

600 Broadway, Suite 200  
Kansas City, Missouri 64105-1659

816-474-4240  
816-421-7758 FAX  
marcinfo@marc.org  
www.marc.org



## OPEN MEETING NOTICE

### MISSOURI STP PRIORITIES COMMITTEE

April 11, 2023

1:30 PM

**This meeting will be held in a hybrid in-person/virtual format from the MARC Board Room in the MARC offices at 600 Broadway, Suite 200 in Kansas City, Missouri, 64105 and online via Zoom.**

### AGENDA

1. Welcome and Introductions
2. Approve the February 14, 2023, Meeting Summary\*
3. MoDOT Updates
  - *STIP development*
  - *LPA program balances*
4. Missouri Unfunded Needs
  - *Please reference the attached materials*
5. CRRSAA Regional Preventive Maintenance Project
6. Reasonable Progress Report
7. Other Business
8. Adjournment

\* Action Items

Next Scheduled Meeting: May 9, 2023

**Getting to MARC:** Information on transportation options to the MARC offices, including directions, parking, transit, carpooling, and bicycling, can be found [online](#). If driving, visitors and guests should enter the Rivergate Center parking lot from Broadway and park on the upper level of the garage. An entrance directly into the conference area is available from this level.

**Parking:** Free parking is available when visiting MARC. Visitors and guests should park on the upper level of the garage. To enter this level from Broadway, turn west into the Rivergate Center parking lot. Please use any of the available spaces on the upper level at the top of the ramp.

**Special Accommodations:** Please notify MARC at (816) 474-4240 at least 48 hours in advance if you require special accommodations to attend this meeting (i.e., qualified interpreter, large print, reader, hearing assistance). MARC programs are non-discriminatory as stated by Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI Complaint Form, call 816-474-4240 or visit our [webpage](#).

**Missouri STP Priorities Committee**  
**April 11, 2023**  
**Meeting Summary**

<b>Voting Members Present:</b>		<b>Voting Members (continued)</b>	
Belton	Greg Rokos	Parkville	Stephen Lachky, Vice Chair
Blue Springs (1 of 2)	Adam Hilgedick	Peculiar	Mickey Ary
Blue Springs (2 of 2)	Kati Horner	Platte City	Brad Wallace (alt.)
Excelsior Springs		Pleasant Hill	Shelby Teufel
Gladstone	Tim Nebergall	Raymore	Trent Salsbury (alt.)
Grain Valley	Mark Trosen	Raytown	Stephanie Boyce
Grandview	Doug Wesselschmidt	Richmond	James Gorham (alt.)
Greenwood		Smithville	Chuck Soules
Harrisonville		Cass County	Kelly Wray
Independence (1 of 2)	Athena Huynh	Clay County	Jerry Nolte
Independence (2 of 2)	Alex Lopez	Jackson County	Matt Davis
Kansas City (1 of 4)		Platte County	Scott Fricker (alt.)
Kansas City (2 of 4)		Ray County	Matt Nolker
Kansas City (3 of 4)	Chad Thompson (alt.)	FHWA (Ex Officio)	
Kansas City (4 of 4)		KCATA	
Kearney	David Pavlich	MoDOT	Marisela Ward
Lee's Summit (1 of 2)	George Binger	Bike/Ped Com Rep.	Noel Bennion
Lee's Summit (2 of 2)	Michael Park	Goods Movement Rep.	Mike Duffy
Liberty	Sherri McIntyre	Highway Com Rep.	
North Kansas City	Anthony Sands	RTCC Rep.	
Oak Grove	Tom Degenhardt		
<b>MARC Staff:</b>	<b>Other Attendees:</b>		
Marc Hansen	MoDOT: Melissa Schmitz, Katie Jardieu,	Smithville: Mayra Toothman (alt.)	
Martin Rivarola	Krystal Jolly, Sarah Long, Britni O'Connor,	Congressman Sam Graves ofc: Wyatt Mullendore	
Terry Anderson	Juan Yin (alt.)	Glenaire: Dale Marcel	
Ron Achelpohl	Belton: Haden Mattke (alt.)	Affinis: Jacob Wilson	
Patrick Trouba	Clay County: Terri Griffen, Dianna Wright	BHC: Randy Gorton, David Smalling	
Darryl Fields	Independence: Mark Green (alt.)	Lamp Rynearson: Ben Sinnett	
	Kansas City: Wes Minder	Garver: Alysén Abel	
	Liberty: John Findlay (alt.)	HG Consult: Nathan Hladky	
	Lone Jack: Shannon Carmack	WSP: Sean Partain	
	Platte City: Marji Gehr	CFS Engineering: Carrera Kauszler	
	Raytown: Robinson Camp		

**1. Welcome and Introductions**

Committee Vice Chair Stephen Lachky welcomed everyone, and self-introductions were made around the room as well as those attending on-line.

