-Federal	LOCAL	\$1,000.0			
Federal Total:	\$4,000.0	Non-Federal Total:	\$7,200.0	Total:		\$11,200.0	
TIP #: 410066		Juris: KANSAS CITY, MO		Location/Improvement: ROUTE 45/I-29 INTERCHANGE PHASE 2			
State #:		Federal #: STP-3374(402)		County: PLATTE		Type: Reconstruction (Added Capacity)	
						Length (mi): 0.4	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Relocation of I-29 west outer road on the south side of Route 45, removal of a traffic signal at the west outer road, and addition of one EB through lane to match the existing two through lanes on the east side of the interchange. Addition of bike/ped facilities on west outer road through project limits.	
Construction	2017	Federal	STPM-MO	\$2,750.0	Status:		
Construction	2017	Non-Federal	PRIVATE	\$2,000.0			
Construction	2017	Non-Federal	LOCAL	\$1,250.0			
Right-of-Way	2016	Non-Federal	LOCAL	\$500.0			
Engineering	2015	Non-Federal	LOCAL	\$200.0			
Federal Total:	\$2,750.0	Non-Federal Total:	\$3,950.0	Total:	\$6,700.0		
TIP #: 410067		Juris: KANSAS CITY, MO		Location/Improvement: ROUTE 152 TRAIL SEGMENT 2			
State #:		Federal #: TAP-3324(408)		County: PLATTE		Type: Pedestrian and/or Bike Ways	
						Length (mi): 2	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Extending the 10-ft. wide Route 152 Trail to connect Tiffany Springs Park at Childress Ave to sidewalks and bicycle lanes along Amity Ave. Project also provides access to residents/businesses near Zona Rosa to Tiffany Springs Park. Will eventually connect to Platte County's Prairie Creek Trail and Platte City.	
Construction	2018	Federal	TA-MO	\$500.0	Status:		
Construction	2018	Non-Federal	LOCAL	\$200.0			
Right-of-Way	2017	Non-Federal	LOCAL	\$120.0			
Engineering	2017	Non-Federal	LOCAL	\$40.0			
Federal Total:	\$500.0	Non-Federal Total:	\$360.0	Total:		\$860.0	
TIP #: 410068		Juris: KANSAS CITY, MO		Location/Improvement: ROUTE 152 TRAIL SEGMENT 3			
State #:		Federal #: TAP-3324(408)		County: PLATTE		Type: Pedestrian and/or Bike Ways	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Project extends the 10 ft. wide Route 152 Trail to connect Tiffany Springs Park at Childress Ave to sidewalks and bicycle lanes along Amity Ave and eventually providing access to residents & businesses near Zona Rosa to Tiffany Springs Park. Access will ultimately be provided to Platte County's Prairie Creek Trail and Platte City, Mo.	
Construction	2016	Federal	TA-MO	\$500.0	Status:		
Construction	2016	Non-Federal	LOCAL	\$250.0			
Right-of-Way	2015	Non-Federal	LOCAL	\$60.0			
Engineering	2015	Non-Federal	LOCAL	\$40.0			
Federal Total:	\$500.0	Non-Federal Total:	\$350.0	Total:		\$850.0	

Missouri

TIP #: 410071		Juris: KANSAS CITY, MO		Location/Improvement: KCI CORRIDOR TRAIL SEGMENT 2			
State #:		Federal #: TAP-3400(440)		County: PLATTE		Type: Pedestrian and/or Bike Ways	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Extends the KCI Corridor Trail from Tiffany Springs Pkwy to NW 106th St, and eventually further north along the I-29 employment centers to KCI International Airport.	
Construction	2017	Federal	TA-MO	\$500.0	Status:		
Construction	2017	Non-Federal	LOCAL	\$357.0			
Right-of-Way	2016	Non-Federal	LOCAL	\$120.0			
Engineering	2016	Non-Federal	LOCAL	\$30.0			
Federal Total:	\$500.0	Non-Federal Total:	\$507.0	Total:		\$1,007.0	

TIP #: 490134		Juris: MODOT		Location/Improvement: I-29; SCOPING TO IMPROVE INTERCHANGE AT RTE. 45 IN KANSAS CITY			
State #: 4I3086		Federal #:		County: PLATTE		Type: Reconstruction (Added Capacity)	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Engineering	2016	Federal	NHPP-MO	\$80.0			
Engineering	2014	Federal	NHPP-MO	\$20.0			
Engineering	2016	Non-Federal	STATE-MO	\$20.0			
Engineering	2017	Federal	NHPP-MO	\$16.0			
Engineering	2015	Federal	NHPP-MO	\$16.0			
Engineering	2014	Non-Federal	STATE-MO	\$5.0			
Engineering	2017	Non-Federal	STATE-MO	\$4.0			
Engineering	2015	Non-Federal	STATE-MO	\$4.0			
Federal Total:	\$132.0	Non-Federal Total:	\$33.0	Total:	\$165.0		

Missouri

TIP #: 490135		Juris: MODOT		Location/Improvement: RTE. 45; ROADWAY CAPACITY IMPROVEMENTS FROM RTE. K TO I-435 IN PLATTE COUNTY		State #: 4U1108C		Federal #:		County: PLATTE		Type: Reconstruction (Added Capacity)		Length (mi): 3	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:									
Construction	2017	Federal	STPM-MO	\$4,878.0	Improve 45 Hwy from K Hwy to I-435, completing widening between I-29 & I-435. Complete improvements for all users - widen rural two lane section to 4 lanes with bike/ped facilities, curb/gutter/stormwater improvements, access management, traffic signals, & improved horizontal/vertical alignments.										
Construction	2017	Federal	NHPP-MO	\$2,804.0											
Construction	2017	Non-Federal	LOCAL	\$1,220.0											
Engineering	2017	Federal	NHPP-MO	\$1,018.0											
Right-of-Way	2015	Federal	STPM-MO	\$916.0											
Construction	2017	Non-Federal	STATE-MO	\$700.0											
Engineering	2016	Federal	NHPP-MO	\$400.0											
Engineering	2017	Non-Federal	STATE-MO	\$254.0											
Engineering	2015	Federal	NHPP-MO	\$242.0											
Right-of-Way	2015	Non-Federal	LOCAL	\$229.0											
Engineering	2014	Federal	NHPP-MO	\$108.0											
Engineering	2016	Non-Federal	STATE-MO	\$100.0											
Engineering	2015	Non-Federal	STATE-MO	\$61.0											
Engineering	2014	Non-Federal	STATE-MO	\$27.0											
Federal Total:	\$10,366.0	Non-Federal Total:	\$2,591.0	Total:	\$12,957.0										

TIP #: 490136		Juris: MODOT		Location/Improvement: I-29; PAVEMENT IMPROVEMENTS FROM RTE. 273 TO I-435		State #: 4I3037		Federal #:		County: PLATTE		Type: Resurfacing Only		Length (mi): 7	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:									
Construction	2016	Federal	NHPP-MO	\$4,093.0	I-29; PAVEMENT IMPROVEMENTS FROM RTE. 273 TO I-435										
Construction	2016	Non-Federal	STATE-MO	\$455.0											
Engineering	2016	Federal	NHPP-MO	\$312.0											
Engineering	2015	Federal	NHPP-MO	\$90.0											
Engineering	2016	Non-Federal	STATE-MO	\$34.0											
Engineering	2014	Federal	NHPP-MO	\$13.0											
Engineering	2015	Non-Federal	STATE-MO	\$10.0											
Engineering	2014	Non-Federal	STATE-MO	\$2.0											
Engineering	2013	Federal	NHPP-MO	\$1.0											
Federal Total:	\$4,509.0	Non-Federal Total:	\$501.0	Total:			\$5,010.0								

Missouri

TIP #: 490137	Juris: MODOT	Location/Improvement: I-435; PAYMENT TO KDOT IN SFY2016 FOR BRIDGE IMPROVEMENTS OVER THE MISSOURI RIVER.			
State #: 4I3032	Federal #:	County: PLATTE	Type: Bridge Rehabilitation (No Added Capacity)	Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Project involves bridge A3289
Construction	2016	Federal	NHPP-MO	\$1,710.0	Status:
Construction	2016	Non-Federal	STATE-MO	\$190.0	
Federal Total:	\$1,710.0	Non-Federal Total:	\$190.0	Total:	\$1,900.0

TIP #: 490144	Juris: MODOT	Location/Improvement: INTERSECTION IMPROVEMENTS AT ROUTE 92 AND KENTUCKY AVE IN PLATTE CITY			
State #: 4P3095I	Federal #:	County: PLATTE	Type: Traffic Flow	Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Intersection Improvements at Route 92 and Kentucky Ave in Platte City. \$51,563 Platte City.
Construction	2016	Federal	NHPP-MO	\$310.0	Status:
Construction	2016	Non-Federal	LOCAL	\$52.0	
Construction	2016	Non-Federal	STATE-MO	\$26.0	
Engineering	2016	Federal	NHPP-MO	\$23.0	
Engineering	2015	Federal	NHPP-MO	\$10.0	
Engineering	2016	Non-Federal	STATE-MO	\$5.0	
Engineering	2015	Non-Federal	STATE-MO	\$3.0	
Federal Total:	\$343.0	Non-Federal Total:	\$86.0	Total:	\$429.0

