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OPEN MEETING NOTICE

MISSOURI STP PRIORITIES COMMITTEE

May 13, 2025

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 April 8, 2025, Meeting Summary*
3. MoDOT Updates
4. Program Modification Request*
Consider a request from the City of Orrick to allow use of STBG funds for engineering. Please reference the attached letter.
5. Missouri Unfunded Needs*
Finalize the committee recommendations
6. ConnectedKC 2050 Update
7. 2025 Program & Obligation Status
8. Federal Program
Discuss recently issued federal guidance and information
9. Elections – Committee Chair/Vice-Chair
Notification to the committee of upcoming elections for committee Chair/Vice-Chair at the June meeting
10. Other Business
11. Adjournment

* Action Items

Next Scheduled Meeting: June 10, 2025

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](#).

City of Orrick
205 West South Front Street
PO Box 227
Orrick, MO 64077

Mid-America Regional Council

April 16, 2025

Attention: Marc Hansen, AICP - Principal Planner
600 Broadway Blvd., Ste. 200
Kansas City, MO 64105

RE: PETITION FOR REIMBURSEMENT OF SURVEYING AND ENGINEERING DESIGN FEES FOR THE CITY OF ORRICK - SCHOOL SIDEWALK SAFETY PROJECT: STBG - 3301(539).

Mr. Hansen:

The City of Orrick appreciates your service, dedication, and hard work toward improving our critical infrastructure. Thank you much for your support in helping the City of Orrick to receive federal funding for its School Sidewalk Safety Project: STBG - 3301(539).

As a small municipality with limited budget and revenue sources, the City of Orrick struggles to provide basic services for the wide-ranging demands of its community. This project requires final surveying and engineering design services to generate construction plans and related bid documents. Because the City of Orrick faces budgetary challenges in paying for these services, we petition the STP Priorities Committee and the Total Transportation Policy Committee to allow us to seek federal-fund reimbursement of surveying and engineering design fees.

Please accept and process this request to change the project funding scope to allow for the use of federal funds for surveying and engineering design services. Specifically, we request that the Missouri STP Committee provide a recommendation to the Total Transportation Policy Committee for approval of our petition.

Accordingly, please add this petition to the Missouri STP Committee agenda for the next meeting, on May 13, 2025, for review and approval.

If you have any questions or need further information regarding this petition, please contact me. Thank you again for all that you do.

Respectfully,

Deanna Hufford, City Clerk
City of Orrick, Missouri
Email: deanna.hufford@cityoforrick.org Phone: 816-770-3607

Kansas City Region - DRAFT SCENARIO Missouri Road/Highway Unfunded Needs List (2025)							
For discussion by MARC Committees April 2025							
Project Name	Updated Cost (2025)	Note	Former Tier (2024)	MTP Score	MTP Priority	Total Tier	% Over/ Under Target
Tier 1							
I-70 (435-470) - Corridor Improvements (partial 1 of 2)	\$100,000,000	Stay in current Tier from 2024	1	101	High		
Tier 1 Target: \$95m						\$100,000,000	5%
Tier 2							
US71 - Safety Improvements Across Bruce R. Watkins (Partial 1 of 2)	\$76,000,000	Split between Tier 2 and Tier 3 pending conclusion of PEL study. Up to \$31m from 30.25m & moved 50% of US71 Tier 3 costs to Tier 2	2	120	High		
I-29 and I-35 Corridor from MO 210 to MO45 Along I-29 and I-435 along I-35)	\$208,000,000	I-29/I-35 Corridor improvements - PEL priority segment 1. Down from \$238m in 2024.	2	104	High		
I-70 (435-470) - Corridor Improvements (partial 2 of 2)	\$90,000,000	Stay in current 2024 tier	2	101	High		
MO 291 (I-435 to NE 104th St) Corridor Improvements	\$40,000,000	Stay in current 2024 tier. Down from \$50.34m in 2024	2	77	High		
Tier 2 Target: \$380m						\$414,000,000	9%
Tier 3							
US-71-Safety Improvements Across Bruce R. Watkins (Partial 2 of 2)	\$45,000,000	Split between Tier 2 and Tier 3 pending conclusion of PEL study. \$90,750,000 in 2024 and adjusted to \$90m. Moved 50% of this project costs to Tier 2	3	120	High		
I-35 corridor improvements from NE of downtown loop (Independence Ave) to MO 210	\$96,600,000	I-29/I-35 Corridor improvements - PEL priority segment 2. Moved from Other Regional Priorities	Other Regional Priorities	104	High		
I-70 and I-470 Interchange Improvement	\$90,000,000	Stay in current 2024 tier. Up from \$80m in 2024	3	100	Rehabilitation		
I-35 (I-435 to US 69) Corridor Improvements	\$61,000,000	Stay in current 2024 tier. Up from \$60.5m in 2024	3	87	High		
MO 92 Hwy Improvements - Phase 2	\$25,000,000	Stay in current 2024 tier	3	20	Low		
I-49 - Pavement Reconstruction from Blue Ridge Blvd to Mo 150	\$56,000,000	Stay in current 2024 tier. Down from \$60m in 2024.	3	N/A	Rehabilitation		
US 50 - Pavement Reconstruction from I-470 to Rte. RA	\$30,000,000	Stay in current 2024 tier. Up from \$29m in 2024	3	N/A	Rehabilitation		
Mo Rt FF - Slope repairs/stabilization from Mo Rt 9 to State maintenance ends	\$16,000,000	Stay in current 2024 tier. Up from \$15m in 2024	3	N/A	Rehabilitation		
Route AA/Waukomis Drive Complete Streets Reconstruction	\$6,000,000	Funded project and removed from list. \$8m in 2024.	3	149	Rehabilitation		
Interstate 49 / Toure 58 Interchange Enhancement Projects	\$22,000,000	Funded project and removed from list. \$22m in 2024	3	93	High		
Tier 3 Target: \$380m						\$419,600,000	10%
				Total All Tiers		\$933,600,000	9.19%
Other Regional Priorities							
I-435 at Parvin Rd	\$22,143,000	Jackson County		N/A	N/A		
US 169 corridor improvements form I-29 to 68th Street	\$36,000,000	I-29/I-35 Corridor improvements - PEL priority segment 3		104	High		
I-70 / Lefholz Bridge Interchange Project	\$37,500,000	Jackson County	NEW	84	Medium		
I-470 Expansion Project (I-70 to US50)	\$140,000,000	Jackson County		75	Medium		
Mo Rt 150 (Rte 291 to Smart Rd) corridor improvements (TWLT /center lane/ 4 lane, signals, turn lanes, curb & gutter etc)	\$25,000,000	Jackson County	UPDATED	73	Medium		
Route D (Route 150 to Route 58)	\$50,000,000	Cass/Jackson County	NEW	N/A	N/A		
Interchange/ramp/signal improvements at commercial street in Harrisonville	\$1,500,000	Cass County. Project Removed by MoDOT					
Mo Rt A -- (Ray County -- Mo Rt 10 north to County limit)		Ray County. Project funded and removed.					