**2. Approval of Meeting Summary**

MOTION: A motion was made by Chuck Soules and seconded by Shelby Teufel to approve the February 14, 2023, meeting summary. The motion passed.

**3. MoDOT Updates**

Obligation balances: Marisela Ward shared that MoDOT's current big issue is obligation balances. Not using the balances affect the Federal funds allocated to the State. MoDOT follows an Authorization Act, currently the Infrastructure Investment and Jobs Act, that defines the appropriation and annual allowable obligation limitation amount. Since LPAs have not been using the obligation limit of their funds, MoDOT has been covering them which is affecting the Federal funds MoDOT can receive. Therefore, in August, all the unused obligation limitations will go back into a pot of funds and the States will ask for extra obligation limitations. Usually, MoDOT receives an annual obligation distribution of 2.3

or 2.9 percent of available funds which covers the amount we put in the Highway Trust Fund. In 2022, MoDOT only received 1.05 percent. She encouraged sponsors to keep projects moving forward to obligation so State funds aren't lost.

STIP update: Juan Yin shared that management would be reviewing the draft tomorrow, April 12, and the document will be presented to the Commission at their May 3, 2023 meeting with the public review and comment period to follow.

Discussion:

Q: What is the Kansas City area STP balance?

A: Marisela shared that the statewide balance for FFY 2022 is \$105M. She didn't have the MARC region balance available. MoDOT has been carrying balances the past five years. The MARC region is doing better than St. Louis.

Q: If we spend down our funds, could we consider spending funds of other areas that have large unspent balances? Projects are coming in over budget so could we consider increasing our federal funding to match our projects better?

A: Marisela responded that we could discuss that with the committees, especially considering inflation. The committee has found ways to spend down balances in the past.

Marisela added that we should review projects that have delays, i.e., projects with railroads slowing the process. In general, we need to spend down the balances.

Marc shared the last balance figure received from MoDOT was in the low \$30M which was before hearing that Lee's Summit Colbern Road project was approved and obligated. The amount is well within MoDOT's comfort of carrying over to the next FFY. We began the year with \$13M carried over plus the new obligation limit. We are hopeful to see the balance reduced through the next few months as FFY 2023 programmed projects are obligated.

Ron Achelpohl added that MoDOT has meetings scheduled with MPOs to discuss this topic. As he will be involved in those meetings, he asked local agencies to email him any common or recurring administrative issues experienced going through the local public agency process, i.e., courts shut down during the pandemic affecting Right of Way acquisition, etc. MoDOT is willing to work with us and removing balances would be a last resort.

#### **4. Missouri Unfunded Transportation Needs**

Martin Rivarola presented information that would be an action item during the next meeting on May 9th. The information and his presentation slides were included in the meeting packet. He reviewed the Tier 1, Tier 2, and Tier 3 road and bridge lists, and the Multimodal projects list that were reviewed, prioritized and approved by MARC committees and MARC Board in October 2022. The list of projects enables MoDOT to react quickly with deliverable projects to any identified or secured funding. MoDOT is requesting an updated transportation needs list by May 31, 2023 which may be a new annual schedule. Following the review by MPO committees, MoDOT Central Office plans to prepare a draft unfunded needs document by June 9<sup>th</sup> for management review and start the public comment period. The final list is anticipated to be shared with the MHTC at the August 2<sup>nd</sup> Commission meeting.

Funding targets:

Tier 1	\$90M	Projects envisioned to reach construction over the life of the STIP/ up to 5 years
Tier 2	\$360M	Projects that hope to be implemented during the next 5 to 10 years
Tier 3	\$360M	Projects 10 years out or later but could move forward if funding becomes available
Multimodal	\$180M	Bicycle/pedestrian, transit, freight, and aviation projects

Considerations: Connected KC 2050 policy goals, overarching strategies and performance measures. Also consider the outcomes of the 2022 process, MoDOT's priorities, and current projects in Connected KC 2050.