TIP #: 490145	Juris: MODOT	Location/Improvement: I-635 RAMP IMPROVEMENTS			
State #: 4I3107	Federal #:	County: PLATTE	Type: Other	Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Apply high friction surface treatment on both lanes of the ramp at Exit 3B southbound I-29 and the off ramp from southbound I-29 to southbound I-635. \$76,800 Accelerated Innovation Deployment (AID) and \$12,000 AID credit for testing.
Construction	2015	Federal	HSIP-MO	\$96.0	Status:
Engineering	2015	Non-Federal	STATE-MO	\$9.0	
Federal Total:	\$96.0	Non-Federal Total:	\$9.0	Total:	\$105.0

TIP #: 490146	Juris: MODOT	Location/Improvement: I-435; SCOPING FOR PAVEMENT IMPROVEMENTS FROM I-29 TO COOKINGHAM DRIVE IN KANSAS CITY			
State #: 4I3122	Federal #:	County: PLATTE	Type: Resurfacing Only	Length (mi): 4	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: I-29 Scoping for pavement improvements from I-29 to Cookingham Drive in Kansas City
Engineering	2017	Federal	NHPP-MO	\$4.0	Status:
Engineering	2016	Federal	NHPP-MO	\$4.0	
Engineering	2017	Non-Federal	STATE-MO	\$1.0	
Engineering	2016	Non-Federal	STATE-MO	\$1.0	
Federal Total:	\$8.0	Non-Federal Total:	\$2.0	Total:	\$10.0

Missouri

TIP #: 490147	Juris: MODOT	Location/Improvement: I-29: PAVEMENT IMPROVEMENTS FROM TODD CREEK TO VIVION ROAD		
State #: 413105	Federal #:	County: PLATTE	Type: Resurfacing Only	Length (mi): 12
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Federal	NHPP-MO	\$7,542.0
Construction	2017	Non-Federal	STATE-MO	\$838.0
Engineering	2017	Federal	NHPP-MO	\$727.0
Engineering	2017	Non-Federal	STATE-MO	\$81.0
Engineering	2016	Federal	NHPP-MO	\$32.0
Engineering	2016	Non-Federal	STATE-MO	\$4.0
Federal Total:	\$8,301.0	Non-Federal Total:	\$923.0	Total: \$9,224.0

TIP #: 415211	Juris: PLATTE COUNTY	Location/Improvement: NW 72ND STREET COMPLETE STREET UPGRADE AND RECONSTRUCTION		
State #:	Federal #: STP-3451(401)	County: PLATTE	Type: Reconstruction (No Added Capacity)	Length (mi): 0.5
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2017	Federal	STPM-MO	\$2,500.0
Right-of-Way	2015	Non-Federal	LOCAL	\$1,200.0
Construction	2017	Non-Federal	LOCAL	\$1,000.0
Engineering	2015	Non-Federal	LOCAL	\$400.0
Federal Total:	\$2,500.0	Non-Federal Total:	\$2,600.0	Total: \$5,100.0

TIP #: 415212	Juris: PLATTE COUNTY	Location/Improvement: WAUKOMIS COMPLETE STREETS UPGRADE/RECONSTRUCTION PHASE 1		
State #:	Federal #: STP-3451(402)	County: PLATTE	Type: Reconstruction (No Added Capacity)	Length (mi): 1.2
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2018	Federal	STPM-MO	\$5,000.0
Construction	2018	Non-Federal	LOCAL	\$2,500.0
Engineering	2015	Non-Federal	LOCAL	\$500.0
Right-of-Way	2015	Non-Federal	LOCAL	\$500.0
Federal Total:	\$5,000.0	Non-Federal Total:	\$3,500.0	Total: \$8,500.0

TIP #: 440001	Juris: PLATTE WOODS	Location/Improvement: ROUTE 9 AND NW PRAIRIE VIEW ROAD SIDEWALK/BIKE LANE IMPROVEMENT		
State #:	Federal #:	County: PLATTE	Type: Pedestrian and/or Bike Ways	Length (mi): 0
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)
Construction	2016	Federal	TA-MO	\$450.0
Construction	2016	Non-Federal	LOCAL	\$308.6
Federal Total:	\$450.0	Non-Federal Total:	\$308.6	Total: \$758.6

Missouri

TIP #: 414006	Juris: RIVERSIDE	Location/Improvement: VIVION ROAD TRAIL SEGMENT 1			
State #:	Federal #: TAP-3454(401)	County: PLATTE	Type: Pedestrian and/or Bike Ways		Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Construction of the 10-ft. wide Vivion Road Trail from the Interurban/Line Creek Trail at St. Joe Boulevard over to North Mulberry Street in Briarcliff. Part of the Vivion Road Trail system which connects Riverside, Kansas City, Gladstone, and Claycomo. Project improves bicycle/pedestrian accessibility.
Construction	2017	Federal	TA-MO	\$500.0	Status:
Right-of-Way	2016	Non-Federal	LOCAL	\$160.0	
Construction	2017	Non-Federal	LOCAL	\$149.0	
Engineering	2015	Non-Federal	LOCAL	\$120.0	
Federal Total:	\$500.0	Non-Federal Total:	\$429.0	Total:	

TIP #: 414007	Juris: RIVERSIDE	Location/Improvement: ROUTE 9 TRAIL FROM NORTHWOOD TO HORIZONS PARKWAY				
State #:	Federal #: TAP-3454(402)	County: PLATTE	Type: Pedestrian and/or Bike Ways		Length (mi): 0.5	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Construction of a multi-use trail along Route 9. The trail will link between the Missouri Riverfront Trail in Riverside, Mo. and Parkville, Mo. and the trail along Northwood Road that links Platte Meadows Park, Park Hill South and residences. The trail will provide non-motorized access to the Horizons Business Park and the noted trail system. The trail will provide a safer seperated path for the students at Park Hill South who now run along the Route 9 shoulder.	
Construction	2016	Non-Federal	LOCAL	\$435.0	Status:	
Construction	2016	Federal	TA-MO	\$435.0		
Federal Total:	\$435.0	Non-Federal Total:	\$435.0	Total:		\$870.0

TIP #: 634068	Juris: BIKEWALKKC	Location/Improvement: BIKE SHARE PHASE 3 AND 4				
State #:	Federal #: TAP-3301(495)	County: REGIONAL	Type: Pedestrian and/or Bikeways		Length (mi): NA	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: BikeWalkKC will add new stations with pedestrian wayfinding and placemaking elements phased from 2015-2018. A small portion of the project will include operations of the bike share system through 2020. Stations will be located primarily in the urban core of Kansas City, Mo., downtown Kansas City, Kan., downtown North Kansas City, Mo. And small satellite networks in other places.	
Construction	2016	Federal	CMAQ-MO	\$500.0	Status:	
Construction	2016	Non-Federal	LOCAL	\$125.0		
Federal Total:	\$500.0	Non-Federal Total:	\$125.0	Total:		\$625.0

TIP #: 634067	Juris: JACKSON COUNTY	Location/Improvement: ROCK ISLAND CORRIDOR (KATY CONNECTION) ACQUISITION, PHASE I IMPLEMENTATION AND CONSTRUCTION PROJECT			
State #:	Federal #: STP-3453(401)	County: REGIONAL	Type: Pedestrian and/or Bike Ways		Length (mi): 20
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Jackson County has an MOU with Union Pacific for the purchase of 17.7 miles of the Rock Island Corridor, as well as 3.35 miles of the Independence Power Plant/Pixley Spur. The project will entail the acquisition of the corridor and construction of a mixed-use trail, creating the potential for future transit use throughout the corridor. Jackson County will acquire the entire corridor, construct a trail from the Truman Sports Complex to approximately Raytown, and construct 3 trailheads in 2017 & 2018.
Construction	2018	Federal	STPM-MO	\$5,000.0	Status:
Construction	2017	Federal	STPM-MO	\$5,000.0	
Construction	2018	Non-Federal	LOCAL	\$1,250.0	
Construction	2017	Non-Federal	LOCAL	\$1,250.0	
Federal Total:	\$10,000.0	Non-Federal Total:	\$2,500.0	Total:	

Missouri

TIP #: 970078	Juris: KANSAS CITY, MO	Location/Improvement: SHARE THE ROAD SAFETY PROGRAM			
State #:	Federal #: STP-3301(465)	County: REGIONAL	Type: Other		Length (mi): N/A
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Share the Road Safety Program is a project of the Share the Road Safety Task Force. Will develop multimedia regional safety resources educating motorist, cyclists and pedestrians on rights and responsibilities and includes a "Be Bright at Night" campaign.
Other	2015	Federal	STPM-MO	\$117.3	Status:
Other	2015	Non-Federal	LOCAL	\$48.8	
Federal Total:	\$117.3	Non-Federal Total:	\$48.8	Total:	\$166.0