Missouri Unfunded Needs - Multimodal (Transit)		
Project/service route or program	Project / Program Cost	
Interjurisdictional Transit Service Operations	\$33,000,000	
Interjurisdictional Transit Capital Projects	\$33,000,000	
Independence Avenue Bus Rapid Transit (Fast and Frequent Service)		
Burlington/North Oak Enhanced Transit (Fast and Frequent Service)		
31st/Rock Island Corridor (to stadiums) (Fast and Frequent Service)		
Other routes and services		
Improve passenger rail station, replace platform staircases in KC	\$5,000,000	
OATS - Local match for 41 vehicles past useful life	\$850,000	
Total	\$71,850,000	\$ 70,00
Note: Assume state funds cover 20% of capital cost for projects. Remainder for "Interjurisdictional transit operations".		

Missouri Unfunded Needs - Multimodal (Bike/Ped)		
Project	Cost	
Blue River Parkway - Blue Ridge Connector (Jackson County Parks + Rec)	\$3,000,000	
Blue River Parkway Trail: State Line Connector (Jackson County Parks + Rec)	\$4,000,000	
Blue River Trail - Swope Park Central Valley Connector (KCMO, Missouri P&R Dept)	\$1,500,000	
350 HWY Bike and Pedestrian Trail (City of Raytown)	\$1,500,000	
3rd Street at US50 Interchange Improvements (MoDOT)	\$7,000,000	
Grand Blvd - Riverfront pedestrian and bike bridge (KCMO)	\$8,000,000	
Greenwood Connector (Jackson County)	\$16,000,000	
Missouri River North Trail (KC and NKC Sections. Note: Riverside portion already funded)	\$13,000,000	
Gillham Rd - Upgrade barrier (KCMO)	\$2,006,400	
Trolley Trail Connector trail - MLK Jr Blvd (KCMO)	\$865,200	
Colombus Park Neighborhood - sidewalks (KCMO)	\$10,300,000	
Bridge Replacement Old 210 (Clay County, Missouri)	\$2,300,000	
Total	\$67,171,600	\$ 60,00
Note: Protected bicycle facilities preferred for bicycle network improvements.		

Missouri Unfunded Needs - Multimodal (Freight)*		
Project	Cost	
Independence Avenue Rail Bridge Construction (KCMO & Terminal RR)	\$20,000,000	
Canadian Pacific RR grade-separated crossing (Birmingham Rd @ Holt Dr) (City of Liberty)	\$9,150,000	
Missouri River Terminal/Woodswether port improvements (Port KC)	\$22,000,000	
RSA Grading and Erosion Control (Clay County general aviation airport)	\$2,400,000	
Runway Lighting Rehabilitation (Exelsior Springs)	\$300,000	
Lee's Summit Airport Improvements	\$12,000,000	
Construct Air Traffic Control Tower (Lee's Summit airport) (\$12m) (Revised from 7m)		
Construct Parallel Taxiway Harrisonville Airport Improvements (\$4m)	\$4,000,000	
Total	\$ 69,850,000	\$ 50,00
TOTAL Multimodal LIST for Transit/Bike/Ped/Aviation and Freight		
Target	\$ 208,871,600	
Over/Under for all identified projects on this list	\$ 190,000,000	
Over/under %	\$ 18,871,600	9.9%