Martin highlighted the current changes recommended since the last review:

Tier 1: Revise costs from \$139M to \$100M for the I-70 (435 – 470) Corridor Improvements.

Tier 2: Revise costs from \$158,400,000 to \$174,240,000 for the I-29 and I-35 Corridor Improvements.

Tier 3: Highway Committee recommends moving the MO-291 (I-435 to Ash) Corridor Improvements project to Tier 2 in 2023.

Revise costs from \$70,991,800 to \$100M for the I-70 Capacity Project (MO 7 to Rte. F).

Funding allocation previously determined for multimodal needs:

Bike/ped: 34.6% = \$60M; Freight: 28.2% = \$50M; Transit: 37.1% = \$72M

Next steps: MoDOT to provide an updated list of project priorities and reflect any removed projects to review. MARC and partners to provide further detail on transit, bike/ped and freight programmatic priorities, if possible.

Send any questions or thoughts to Martin, including suggested projects to be listed in lieu of listing a program. The committee will discuss and make a recommendation during the May 9 meeting. The ATPC and BPAC will discuss on May 10. The TTPC and MARC Board approval is expected May 2023. We do not expect many changes to this list.

Q: With the project recommended by MoDOT to shift from Tier 3 to Tier 2, do we need to move a Tier 2 project to Tier 3? Martin responded and MoDOT confirmed being okay with over programming by 10 to 15%.

## **5. CRRSAA Regional Preventive Maintenance Project**

Darryl Fields shared that the \$7M overlay project is close to finalizing the bid packages. Costs have increased and decisions need to be made. Randy Gorton, the project manager/consultant with BHC, provided an update on the progress. Working with MoDOT regarding traffic control costs and workforce mobilization. The tentative project bid amount is still within budget of \$3M or less for the combined four counties. May need to bid Jackson County in two packages for inspection and to administer, or setup a calendar of completion, allowing some to be in early 2024. Any discussion? Still plan to have one agreement package per county. Currently the packages look as follows:

Cass: 150 days, \$1.4M

Clay: 150 days, \$658,000

Jackson: 300 days, \$4.6M

Platte: 150 days, \$328,000

Plans are to get bids out in June. Due to bid packages going out in June may need to use the June – Oct construction period to start and complete remaining work in April 2024. Contact Randy Gorton [Randall.gorton@ibhc.com](mailto:Randall.gorton@ibhc.com), or Darryl Fields [dfields@marc.org](mailto:dfields@marc.org), with questions regarding the project.

## **6. Reasonable Progress Report**

Marc Hansen shared that so far, three projects programmed for FFY 2023 had obligated and \$27,742,476 still to obligate. If all projects obligate, the current balance to carry over will be in the low \$30M.

- Kansas City's Waukomis Complete Streets Upgrade/Reconstruction Phase 1; \$2,321,854
- MARC's OGL Arterial Traffic Management System Operations, \$490,000
- Lee's Summit's Colbern Road – Douglas Street to MO 350 Hwy, \$3,975,000

Marisela added two projects very close to obligation:

- Independence's US-24 Hwy Complete Streets, \$3.5M
- Grandview's Raytown Road Bridge, \$1.4M should obligate in about a month

Marc also stated having everything needed from KCATA for their Regional Transit corridor Improvements project and will do an FTA transfer soon of \$1.6M and considered as obligated.

Updated balances of the 2024-2026 lists (we receive about \$21-22M of new obligation every year):

FFY 2024 Programmed STBG funds total \$25,285,600 with nine projects.

FFY 2025 Programmed STBG funds total \$28,860,184 with seven projects.

FFY 2026 Programmed STBG funds total \$35,342,112 with twelve projects

Sponsors were advised and encouraged to move projects to obligation to help reduce our balance and strengthen our position with MoDOT.

Q: The Kansas City region is not as bad as mentioned by MoDOT?

A: Marc responded that there are other programs with higher balances than the STBG program. When looking at the LPA programs combined, you see why MoDOT has concerns. Our TA program balance is a bit high due to the large amount of funds received from the most recent federal transportation bill.

Q: How can we help? See that any of our programmed projects through FFY 2026 are obligated. The pandemic created delays, some ROW issues, etc.