TIP #: 970101	Juris: MARC	Location/Improvement: OGL MISSOURI OPERATIONS SUPPORT AND ENHANCEMENTS			
State #:	Federal #: STP-3302(423)	County: REGIONAL	Type: Other		Length (mi): NA
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: On going support of the regional arterial signal timing and communications that provides real-time operations for 22 agencies arterial operations and communications networks for support of 50% of the program costs. Includes ATMS enhancements. Includes fiber optic communications, 35 CCTVs and new communications to intersections in Grandview, Belton and Blue Springs.
Operations	2017	Federal	STPM-MO	\$770.0	Status:
Construction	2017	Federal	CMAQ-MO	\$632.0	
Operations	2017	Non-Federal	LOCAL	\$192.5	
Construction	2017	Non-Federal	LOCAL	\$158.0	
Federal Total:	\$1,402.0	Non-Federal Total:	\$350.5	Total:	\$1,752.5

TIP #: 990203	Juris: MODOT	Location/Improvement: VARIOUS ROUTES; SCOPING FOR BRIDGE IMPROVEMENTS AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT			
State #: 4P3093	Federal #:	County: REGIONAL	Type: Bridge Rehabilitation (No Added Capacity)		Length (mi): 1
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:
Engineering	2014	Federal	NHPP-MO	\$20.0	Status:
Engineering	2015	Federal	NHPP-MO	\$16.0	
Engineering	2014	Non-Federal	STATE-MO	\$5.0	
Engineering	2017	Federal	NHPP-MO	\$4.0	
Engineering	2016	Federal	NHPP-MO	\$4.0	
Engineering	2015	Non-Federal	STATE-MO	\$4.0	
Engineering	2017	Non-Federal	STATE-MO	\$1.0	
Engineering	2016	Non-Federal	STATE-MO	\$1.0	
Federal Total:	\$44.0	Non-Federal Total:	\$11.0	Total:	

Missouri

TIP #: 990205		Juris: MODOT		Location/Improvement: VARIOUS; JOC FOR GUARDCABLE AND GUARDRAIL REPAIR AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT		Length (mi): 1	
State #: 412366		Federal #:		County: REGIONAL		Type: Other	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Conversion	2017	Federal	STP-MO	\$1,972.0			
Construction	2016	Non-Federal	STATE-MO (AC)	\$1,774.0			
Construction	2016	Non-Federal	STATE-MO	\$443.0			
Engineering	2016	Non-Federal	STATE-MO (AC)	\$156.0			
Engineering	2015	Non-Federal	STATE-MO (AC)	\$42.0			
Engineering	2016	Non-Federal	STATE-MO	\$39.0			
Engineering	2015	Non-Federal	STATE-MO	\$11.0			
Other	2017	Non-Federal	CREDIT	(\$1,972.0)			
Federal Total:	\$1,972.0	Non-Federal Total:	\$493.0	Total:	\$2,465.0		

TIP #: 990206		Juris: MODOT		Location/Improvement: VARIOUS; JOC FOR GUARD CABLE AND GUARDRAIL REPAIR AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT		Length (mi): 1	
State #: 413011		Federal #:		County: REGIONAL		Type: Other	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Conversion	2018	Federal	NHPP-MO	\$2,104.0			
Construction	2017	Non-Federal	STATE-MO (AC)	\$1,938.0			
Construction	2017	Non-Federal	STATE-MO	\$484.0			
Engineering	2017	Non-Federal	STATE-MO (AC)	\$158.0			
Engineering	2017	Non-Federal	STATE-MO	\$39.0			
Engineering	2016	Non-Federal	STATE-MO (AC)	\$8.0			
Engineering	2016	Non-Federal	STATE-MO	\$2.0			
Other	2018	Non-Federal	CREDIT	(\$2,104.0)			
Federal Total:	\$2,104.0	Non-Federal Total:	\$525.0	Total:	\$2,629.0		

TIP #: 990207		Juris: MODOT		Location/Improvement: VARIOUS; JOC FOR REPAIRS ON VARIOUS BRIDGES AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT		Length (mi): 1	
State #: 413019		Federal #:		County: REGIONAL		Type: Other	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Construction	2019	Federal	NHPP-MO	\$1,200.0			
Construction	2019	Non-Federal	STATE-MO	\$300.0			
Engineering	2019	Federal	NHPP-MO	\$15.0			
Engineering	2019	Non-Federal	STATE-MO	\$4.0			
Federal Total:	\$1,215.0	Non-Federal Total:	\$304.0	Total:	\$1,519.0		

Missouri

TIP #: 990208		Juris: MODOT		Location/Improvement: VARIOUS; JOC FOR GUARD CABLE AND GUARDRAIL REPAIR IN THE URBAN KANSAS CITY DISTRICT			
State #: 4I3042		Federal #:		County: REGIONAL		Type: Other	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:		
Construction	2018	Federal	NHPP-MO	\$2,115.0	Status:		
Construction	2018	Non-Federal	STATE-MO	\$529.0			
Engineering	2018	Federal	NHPP-MO	\$176.0			
Engineering	2018	Non-Federal	STATE-MO	\$44.0			
Engineering	2017	Federal	NHPP-MO	\$1.0			
Engineering	2016	Federal	NHPP-MO	\$1.0			
Federal Total: \$2,293.0		Non-Federal Total: \$573.0		Total: \$2,866.0			

TIP #: 990214		Juris: MODOT		Location/Improvement: US 24; PAVEMENT IMPROVEMENTS FROM RTE. 291 TO RTE. 7			
State #: 4P3081		Federal #:		County: REGIONAL		Type: Resurfacing Only	
						Length (mi): 6	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: US 24; Pavement Improvements from Rte. 291 to Rte. 7. Split from TIP 990214		
Construction	2017	Federal	NHPP-MO	\$2,171.0	Status:		
Construction	2017	Non-Federal	STATE-MO	\$543.0			
Engineering	2017	Federal	NHPP-MO	\$179.0			
Engineering	2015	Federal	NHPP-MO	\$80.0			
Engineering	2017	Non-Federal	STATE-MO	\$44.0			
Engineering	2016	Federal	NHPP-MO	\$40.0			
Engineering	2015	Non-Federal	STATE-MO	\$20.0			
Engineering	2016	Non-Federal	STATE-MO	\$10.0			
Federal Total: \$2,470.0		Non-Federal Total: \$617.0		Total: \$3,087.0			

TIP #: 990218		Juris: MODOT		Location/Improvement: VARIOUS; JOB ORDER CONTRACTING FOR BRIDGE REPAIRS AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT.			
State #: 4P3057		Federal #:		County: REGIONAL		Type: Bridge Rehabilitation (No Added Capacity)	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Job Order Contracting for bridge repairs at various locations in the urban Kansas City District.		
Construction	2016	Federal	NHPP-MO	\$1,200.0	Status:		
Construction	2016	Non-Federal	STATE-MO	\$300.0			
Engineering	2016	Federal	NHPP-MO	\$96.0			
Engineering	2016	Non-Federal	STATE-MO	\$24.0			
Federal Total: \$1,296.0		Non-Federal Total: \$324.0		Total: \$1,620.0			

Missouri

TIP #: 990219		Juris: MODOT		Location/Improvement: VARIOUS; JOB ORDER CONTRACTING FOR ASPHALT PAVEMENT REPAIR AT VARIOUS LOCATIONS IN THE KANSAS CITY URBAN DISTRICT.			
State #: 4P3058		Federal #:		County: REGIONAL		Type: Resurfacing Only	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Job Order Contracting for asphalt pavement repair at various locations in the Kansas City Urban District.	
Conversion	2017	Federal	NHPP-MO	\$432.0	Status:		
Construction	2016	Non-Federal	STATE-MO (AC)	\$400.0			
Construction	2016	Non-Federal	STATE-MO	\$100.0			
Engineering	2016	Non-Federal	STATE-MO (AC)	\$32.0			
Engineering	2016	Non-Federal	STATE-MO	\$8.0			
Other	2017	Non-Federal	CREDIT	(\$432.0)			
Federal Total: \$432.0		Non-Federal Total: \$108.0		Total: \$540.0			

TIP #: 990220		Juris: MODOT		Location/Improvement: VARIOUS; JOB ORDER CONTRACTING FOR CONCRETE PAVEMENT REPAIR AT VARIOUS MAJOR ROUTE LOCATIONS IN THE URBAN KANSAS CITY DISTRICT.			
State #: 4P3059		Federal #:		County: REGIONAL		Type: Resurfacing Only	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Job Order Contracting for concrete pavement repair at various major route locations in the urban Kansas City District.	
Construction	2016	Federal	NHPP-MO	\$400.0	Status:		
Construction	2016	Non-Federal	STATE-MO	\$100.0			
Engineering	2016	Federal	NHPP-MO	\$32.0			
Engineering	2016	Non-Federal	STATE-MO	\$8.0			
Federal Total: \$432.0		Non-Federal Total: \$108.0		Total: \$540.0			

TIP #: 990221		Juris: MODOT		Location/Improvement: VARIOUS; JOB ORDER CONTRACTING FOR ASPHALT PAVEMENT REPAIR AT VARIOUS LOCATIONS IN THE KANSAS CITY DISTRICT.			
State #: 4P3060		Federal #:		County: REGIONAL		Type: Resurfacing Only	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Job Order Contracting for asphalt pavement repair at various locations in the Kansas City District.	
Construction	2017	Federal	NHPP-MO	\$412.0	Status:		
Engineering	2017	Federal	NHPP-MO	\$332.0			
Construction	2017	Non-Federal	STATE-MO	\$103.0			
Engineering	2017	Non-Federal	STATE-MO	\$8.0			
Engineering	2016	Federal	NHPP-MO	\$1.0			
Federal Total: \$745.0		Non-Federal Total: \$111.0		Total: \$856.0			

Missouri

TIP #: 990222		Juris: MODOT		Location/Improvement: VARIOUS; JOB ORDER CONTRACTING FOR CONCRETE REPAIR AT VARIOUS MAJOR ROUTE LOCATIONS IN THE URBAN KANSAS CITY DISTRICT.	
State #: 4P3061		Federal #:		County: REGIONAL	
				Type: Resurfacing Only	
				Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Job Order Contracting for concrete repair at various major route locations in the urban Kansas city district.
Construction	2017	Federal	NHPP-MO	\$412.0	Status:
Construction	2017	Non-Federal	STATE-MO	\$103.0	
Engineering	2017	Federal	NHPP-MO	\$32.0	
Engineering	2017	Non-Federal	STATE-MO	\$8.0	
Engineering	2016	Federal	NHPP-MO	\$1.0	
Federal Total:	\$445.0	Non-Federal Total:	\$111.0	Total:	

TIP #: 990223		Juris: MODOT		Location/Improvement: VARIOUS; JOB ORDER CONTRACTING FOR BRIDGE REPAIRS AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT.	
State #: 4P3062		Federal #:		County: REGIONAL	
				Type: Bridge Rehabilitation (No Added Capacity)	
				Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Job Order Contracting for Bridge Repairs at various locations in the urban Kansas City District.
Construction	2017	Federal	NHPP-MO	\$1,236.0	Status:
Construction	2017	Non-Federal	STATE-MO	\$309.0	
Engineering	2017	Federal	NHPP-MO	\$96.0	
Engineering	2017	Non-Federal	STATE-MO	\$24.0	
Engineering	2016	Federal	NHPP-MO	\$8.0	
Engineering	2016	Non-Federal	STATE-MO	\$2.0	
Federal Total:	\$1,340.0	Non-Federal Total:	\$335.0	Total:	\$1,675.0

TIP #: 990224		Juris: MODOT		Location/Improvement: VARIOUS; VARIOUS JOB ORDER CONTRACTING FOR ASPHALT PAVEMENT REPAIR AT VARIOUS MAJOR ROUTE LOCATIONS IN THE KANSAS CITY DISTRICT.	
State #: 4P3063		Federal #:		County: REGIONAL	
				Type: Resurfacing Only	
				Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Various Job Order Contracting for asphalt pavement repair at various major route locations in the Kansas City District.
Construction	2018	Federal	NHPP-MO	\$424.0	Status:
Construction	2018	Non-Federal	STATE-MO	\$106.0	
Engineering	2018	Federal	NHPP-MO	\$32.0	
Engineering	2018	Non-Federal	STATE-MO	\$8.0	
Engineering	2017	Federal	NHPP-MO	\$1.0	
Engineering	2016	Federal	NHPP-MO	\$1.0	
Federal Total:	\$458.0	Non-Federal Total:	\$114.0	Total:	\$572.0

Missouri

TIP #: 990225		Juris: MODOT		Location/Improvement: VARIOUS; JOB ORDER CONTRACTING FOR CONCRETE PAVEMENT REPAIRS AT VARIOUS MAJOR ROUTE LOCATIONS IN THE KANSAS CITY DISTRICT.	
State #: 4P3064		Federal #:		County: REGIONAL	
				Type: Resurfacing Only	
				Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Job Order Contracting for concrete pavement repairs at various major route locations in the Kansas City District.
Conversion	2019	Federal	NHPP-MO	\$460.0	Status:
Construction	2018	Non-Federal	STATE-MO (AC)	\$424.0	
Construction	2018	Non-Federal	STATE-MO	\$106.0	
Engineering	2018	Non-Federal	STATE-MO (AC)	\$32.0	
Engineering	2018	Non-Federal	STATE-MO	\$8.0	
Engineering	2017	Non-Federal	STATE-MO (AC)	\$2.0	
Engineering	2016	Non-Federal	STATE-MO (AC)	\$2.0	
Other	2019	Non-Federal	CREDIT	(\$460.0)	
Federal Total:	\$460.0	Non-Federal Total:	\$114.0	Total:	

TIP #: 990226		Juris: MODOT		Location/Improvement: VARIOUS; JOB ORDER CONTRACTING FOR BRIDGE REPAIRS AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT.	
State #: 4P3065		Federal #:		County: REGIONAL	
				Type: Bridge Rehabilitation (No Added Capacity)	
				Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Job Order Contracting for Bridge Repairs at various locations in the urban Kansas City District.
Construction	2018	Federal	NHPP-MO	\$1,273.0	Status:
Construction	2018	Non-Federal	STATE-MO	\$318.0	
Engineering	2018	Federal	NHPP-MO	\$96.0	
Engineering	2018	Non-Federal	STATE-MO	\$24.0	
Engineering	2017	Federal	NHPP-MO	\$8.0	
Engineering	2016	Federal	NHPP-MO	\$8.0	
Engineering	2017	Non-Federal	STATE-MO	\$2.0	
Engineering	2016	Non-Federal	STATE-MO	\$2.0	
Federal Total:	\$1,385.0	Non-Federal Total:	\$346.0	Total:	

TIP #: 990228		Juris: MODOT		Location/Improvement: VARIOUS; MOTORIST ASSIST OPERATIONS AND STAFF IN THE URBAN KANSAS CITY DISTRICT.	
State #: 4I3010		Federal #:		County: REGIONAL	
				Type: Other	
				Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Motorist assist operations and staff in the urban Kansas City District.
Operations	2017	Federal	STP-MO	\$1,308.0	Status:
Operations	2017	Non-Federal	STATE-MO	\$327.0	
Federal Total:	\$1,308.0	Non-Federal Total:	\$327.0	Total:	\$1,635.0

Missouri

TIP #: 990230		Juris: MODOT		Location/Improvement: VARIOUS; ON-CALL WORK ZONE ENFORCEMENT AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT.			
State #: 413043		Federal #:		County: REGIONAL		Type: Other	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	On-call work zone enforcement at various locations in the urban Kansas City District.	
Operations	2016	Federal	HSIP-MO	\$148.0	Status:		
Operations	2016	Non-Federal	STATE-MO	\$16.0			
Federal Total: \$148.0		Non-Federal Total: \$16.0		Total: \$164.0			

TIP #: 990231		Juris: MODOT		Location/Improvement: VARIOUS; ON-CALL WORK ZONE ENFORCEMENT AT VARIOUS LOCATIONS IN THE KANSAS CITY DISTRICT.			
State #: 413044		Federal #:		County: REGIONAL		Type: Other	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	On-call work zone enforcement at various locations in the Kansas City District.	
Operations	2017	Federal	HSIP-MO	\$146.0	Status:		
Operations	2017	Non-Federal	STATE-MO	\$16.0			
Federal Total: \$146.0		Non-Federal Total: \$16.0		Total: \$162.0			

TIP #: 990232		Juris: MODOT		Location/Improvement: VARIOUS; ON-CALL WORK ZONE ENFORCEMENT AT VARIOUS LOCATIONS IN THE URBAN KANSAS CITY DISTRICT.			
State #: 413045		Federal #:		County: REGIONAL		Type: Other	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	On-call work zone enforcement at various locations in the urban Kansas City District.	
Operations	2018	Federal	HSIP-MO	\$146.0	Status:		
Operations	2018	Non-Federal	STATE-MO	\$16.0			
Federal Total: \$146.0		Non-Federal Total: \$16.0		Total: \$162.0			

TIP #: 990234		Juris: MODOT		Location/Improvement: VARIOUS; MOTORIST ASSIST OPERATIONS AND STAFF IN THE URBAN KANSAS CITY DISTRICT.			
State #: 4Q2350		Federal #:		County: REGIONAL		Type: Other	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Motorist Assist operations and staff in the urban Kansas City District.	
Operations	2016	Federal	STP-MO	\$1,308.0	Status:		
Operations	2016	Non-Federal	STATE-MO	\$327.0			
Federal Total: \$1,308.0		Non-Federal Total: \$327.0		Total: \$1,635.0			