Please share with staff any issues you have in getting a project completed and staff will discuss how to work through them with MoDOT. Wes Minder shared the outsourced ROW review process for ROW clearance has become a critical path issue, especially for projects which federal funds are not used for ROW acquisition. Marc thanked him for his feedback.

## **7. Other Business**

Save the date for MARC's Annual Regional Assembly and Leadership Awards, June 9th. The registration link will be available soon.

Ron Achelpohl reminded attendees of MARC's Call for Projects for the new Carbon Reduction Program was released and applications are due May 19<sup>th</sup> for FY 2022 – 2024. Projects will be amended into the TIP after the approval. Question: If the project is already in the TIP, is there a scoring mechanism where they would earn more points? Ron shared that he didn't believe it is included; however, projects that have started some work are welcome.

Marisela shared that MoDOT will have a Call for Bridge Projects in early May.

## **8. Adjournment**

With no further business, the meeting adjourned at 2:27 p.m.

Next meeting: May 9, 2023

## 2023 Unfunded Needs Prioritization Guidelines

With the expansion of the unfunded needs list to include the addition of a third tier and a multimodal listing, districts will need to work with planning partners from April through May to remove any delivered needs from the list, validate the remaining existing needs and to prioritize any new needs that must be considered for inclusion. Each district will be provided an estimate of available capacity between the current list with delivered needs removed and an overall target for each tier (1, 2, 3 and MO). The goal of the unfunded needs list is to be able to react quickly with deliverable projects to any identified or secured funding and to provide a list of needs which represent where additional funding could be used.

**Road and Bridge:** The \$4.5 billion of needs for road and bridges will be categorized as follows:

1. Tier 1 - \$500 million urgent needs
  - a. Projects to address the need must be deliverable (awarded) within the timeline of the current STIP if funds become available.
2. Tier 2 - \$2 billion of remaining needs
  - a. Projects to address the need should be deliverable in any of the next 10 years, (2024-2033) if funds would come available.
3. Tier 3 - \$2 billion of remaining needs
  - a. Remaining needs deliverable in future years if funds become available.

**Multimodal:** The \$1 billion future funding for Multimodal will be categorized as follows:

1. Needs may include all modes of Multimodal transportation.
2. The identified needs can address infrastructure improvements, operation assistance and capital maintenance.

### General Guidance:

- To have needs that can be located easily (as might be required to show needs within congressional districts) needs are required to be landed in TMS, and as such “Various/Various” for route and county cannot be used.
- Additionally, each need location must be landed under separate entries. Grouped routes of similar treatments must be separated into individual entries with specific costs and location data.
- Need descriptions should be kept flexible and describe the issue to be addressed, such as Capacity Improvement, Safety Improvement, Access Improvements, Intersection Improvements, Pavement Improvements, Bridge Improvements, etc.
- Estimates should be in today’s dollars. During each review cycle, costs can be reviewed and revised if necessary. If estimates are still reasonable, they do not have to be updated. If an estimate appears to no longer be reflective of the anticipated cost to address the need, it should be updated. Updated estimates may require the removal of previous needs to do a

reduction in project capacity as impacted by inflation. Once formally published, needs are not deleted. When a need is no longer a regional priority and removed from the list or if a need is formally committed in the STIP, specific fields in the TMS Unfunded Needs application updated to reflect the disposition. Only erroneous TMS entries incorrectly identifying an added need which occurred during the unfunded needs development should be deleted.

- When a need is formally added to the STIP:
  - “Added to STIP” is updated to Yes
  - “STIP Cycle Added” is updated to reflect the STIP Cycle in which the project was added
  - “Job Number” is updated to reflect the project Job Number added to the STIP
- Once the project which was previously a need is delivered:
  - Delivered is updated to Yes
  - Year Delivered is updated to the award year
- When a need is no longer regionally supported and is removed from the list:
  - “Removed by Dist. without adding to STIP” is updated to Yes.
- *MO needs that have been funded (and thus would be considered delivered) should be updated by indicating “Delivered in STIP” even though the resultant project may have not been added to the STIP road and bridge program.*
  - *This will accommodate the need removal and allow the associated cost to be counted for capacity impacts.*
- While reviewing the existing unfunded needs the following fields should not be significantly changed without discussion with CO TP. Minor adjustments which tweak a need location or clarify the anticipated work are acceptable.
  - Description (other than to address greater flexibility as previously described)
  - Location (TW ID, Route, Begin Log, End Log or County Name)