Missouri

TIP #: 990235		Juris: MODOT		Location/Improvement: VARIOUS; ITS OPERATIONS, STAFFING AND EQUIPMENT FOR THE KC SCOUT INTELLIGENT TRANSPORTATION SYSTEM AT THE TRAFFIC MANAGEMENT CENTER (TMC) BUILDING.	
State #: 4Q3040		Federal #:		County: REGIONAL	
				Type: Traffic Flow	
				Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: ITS operations, staffing and equipment for the KC Scout Intelligent Transportation System at the Traffic Management Center (TMC) building.
Operations	2018	Federal	STP-MO	\$2,400.0	Status:
Operations	2018	Non-Federal	STATE-KS	\$1,705.0	
Federal Total: \$2,400.0		Non-Federal Total: \$1,705.0		Total: \$4,105.0	

TIP #: 990236		Juris: MODOT		Location/Improvement: VARIOUS; MOTORIST ASSIST OPERATIONS AND STAFFING THE URBAN KANSAS CITY DISTRICT.	
State #: 4Q3041		Federal #:		County: REGIONAL	
				Type: Other	
				Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Motorist Assist operations and staffing the urban Kansas City District.
Operations	2018	Federal	STP-MO	\$1,308.0	Status:
Operations	2018	Non-Federal	STATE-MO	\$327.0	
Federal Total: \$1,308.0		Non-Federal Total: \$327.0		Total: \$1,635.0	

TIP #: 990244		Juris: MODOT		Location/Improvement: JOB ORDER CONTRACTING FOR ASPHALT REPAIR AT VARIOUS INTERSTATE LOCATIONS IN THE URBAN KANSAS CITY DISTRICT	
State #: 0I3002F		Federal #:		County: REGIONAL	
				Type: Resurfacing Only	
				Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Job Order Contracting for asphalt repair at various interstate locations in the urban Kansas City District
Conversion	2017	Federal	NHPP-MO	\$972.0	Status:
Construction	2016	Non-Federal	STATE-MO (AC)	\$900.0	
Construction	2016	Non-Federal	STATE-MO	\$100.0	
Engineering	2016	Non-Federal	STATE-MO (AC)	\$72.0	
Engineering	2016	Non-Federal	STATE-MO	\$8.0	
Other	2017	Non-Federal	CREDIT	(\$972.0)	
Federal Total: \$972.0		Non-Federal Total: \$108.0		Total: \$1,080.0	

Missouri

TIP #: 990245		Juris: MODOT		Location/Improvement: JOB ORDER CONTRACTING FOR CONCRETE REPAIR AT VARIOUS INTERSTATE LOCATIONS IN THE URBAN KANSAS CITY DISTRICT	
State #: 0I3002G		Federal #:		County: REGIONAL	
				Type: Resurfacing Only	
				Length (mi): 0	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Job Order Contracting for concrete repair at various interstate locations in the urban Kansas City District
Conversion	2017	Federal	NHPP-MO	\$972.0	Status:
Construction	2016	Non-Federal	STATE-MO (AC)	\$900.0	
Construction	2016	Non-Federal	STATE-MO	\$100.0	
Engineering	2016	Non-Federal	STATE-MO (AC)	\$72.0	
Engineering	2016	Non-Federal	STATE-MO	\$8.0	
Other	2017	Non-Federal	CREDIT	(\$972.0)	
Federal Total:	\$972.0	Non-Federal Total:	\$108.0	Total:	

Regional

TIP #: 634069	Juris: BIKEWALKKC	Location/Improvement: SRTS: LOCAL SPOKES ACROSS THE KC REGION			
State #:	Federal #: TAP-3301(493)	County: REGIONAL	Type: Pedestrian and/or Bike Ways	Length (mi):	NA
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Local Spokes is a comprehensive SRTS education program that empowers youth to bike to school and improve their neighborhood. Components: -Bicycle Safety Education -Youth Ambassador Training -Public Engagement -Final Project. Arrival/dismissal evaluations and built environment assessments will inform programmatic need and implementation stage.
Other	2015	Federal	CMAQ-MO	\$500.0	Status:
Other	2017	Federal	CMAQ-KS	\$250.5	
Other	2016	Federal	CMAQ-KS	\$249.5	
Other	2015	Non-Federal	LOCAL	\$125.0	
Other	2017	Non-Federal	LOCAL	\$62.6	
Other	2016	Non-Federal	LOCAL	\$62.4	
Federal Total:	\$1,000.0	Non-Federal Total:	\$250.0	Total:	

TIP #: 970039	Juris: MARC	Location/Improvement: REGIONAL AIR QUALITY PUBLIC EDUCATION			
State #: N-0435-05/06	Federal #: CMQ-N034(502)	County: REGIONAL	Type: Other(Environmental, Scenic, Historic)	Length (mi):	N/A
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Program uses media ads and targeted outreach to educate public about health, env., and economic impacts of ozone pollution. Promotes vehicle maintenance, VMT reduction, and alternative modes. Is a key element of KS/MO SIPs and Clean Air Action Plan. Toll credit worth approximately \$46,560 are expected to be the source of matching funds for CMAQ-KS annually through 2018.
Other	2018	Federal	CMAQ-KS	\$232.8	Status:
Other	2017	Federal	CMAQ-KS	\$232.8	
Other	2016	Federal	CMAQ-KS	\$232.8	
Other	2018	Federal	CMAQ-MO	\$232.8	
Other	2017	Federal	CMAQ-MO	\$232.8	
Other	2016	Federal	CMAQ-MO	\$232.8	
Other	2018	Non-Federal	LOCAL	\$58.2	
Other	2017	Non-Federal	LOCAL	\$58.2	
Other	2016	Non-Federal	LOCAL	\$58.2	
Federal Total:	\$1,396.5	Non-Federal Total:	\$174.5	Total:	\$1,571.0

Regional

TIP #: 970040		Juris: MARC		Location/Improvement: ACTIVE TRANSPORTATION PROGRAM		Length (mi): N/A	
State #: N-0318-04/05		Federal #: CMQ-3301(464)		County: REGIONAL		Type: Pedestrian and/or Bikeways	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Other	2018	Federal	CMAQ-KS	\$36.0	MARC supports walking & bicycling as integral transportation modes of a total transportation system. This work provides necessary support for bicycle & pedestrian education & promotion programs. This funding will provide continued support through FY 2015. This project will utilize up to \$8,464 in toll credits as much for the FFY 2013 CMAQ-KS funds. This project will utilize up to \$13,936 in toll credits as match for the FFY 2014 CMAQ-KS funds.		
Other	2017	Federal	CMAQ-KS	\$36.0			
Other	2016	Federal	CMAQ-KS	\$36.0			
Other	2018	Federal	CMAQ-MO	\$36.0			
Other	2017	Federal	CMAQ-MO	\$36.0			
Other	2016	Federal	CMAQ-MO	\$36.0			
Other	2018	Non-Federal	LOCAL	\$18.0			
Other	2017	Non-Federal	LOCAL	\$18.0			
Other	2016	Non-Federal	LOCAL	\$18.0			
Federal Total:	\$216.0	Non-Federal Total:	\$54.0	Total:			\$270.0

TIP #: 970041		Juris: MARC		Location/Improvement: REGIONAL RIDESHARE PROGRAM		Length (mi): N/A	
State #: N-0436-06		Federal #: CMQ-NO34(602)		County: REGIONAL		Type: Other	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Other	2018	Federal	CMAQ-MO	\$125.0	The regional RIDESHARE program, funded through the CMAQ program, promotes the use of alternative modes of commuting, telecommute programs, flexible work schedules, parking management programs and working with schools to educate young people on the value of alternative modes. Project N-0436-05 utilizes the STPM funds to enable RideShare to update its network of highway signs and procure advertising via television, internet and radio.		
Other	2017	Federal	CMAQ-MO	\$125.0			
Other	2016	Federal	CMAQ-MO	\$125.0			
Other	2018	Federal	CMAQ-KS	\$125.0			
Other	2017	Federal	CMAQ-KS	\$125.0			
Other	2016	Federal	CMAQ-KS	\$125.0			
Federal Total:	\$750.0	Non-Federal Total:		Total:	\$750.0		

Regional

TIP #: 970087		Juris: MARC		Location/Improvement: PLANNING SUSTAINABLE PLACES PROGRAM		Length (mi): N/A	
State #: N-0572-02		Federal #: STP-3301(459)		County: REGIONAL		Type: Other	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Other	2017	Federal	STPM-KS	\$1,200.0	The Program will provide local governments with financial support to advance detailed planning and project development activities in support of 2040's Activity Centers and Corridors framework. Funds received will be used to advance detailed local planning in support of these identified nodes.\$120,000 of 2013 STPM-MO split from this project and added to 690426 in February 2013.	\$120,000 OF 2013 STPM-MO SPLIT FROM THIS PROJECT AND ADDED TO 690426 IN FEBRUARY 2013. \$161,311 OF 2015 STPM-KS FUNDING SPLIT FROM THIS PROJECT FOR #347013 & #349240	
Other	2017	Federal	STPM-MO	\$600.0			
Other	2015	Federal	STPM-MO	\$500.0			
Other	2017	Non-Federal	LOCAL	\$450.0			
Other	2013	Federal	STPM-KS	\$400.0			
Other	2015	Federal	STPM-KS	\$399.0			
Other	2013	Federal	STPM-MO	\$305.0			
Other	2015	Non-Federal	LOCAL	\$224.7			
Other	2013	Non-Federal	LOCAL	\$206.3			
Federal Total: \$3,404.0		Non-Federal Total: \$881.0		Total: \$4,285.0			