List Capacity (millions)						
Region		Road and Bridge				Multimodal
District	Distribution <sup>1</sup>	\$500 Million Tier 1	\$2 Billion Tier 2	\$2 Billion Tier 3	Total	\$1 Billion
NW	4.648%	\$23	\$93	\$93	\$209	\$46
NE	4.694%	\$23	\$94	\$94	\$211	\$47
KCR	3.168%	\$16	\$63	\$63	\$143	\$32
KCU	17.984%	\$90	\$360	\$360	\$809	\$180
CD	11.265%	\$56	\$225	\$225	\$507	\$113
SL	34.510%	\$173	\$690	\$690	\$1,553	\$345
SWR	9.044%	\$45	\$181	\$181	\$407	\$90
SWU	5.896%	\$29	\$118	\$118	\$265	\$59
SE	8.791%	\$44	\$176	\$176	\$396	\$88
Total Dist.	100%	\$500	\$2,000	\$2,000	\$4,500	\$1,000

<sup>1</sup> Capacity apportioned based upon the MHTC’s FY24 system improvements funding formula.

**Timeline:** To avoid having several major projects due at the end of the year we would like to start this process earlier:

- Projects that have been added to the STIP (even though it is not formally approved) need to be updated in the TMS Unfunded Needs application by **Friday, March 31<sup>st</sup>**. We will then know how much capacity each district has for adding new needs, if any. *(Note: Once a districts capacity impacts have been established, they may begin the prioritizations efforts with their partners)*
- Meetings with planning partners to discuss any changes or updates should be conducted from **April 1 – May 31<sup>st</sup>**.
- Central Office will prepare the draft unfunded needs document by **June 9<sup>th</sup>** for management review and starting the public comment period.
- *We anticipate that districts can begin their public meetings June 19<sup>th</sup>. To meet the commission backup deadlines for the August Commission meeting, all meetings will need to be conducted by July 14<sup>th</sup>. The online comment period will run concurrently with this timeline. Districts should send sign in sheets, an attendance count and any written comments received at the meeting to COTP.*
- *The summary of comments is anticipated to be finalized on June 17<sup>th</sup>.*
- *It is anticipated that we will share the final unfunded needs list with the MHTC at the August 2<sup>nd</sup> Commission Meeting.*

**List Submittal:** A TMS application has been built to manage the unfunded needs list. A separate document is provided which offers guidance on using the application and required data needs.



# Missouri Unfunded Needs

Discussion

Presenters: Martin Rivarola, MARC

# 2023 Missouri unfunded needs Kansas City prioritization request

- ▶ Request: Update *unfunded transportation needs* list
  - ▶ Complete work by May 31, 2023
- ▶ Goal of *unfunded needs list* is:
  - ▶ able to react quickly with deliverable projects to any identified or secured funding and
  - ▶ provide a list of projects which represent where additional funding could be used

# 2023 Missouri unfunded needs Kansas City prioritization request

- ▶ Validate and update 2022 project priority lists
- ▶ Tier I road and bridge priority list
  - target of \$90M
- ▶ Tier II road and bridge priority list
  - target of \$360M
- ▶ Tier III road and bridge priority list
  - target of \$360M
- ▶ Multimodal project priority list
  - target of \$180M

# Considerations

Connected KC 2050 policy goals, overarching strategies and performance measures

- ▶ Outcomes of prior prioritization process (2022)
- ▶ MODOT district priorities
- ▶ Connected KC 2050 current project lists
  - ▶ Constrained list
  - ▶ Illustrative list (high, medium and low priority projects)

Missouri Unfunded Needs Tier 1 Regional Priorities (Previously approved October 2022)

Project Name	Cost	Score	Prioritization	2022 MoDOT Priority	Note
I-70 (435-470) - Corridor Improvements	\$139,000,000	101	High	1	Revise costs to \$100 M

Missouri Unfunded Needs Tier 2 Regional Priorities (Previously approved October 2022)

Project Name	Cost	Score	Prioritization	2022 MoDOT Priority	Note
Safety Improvements Across Bruce R. Watkins	\$110,000,000	120	High	2	
I-29 and I-35 Corridor Improvements	\$158,400,000	104	High	1	Revise costs to \$174.24 M
Rte. D - Pavement Reconstruction from Ambassador Dr. to east of I-435	\$8,800,000	N/A	Rehabilitation	3	
I-49 - Pavement Reconstruction from Blue Ridge Blvd to 163rd St.	\$83,050,000	N/A	Rehabilitation	4	

Missouri Unfunded Needs Tier 3 Regional Priorities (Previously approved October 2022)

Project Name	Cost	MTP Score	MTP Prioritization	2022 MoDOT Priority	Note
MO 92 Hwy Improvements - Phase 2	\$ 20,000,000	20	Low		
I-70 and I-470 Interchange Improvement	\$ 73,810,000	100	Rehabilitation	1	
Route AA/Waukomis Drive Complete Streets Reconstruction	\$ 8,000,000	149	Rehabilitation		
MO 291 (I-435 to Ash) Corridor Improvements	\$ 40,000,000	77	High	4	Note: Highway Cmte recommends moving this project to Tier II in 2023 list
I-435 at Parvin Rd	\$ 20,130,000	N/A	N/A	7	
Interstate 49/ Route 58 Interchange Enhancement Project	\$ 40,260,000	93	High	5	
US 50 - Pavement Reconstruction from I-470 to Rte. RA	\$ 46,200,000	N/A	Rehabilitation	6	
I-70 Capacity Project (MO 7 to Rt. F)	\$ 70,991,800	77	High	3	Revise costs to \$100 M
I-35 (I-435 to US 69) Corridor Improvements	\$ 67,100,000	87	High	2	



## Multimodal Unfunded Needs - Funding Allocation

Mode	% allocation by mode Survey Results	Recommended Target Funding
Bike/ped	34.6%	\$ 60M
Freight	28.2%	\$ 50M
Transit	37.1%	\$ 72M



## Missouri Unfunded Needs - Multimodal (Transit) (Previously approved September 2021)

Project/service route or program	Project / Program Cost
<b>Interjurisdictional Transit Service Operations</b>	<b>\$36,000,000</b>
<b>Interjurisdictional Transit Capital Projects</b>	<b>\$36,000,000</b>
Independence Avenue Bus Rapid Transit (Fast and Frequent Service)	\$12,000,000
Burlington/North Oak Enhanced Transit (Fast and Frequent Service)	\$12,000,000
31st/Rock Island Corridor (to stadiums) (Fast and Frequent Service)	\$12,000,000
Other routes and services	
<b>Total</b>	<b>\$72,000,000</b>

*Note: Assume state funds cover 20% of capital cost for projects. Remainder for "Interjurisdictional transit operations".*



### Missouri Unfunded Needs - Multimodal (Bike/Ped) (Previously approved September 2021)

Project	Cost
<b>Strategic pedestrian safety improvements</b> (Potentially include but not limited to sections of Rt 78 in Independence from I-435 to MO-291, MO-7 in Blue Springs from Pink Hill Road to Mason School Road and US-69 in Kansas City from I-29 to I-35)	<b>\$25,000,000</b>
<b>Regional Bicycle Network - Cass County</b>	<b>\$5,775,000</b>
<b>Regional Bicycle Network - Jackson County</b>	<b>\$16,275,000</b>
<b>Regional Bicycle Network - Clay County</b>	<b>\$7,525,000</b>
<b>Regional Bicycle Network - Platte County</b>	<b>\$5,425,000</b>
<b>Total</b>	<b>\$60,000,000</b>

### Missouri Unfunded Needs - Multimodal (Freight) (Previously approved September 2021)

Project	Cost
<b>Intermodal Freight Program (improvements for ports, aviation, and rail)</b>	<b>\$50,000,000</b>
<b>Total</b>	<b>\$50,000,000</b>

# Next Steps



- ▶ MoDOT to provide:
  - ▶ updated project priorities and
  - ▶ update projects which have *moved off* list (implemented or other)
- ▶ MARC & partners to provide further detail on transit, bike/ped and freight programmatic priorities, if possible
- ▶ Discussion & Recommendation in upcoming meetings

# Next Steps



## Meeting Schedule

Highway Committee	March 22
Goods Movement	April 4
MO STP Priorities Committee	April 11
RTCC Technical Team	April 14
TTPC	April 18
MO STP Priorities Committee	May 9
ATPC & BPAC	May 9
<b>TTPC &amp; Board Review &amp; Approval</b>	<b>May 2023</b>