TIP #: 970097		Juris: MARC		Location/Improvement: OPERATION GREEN LIGHT ARTERIAL TRAFFIC MANAGEMENT SYSTEM OPERATIONS		Length (mi): N/A	
State #:		Federal #:		County: REGIONAL		Type: Signalization & Computerization (Roadway)	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Operations	2016	Non-Federal	LOCAL	\$545.9	On going support of the regional arterial signal timing and communications that provides real-time traffic signal operations for 25 agencies arterial operations and communications network		
Operations	2015	Non-Federal	LOCAL	\$545.9			
Operations	2016	Federal	STPM-MO	\$382.9			
Operations	2015	Federal	STPM-MO	\$382.9			
Operations	2016	Federal	STPM-KS	\$163.0			
Operations	2015	Federal	STPM-KS	\$163.0			
Federal Total: \$1,091.9		Non-Federal Total: \$1,091.8		Total: \$2,183.7			

Regional

TIP #: 490118		Juris: MODOT		Location/Improvement: US-69; BRIDGE IMPROVEMENTS OVER THE MISSOURI RIVER.			
State #: 4P2279/KA-2838-		Federal #:		County: REGIONAL		Type: Bridge Replacement (No Added Capacity)	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:		
Construction	2014	Federal	NHPP-KS	\$29,398.8	Potential design/build. Project involves the Platte Purchase bridge A0450 and the Fairfax Bridge K0456. This project is being done in partnership with the Kansas Department of Transportation. Status:		
Construction	2015	Federal	NHPP-MO	\$28,429.0			
Construction	2014	Non-Federal	STATE-KS	\$7,349.7			
Construction	2015	Non-Federal	STATE-MO	\$6,987.0			
Construction	2014	Federal	NHPP-MO	\$2,419.0			
Engineering	2014	Federal	NHPP-KS	\$1,933.6			
Engineering	2013	Non-Federal	STATE-KS	\$775.0			
Engineering	2014	Federal	NHPP-MO	\$560.0			
Engineering	2015	Federal	NHPP-MO	\$460.0			
Right-of-Way	2014	Federal	NHPP-MO	\$400.0			
Other	2016	Non-Federal	STATE-KS	\$250.0			
Right-of-Way	2014	Non-Federal	STATE-KS	\$250.0			
Engineering	2013	Non-Federal	STATE-MO (AC)	\$200.0			
Engineering	2014	Non-Federal	STATE-MO	\$140.0			
Engineering	2015	Non-Federal	STATE-MO	\$115.0			
Right-of-Way	2014	Non-Federal	STATE-MO	\$100.0			
Engineering	2013	Non-Federal	STATE-MO	\$50.0			
Federal Total: \$63,600.4		Non-Federal Total: \$16,216.7		Total: \$79,817.1			

TIP #: 490123		Juris: MODOT		Location/Improvement: US-69; ENVIRONMENTAL STUDY FOR BRIDGE IMPROVEMENTS TO FAIRFAX BRIDGE OVER THE MISSOURI RIVER			
State #: 4P2279B		Federal #:		County: REGIONAL		Type: Bridge Replacement (No Added Capacity)	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:		
Conversion	2017	Federal	NHPP-KS	\$616.0	This project involves bridge A0450 and represents KDOT project KA-2838-01. The total project cost, including all work phases, is estimated at \$25000 K to \$50000K. This estimate should be used for planning purposes only. Additional engineering work for this project is referenced under #490118 (4P2279) in the approved 2012-16 Transportation Improvement Program. Expenditures for #490118 are included in the estimate of total project cost provided above. Status:		
Engineering	2012	Non-Federal	STATE-KS (AC)	\$616.0			
Engineering	2012	Federal	BR-MO	\$400.0			
Engineering	2012	Non-Federal	STATE-KS	\$154.0			
Engineering	2012	Non-Federal	STATE-MO	\$100.0			
Other	2017	Non-Federal	CREDIT	(\$616.0)			
Federal Total: \$1,016.0		Non-Federal Total: \$254.0		Total: \$1,270.0			

Regional

TIP #: 990178		Juris: MODOT		Location/Improvement: STATE FISCAL YEAR 2016 ITS OPERATIONS			
State #: 4Q2351		Federal #:		County: REGIONAL		Type: Other	
						Length (mi): N/A	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	ITS operations, staffing and equipment for the KC Scout Intelligent Transportation System based at the Traffic Management Center (TMC) in the Kansas City District. \$1.935 million will be transferred to MoDOT's operations budget. \$2.175 million funded by KDOT.	
Conversion	2016	Federal	STP-MO	\$2,400.0	Status:		
Operations	2015	Federal	STP-MO	\$2,400.0			
Operations	2015	Non-Federal	STATE-KS	\$1,705.0			
Other	2016	Non-Federal	CREDIT	(\$2,400.0)			
Federal Total: \$4,800.0		Non-Federal Total: (\$695.0)		Total: \$4,105.0			

TIP #: 990192		Juris: MODOT		Location/Improvement: VARIOUS ROUTES; ITS OPERATIONS, STAFFING AND EQUIPMENT FOR THE KC SCOUT INTELLIGENT TRANSPORTATION SYSTEM AT THE TRAFFIC MANAGEMENT CENTER (TMC) IN THE URBAN KANSAS CITY DISTRICT.			
State #: 4Q3000		Federal #:		County: REGIONAL		Type: Traffic Flow	
						Length (mi): 1	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	\$1.705 million will be transferred to MoDOT's operations budget. \$1.875 million funded by KDOT.	
Conversion	2018	Federal	STP-MO	\$2,400.0	Status:		
Operations	2017	Non-Federal	STATE-MO (AC)	\$2,400.0			
Operations	2017	Non-Federal	STATE-KS	\$1,705.0			
Other	2018	Non-Federal	CREDIT	(\$2,400.0)			
Federal Total: \$2,400.0		Non-Federal Total: \$1,705.0		Total: \$4,105.0			

Transit

TIP #: 628135		Juris: INDEPENDENCE		Location/Improvement: INDEPENDENCE TRANSIT STOP IMPROVEMENTS		Length (mi): NA
State #:	Federal #:	County: JACKSON	Type: Other			
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: The transit stop improvements project includes approximately 30 locations throughout the IndeBus and KCATA transit system in the City of Independence. The improvements include adding concrete bus pads at current or adjacent stop locations, ADA ramps and bus benches in select locations. The project also includes funding for 2-3 surveillance cameras at the Metro Center transit hub near Independence Square. Attached to this application are maps and photos of the intended areas for this project.	
Construction	2017	Federal	STPM-MO	\$150.0		
Construction	2017	Non-Federal	LOCAL	\$100.0		
Federal Total:	\$150.0	Non-Federal Total:	\$100.0	Total:	\$250.0	

Status:

TIP #: 611167		Juris: KANSAS CITY, MO		Location/Improvement: KANSAS CITY STREETCAR		Length (mi): 2
State #:	Federal #:	County: JACKSON	Type: Other			
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: The Downtown Kansas City Streetcar Project is a modern electric streetcar line on Main Street in Kansas City, Missouri. The approximately 2 mile north-south streetcar route (4 track-miles) will operate in City-owned streets connecting the River Market area, near 3rd and Grand Ave. to Union Station near Pershing Rd. It would include approximately 4 individual and 7 pairs of stations, spaced roughly every two blocks, operating at approximate 10-minute headways. The system will include 4 modern electric streetcar vehicles and a Vehicle Maintenance Facility.	
Construction	2013	Non-Federal	LOCAL	\$62,700.0		
Construction	2014	Federal	TIGER-MO	\$20,000.0		
Other	2014	Federal	STPM-MO	\$8,000.0		
Other	2013	Federal	STPM-MO	\$8,000.0		
Engineering	2012	Non-Federal	LOCAL	\$2,000.0		
Construction	2013	Federal	CMAQ-MO	\$1,130.2		
Engineering	2012	Federal	5307	\$500.0		
Federal Total:	\$37,630.2	Non-Federal Total:	\$64,700.0	Total:	\$102,330.2	

Status:

TIP #: 695002		Juris: KCATA		Location/Improvement: OPERATING ASSISTANCE FOR LEE'S SUMMIT		Length (mi): N/A
State #:	Federal #:	County: JACKSON	Type: Other (Transit)			
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Transit service between Lee's Summit and Kansas City, MO	
Other	2020	Federal	5307	\$657.0		
Other	2019	Federal	5307	\$631.0		
Other	2018	Federal	5307	\$607.0		
Other	2017	Federal	5307	\$584.0		
Other	2016	Federal	5307	\$561.0		
Other	2020	Non-Federal	LOCAL	\$164.0		
Other	2019	Non-Federal	LOCAL	\$158.0		
Other	2018	Non-Federal	LOCAL	\$152.0		
Other	2017	Non-Federal	LOCAL	\$146.0		
Other	2016	Non-Federal	LOCAL	\$140.0		
Federal Total:	\$3,040.0	Non-Federal Total:	\$760.0	Total:		\$3,800.0

Status:

Transit

TIP #: 996066		Juris: KCATA		Location/Improvement: SUPPORT EQUIPMENT & FACILITIES		State #:		Federal #:		County: JACKSON		Type: Other		Length (mi): N/A			
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:											
Other	2018	Federal	5307	\$7,004.0	Office & Shop Equipment, Service Vehicle Replacement, Facilities Rehab												
Other	2017	Federal	5307	\$6,867.0													
Other	2016	Federal	5307	\$6,732.0													
Other	2020	Federal	5307	\$6,000.0													
Other	2019	Federal	5307	\$6,000.0													
Other	2018	Non-Federal	LOCAL	\$1,751.0													
Other	2017	Non-Federal	LOCAL	\$1,717.0													
Other	2016	Non-Federal	LOCAL	\$1,683.0													
Other	2020	Non-Federal	LOCAL	\$1,500.0													
Other	2019	Non-Federal	LOCAL	\$1,500.0													
Federal Total:	\$32,603.0	Non-Federal Total:	\$8,151.0	Total:			\$40,754.0										

TIP #: 956004		Juris: JOHNSON COUNTY TRANSIT		Location/Improvement: FIXED ROUTE LINE HAUL SERVICE		State #:		Federal #:		County: REGIONAL		Type: Vehicle Operations		Length (mi): N/A			
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:											
Other	2017	Federal	5307	\$2,900.0	Includes Capital Cost of Contracting, Preventive Maintenance Activities, Vehicle Purchases, Operating Assistance and Miscellaneous Capital Items.												
Other	2016	Federal	5307	\$2,800.0													
Other	2014	Federal	5307	\$2,781.0													
Other	2015	Federal	5307	\$2,650.0													
Other	2012	Federal	5307	\$1,704.0													
Other	2013	Federal	5307	\$1,686.0													
Other	2017	Non-Federal	LOCAL	\$1,653.0													
Other	2016	Non-Federal	LOCAL	\$1,596.0													
Other	2015	Non-Federal	LOCAL	\$1,515.0													
Other	2014	Non-Federal	LOCAL	\$1,142.5													
Other	2013	Non-Federal	LOCAL	\$761.0													
Other	2012	Non-Federal	LOCAL	\$426.0													
Federal Total:	\$14,521.0	Non-Federal Total:	\$7,093.5	Total:			\$21,614.5										

Transit

TIP #: 996097		Juris: JOHNSON COUNTY TRANSIT		Location/Improvement: CAPITAL AND OPERATING ASSISTANCE FOR THE JO					
State #:		Federal #:		County: REGIONAL		Type: Other (Transit)		Length (mi): N/A	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Operating assistance for the continued operation of routes that provide service between the Gardner/Edgerton area and downtown Kansas City, Missouri.			
Operations	2017	Federal	5311	\$35.4	Status:				
Operations	2016	Federal	5311	\$34.3					
Operations	2015	Federal	5311	\$33.3					
Operations	2017	Non-Federal	LOCAL	\$31.6					
Operations	2016	Non-Federal	LOCAL	\$30.7					
Operations	2015	Non-Federal	LOCAL	\$29.8					
Federal Total:	\$103.0	Non-Federal Total:	\$92.1	Total:		\$195.1			

TIP #: 996098		Juris: JOHNSON COUNTY TRANSIT		Location/Improvement: STATION STOPS/TERMINALS/FACILITIES					
State #:		Federal #:		County: REGIONAL		Type: Other (Transit)		Length (mi): N/A	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Transit Centers, Passenger Amenities, Facility and Bus Stop upgrades. This includes facility modifications, upgrading bus stops with new passenger shelters and benches; repairing and installing concrete pad passenger waiting areas; adding sidewalk between the stops; adding ADA-accessible ramps at intersections and constructing on-street concrete bus pads and related curbing and facility upgrades			
Other	2015	Federal	5307	\$80.0	Status:				
Other	2016	Federal	5307	\$50.0					
Other	2015	Non-Federal	LOCAL	\$20.0					
Other	2015	Non-Federal	LOCAL	\$12.5					
Federal Total:	\$130.0	Non-Federal Total:	\$32.5	Total:	\$162.5				

TIP #: 630056		Juris: KCATA		Location/Improvement: TRANSIT WAY LINES					
State #:		Federal #:		County: REGIONAL		Type: Other (capital)		Length (mi): N/A	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	PreliminaryEngineering, Final Design, Right of Way, Construction of Bus Rapid Transit			
Other	2018	Federal	5309	\$8,000.0	Status:				
Other	2017	Federal	5309	\$3,200.0					
Other	2016	Federal	5309	\$2,640.0					
Other	2018	Non-Federal	LOCAL	\$2,000.0					
Other	2017	Non-Federal	LOCAL	\$800.0					
Other	2016	Non-Federal	LOCAL	\$660.0					
Federal Total:	\$13,840.0	Non-Federal Total:	\$3,460.0	Total:	\$17,300.0				

Transit

TIP #: 995001		Juris: KCATA		Location/Improvement: STATION STOPS/TERMINALS/FACILITIES						
State #:	Federal #:	County: REGIONAL	Type: Other (capital)	Length (mi): N/A						
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:					
Other	2020	Federal	5307	\$650.0	Transit Centers, Passenger Amenities, Facility and Bus Stop upgrades. This includes upgrading bus stops with new passenger shelters and benches; repairing and installing concrete pad passenger waiting areas; adding sidewalk between the stops; adding ADA-accessible ramps at the intersections and constructing in-street concrete bus pads and related curbing.	Status:				
Other	2019	Federal	5307	\$625.0						
Other	2018	Federal	5307	\$600.0						
Other	2017	Federal	5307	\$575.0						
Other	2016	Federal	5307	\$550.0						
Other	2020	Non-Federal	LOCAL	\$163.0						
Other	2019	Non-Federal	LOCAL	\$156.0						
Other	2018	Non-Federal	LOCAL	\$150.0						
Other	2017	Non-Federal	LOCAL	\$144.0						
Other	2016	Non-Federal	LOCAL	\$138.0						
Federal Total: \$3,000.0		Non-Federal Total: \$751.0		Total: \$3,751.0						

TIP #: 995002		Juris: KCATA		Location/Improvement: REVENUE ROLLING STOCK INCLUDING VANPOOL PROGRAM EXPANSION						
State #:	Federal #:	County: REGIONAL	Type: Rolling Stock	Length (mi): N/A						
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:					
Other	2020	Federal	5339	\$2,500.0	Replacement Buses, Associated Capital Equipment, Fareboxes, Vans	Status:				
Other	2016	Federal	5339	\$2,500.0						
Other	2019	Federal	5339	\$2,250.0						
Other	2018	Federal	5339	\$2,100.0						
Other	2017	Federal	5339	\$2,000.0						
Other	2020	Federal	5307	\$1,500.0						
Other	2019	Federal	5307	\$1,250.0						
Other	2017	Federal	5309	\$1,000.0						
Other	2018	Federal	5309	\$1,000.0						
Other	2020	Non-Federal	LOCAL	\$706.0						
Other	2019	Non-Federal	LOCAL	\$617.0						
Other	2018	Non-Federal	LOCAL	\$547.0						
Other	2017	Non-Federal	LOCAL	\$529.0						
Other	2016	Non-Federal	LOCAL	\$529.0						
Other	2016	Federal	5307	\$500.0						
Federal Total: \$16,600.0		Non-Federal Total: \$2,928.0		Total: \$19,528.0						

Transit

TIP #: 995188		Juris: KCATA		Location/Improvement: REGIONAL CLEAN VEHICLE BUS PURCHASE		Length (mi): NA	
State #: N-0626-01		Federal #:		County: REGIONAL		Type: Rolling Stock	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Other	2015	Federal	STPM-MO	\$4,230.0	Purchase of new CNG/propane/clean diesel ADA-accessible buses for the KCATA, Johnson County Transit, and Unified Government Transit to replace old diesel buses that have met their useful life. New regional transit vehicles will attract new riders, reduce emissions, improve air quality, improve efficiencies, and use a sustainable, domestic fuel (CNG & Propane).		
Other	2018	Federal	STPM-KS	\$3,180.0			
Other	2017	Federal	STPM-KS	\$3,180.0			
Other	2015	Non-Federal	LOCAL	\$1,559.5			
Other	2017	Non-Federal	LOCAL	\$1,274.5			
Other	2015	Federal	CMAQ-MO	\$1,154.0			
Other	2016	Federal	CMAQ-MO	\$1,018.0			
Other	2017	Federal	CMAQ-MO	\$1,008.0			
Other	2016	Federal	CMAQ-KS	\$911.0			
Other	2017	Federal	CMAQ-KS	\$910.0			
Other	2015	Federal	CMAQ-KS	\$854.0			
Other	2018	Non-Federal	LOCAL	\$795.0			
Other	2016	Non-Federal	LOCAL	\$482.3			
Federal Total:	\$16,445.0	Non-Federal Total:	\$4,111.3	Total:			\$20,556.3

TIP #: 995193		Juris: KCATA		Location/Improvement: ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (FTA SECTION 5310) FUNDING		Length (mi): NA	
State #:		Federal #:		County: REGIONAL		Type: Other	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Status:	
Other	2015	Federal	5310	\$2,210.5	This program provides funding to support the transportation needs of older adults and individuals with disabilities where transportation services are unavailable, insufficient and/or inappropriate.		
Federal Total:	\$2,210.5	Non-Federal Total:		Total:			\$2,210.5

Transit

TIP #: 995195		Juris: KCATA		Location/Improvement: TRANSIT EMPLOYEE TRAINING		Length (mi): N/A		
State #:		Federal #:		County: REGIONAL		Type: Other (Transit)		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Training and education for employee development including supplies, tuition and other related activities		
Other	2020	Federal	5307	\$9.8	Status:			
Other	2019	Federal	5307	\$9.4				
Other	2018	Federal	5307	\$9.1				
Other	2017	Federal	5307	\$8.7				
Other	2016	Federal	5307	\$8.4				
Other	2020	Non-Federal	LOCAL	\$2.5				
Other	2019	Non-Federal	LOCAL	\$2.4				
Other	2018	Non-Federal	LOCAL	\$2.3				
Other	2017	Non-Federal	LOCAL	\$2.2				
Other	2016	Non-Federal	LOCAL	\$2.1				
Federal Total: \$45.4		Non-Federal Total: \$11.5		Total: \$56.9				

TIP #: 996067		Juris: KCATA		Location/Improvement: ELECTRIFICATION/POWER DISTRIBUTION/SIGNAL & COMMUNICATION		Length (mi): N/A		
State #:		Federal #:		County: REGIONAL		Type: Other (capital)		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	AVLS/Radio and Communication Equipment		
Other	2016	Federal	5307	\$720.0	Status:			
Other	2018	Federal	5307	\$500.0				
Other	2017	Federal	5307	\$500.0				
Other	2020	Federal	5307	\$500.0				
Other	2019	Federal	5307	\$500.0				
Other	2016	Non-Federal	LOCAL	\$180.0				
Other	2018	Non-Federal	LOCAL	\$125.0				
Other	2017	Non-Federal	LOCAL	\$125.0				
Other	2020	Non-Federal	LOCAL	\$125.0				
Other	2019	Non-Federal	LOCAL	\$125.0				
Federal Total: \$2,720.0		Non-Federal Total: \$680.0		Total: \$3,400.0				

Transit

TIP #: 996068		Juris: KCATA		Location/Improvement: OTHER CAPITAL ITEMS		State #:		Federal #:		County: REGIONAL		Type: Other (capital)		Length (mi): N/A		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Preventive Maintenance, Capital Cost of Contracting, Fixed Guideway (Bus Lanes) Maint, Project Administration										
Other	2020	Federal	5307	\$12,653.0	Status:											
Other	2019	Federal	5307	\$12,166.0												
Other	2018	Federal	5307	\$11,698.0												
Other	2017	Federal	5307	\$11,248.0												
Other	2016	Federal	5307	\$10,816.0												
Other	2020	Non-Federal	LOCAL	\$3,456.0												
Other	2019	Non-Federal	LOCAL	\$3,323.0												
Other	2016	Non-Federal	LOCAL	\$3,195.0												
Other	2017	Non-Federal	LOCAL	\$3,072.0												
Other	2018	Non-Federal	LOCAL	\$2,954.0												
Other	2020	Federal	5337	\$1,170.0												
Other	2019	Federal	5337	\$1,125.0												
Other	2018	Federal	5337	\$1,082.0												
Other	2017	Federal	5337	\$1,040.0												
Other	2016	Federal	5337	\$1,000.0												
Federal Total: \$63,998.0		Non-Federal Total: \$16,000.0		Total: \$79,998.0												

TIP #: 996071		Juris: KCATA		Location/Improvement: FIXED ROUTE LINE, DEMAND RESPONSIVE AND BRT SERVICE		State #:		Federal #:		County: REGIONAL		Type: Vehicle Operations		Length (mi): N/A	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Transit Service Operated by the Kansas City Area Transportation Authority									
Other	2020	Non-Federal	LOCAL	\$78,231.0	Status:										
Other	2019	Non-Federal	LOCAL	\$75,222.0											
Other	2018	Non-Federal	LOCAL	\$72,329.0											
Other	2017	Non-Federal	LOCAL	\$69,547.0											
Other	2016	Non-Federal	LOCAL	\$66,872.0											
Federal Total:		Non-Federal Total: \$362,201.0		Total: \$362,201.0											

Transit

TIP #: 996072		Juris: KCATA		Location/Improvement: SHARE-A-FARE SERVICES			
State #:		Federal #:		County: REGIONAL		Type: Other (Transit)	
						Length (mi): N/A	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	Paratransit Services	
Other	2020	Non-Federal	LOCAL	\$9,733.0	Status:		
Other	2019	Non-Federal	LOCAL	\$9,359.0			
Other	2018	Non-Federal	LOCAL	\$9,000.0			
Other	2017	Non-Federal	LOCAL	\$8,653.0			
Other	2016	Non-Federal	LOCAL	\$8,320.0			
Federal Total:		Non-Federal Total: \$45,065.0		Total: \$45,065.0			

TIP #: 970100		Juris: MARC		Location/Improvement: KC WORKFORCE CONNEX				
State #:		Federal #:		County: REGIONAL		Type: Other		
						Length (mi): NA		
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	The KC Workforce Connex project proposes to improve job access and connect more residents to ladders to opportunity. This regional job access initiative will use a four-part strategy : <ol style="list-style-type: none"> 1The project will begin with a thorough regional analysis of job access challenges and gaps to identify high priority areas where improvements will have the most impact, connecting more people to ladders to opportunity. 2Once high-priority areas are identified, implementation strategies will be developed to expand transit services along key transportation corridors, including suburb-to-suburb corridors, and integrate supplemental transportation services to improve access between underserved employment and residential centers. 3Engage employers and community organizations through existing networks and new partnerships, complemented by an innovative public engagement and outreach process. 4Based on the initial assessment and local engagement, develop regional policy guidance that identifies land use and development densities necessary to efficiently support varying levels of public transit service in the future 		
Other	2015	Federal	TIGER	\$1,200.0	Status:			
Other	2015	Non-Federal	LOCAL	\$325.0				
Federal Total: \$1,200.0		Non-Federal Total: \$325.0		Total: \$1,525.0				

TIP #: 259194		Juris: UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY		Location/Improvement: ROUTE 107 BUS STOP/STATION IMPROVEMENTS			
State #:		Federal #:		County: WYANDOTTE		Type: Other	
						Length (mi): 8.4	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description:	The project will result in the development of new transit stations, and the enhancement of existing bus stops through the addition of amenities that support multi-modal access to transit along a major bus route connecting Wyandotte County with Johnson County from downtown Kansas City, KS to downtown Mission, KS	
Construction	2017	Federal	STPM-KS	\$908.8	Status:		
Construction	2017	Non-Federal	LOCAL	\$511.2			
Federal Total: \$908.8		Non-Federal Total: \$511.2		Total: \$1,420.0			

Transit

TIP #: 259195		Juris: UNIFIED GOVERNMENT TRANSIT		Location/Improvement: ROUTE 107 - SOUTHERN EXTENSION		
State #:	Federal #:	County: WYANDOTTE	Type: Vehicle Operations		Length (mi): 1.7	
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: This project extends the alignment of Unified Government Transits Route 107 - 7th Street south from 47th Street and Rainbow to the Mission Transit Center. The extension will establish a link between Wyandotte and Johnson Counties, thus, allowing daily transit users the opportunity to transfer to either system during the morning and evening peak hour periods.	
Other	2016	Federal	CMAQ-KS	\$135.0		
Construction	2016	Non-Federal	LOCAL	\$34.0		
Federal Total:	\$135.0	Non-Federal Total:	\$34.0	Total:	\$169.0	Status:

TIP #: 296001		Juris: UNIFIED GOVERNMENT TRANSIT		Location/Improvement: UNIFIED GOVERNMENT TRANSIT SERVICE	
State #:	Federal #:	County: WYANDOTTE	Type: Vehicle Operations		Length (mi): N/A
Phase	Year of Obligation	Type	Source	Cost (IN THOUSANDS)	Description: Transportation Services for citizens throughout Wyandotte County. Programs include fixed-route transit service, paratransit service, and senior group and aging transportation services.
Other	2016	Non-Federal	LOCAL	\$5,399.4	
Other	2015	Non-Federal	LOCAL	\$5,191.7	
Other	2014	Non-Federal	LOCAL	\$4,992.0	Status:
Federal Total:		Non-Federal Total:	\$15,583.2	Total:	\$15,583.2