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

April 24, 2025

To All Recipients of U.S. Department of Transportation Funding:

The U.S. Department of Transportation (Department or DOT) distributes substantial Federal financial assistance for thousands of projects, programs, and activities operated or initiated by diverse entities, including but not limited to State and local governments. The Department administers this Federal financial assistance to support the development and maintenance of the Nation's transportation infrastructure, pursuant to statutory authority and in accordance with binding contractual agreements in the form of Federal financial assistance agreements, usually grants, cooperative agreements, and loans. Accordingly, I write to clarify and reaffirm pertinent legal requirements, to outline the Department's expectations, and to provide a reminder of your responsibilities and the consequences of noncompliance with Federal law and the terms of your financial assistance agreements. It is the policy of the Department to award and to continue to provide Federal financial assistance only to those recipients who comply with their legal obligations.

As recipients of such DOT funds, you have entered into legally enforceable agreements with the United States Government and are obligated to comply fully with all applicable Federal laws and regulations. These laws and regulations include the United States Constitution, Federal statutes, applicable rules, and public policy requirements, including, among others, those protecting free speech and religious liberty and those prohibiting discrimination and enforcing controls on illegal immigration. As Secretary of Transportation, I am responsible for ensuring recipients of DOT financial assistance are aware of and comply with all applicable legal obligations.

The Equal Protection principles of the Constitution prohibit State and Federal governmental entities from discriminating on the basis of protected characteristics, including race. Indeed, as the Supreme Court declared in *Students for Fair Admission, Inc. v. Harvard (SFFA)*, 600 U.S. 181, 206 (2023), "[t]he clear and central purpose of the Fourteenth Amendment was to eliminate all official state sources of invidious racial discrimination in the States." The Court further noted that "[o]ne of the principal reasons race is treated as a forbidden classification is that it demeans the dignity and worth of a person to be judged by ancestry instead of by his or her own merit and essential qualities." *Id.* at 220. In ruling that race-based admissions programs at universities violated the Equal Protection Clause, the Court made clear that discrimination based on race is, has been, and will continue to be unlawful, except in rare circumstances. *Id.* at 220-21. Similarly, sex-based classifications violate the Equal Protection Clause absent "exceedingly persuasive" justification. *See United States v. Virginia*, 518 U.S. 515, 533 (1996).

These constitutional principles are reinforced by the Civil Rights Act of 1964, which prohibits discrimination based on protected characteristics in the Federal funding and employment contexts in Title VI (42 U.S.C. § 2000d *et seq.*) and Title VII (42 U.S.C. § 2000e-2), as well as the applicable non-discrimination clauses in the Federal Aid Highway Act of 1973 (23 U.S.C. §§ 140 and 324 *et seq.*), the Airport and Airway Improvement Act of 1982, (49 U.S.C. § 47123), and Title IX of the Education Amendments of 1972, as amended (20 U.S.C. § 1681 *et seq.*).

Based on binding Supreme Court precedent and these Federal laws, DOT is prohibited from discriminating based on race, color, national origin, sex, or religion in any of its programs or activities. Moreover, because DOT may not establish, induce, or endorse prohibited discrimination indirectly,¹ it must ensure that discrimination based on race, color, national origin, sex, or religion does not exist in the programs or activities it funds or financially assists.

These same principles apply to recipients of Federal financial assistance from DOT, as both a matter of Federal law and by virtue of contractual provisions governing receipt of DOT funding. Accordingly, DOT recipients are prohibited from engaging in discriminatory actions in their own policies, programs, and activities, including in administering contracts, and their employment practices.

Whether or not described in neutral terms, any policy, program, or activity that is premised on a prohibited classification, including discriminatory policies or practices designed to achieve so-called “diversity, equity, and inclusion,” or “DEI,” goals, presumptively violates Federal law. Recipients of DOT financial assistance must ensure that the personnel practices (including hiring, promotions, and terminations) within their organizations are merit-based and do not discriminate based on prohibited categories. Recipients are also precluded from allocating money received under DOT awards—such as through contracts or the provision of other benefits—based on suspect classifications. Any discriminatory actions in your policies, programs, and activities based on prohibited categories constitute a clear violation of Federal law and the terms of your grant agreements.

In addition, your legal obligations require cooperation generally with Federal authorities in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal immigration law. DOT has noted reported instances where some recipients of Federal financial assistance have declined to cooperate with ICE investigations, have issued driver’s licenses to individuals present in the United States in violation of Federal immigration law, or have otherwise acted in a manner that impedes Federal law enforcement. Such actions undermine Federal sovereignty in the enforcement of immigration law, compromise the safety and security of the transportation systems supported by DOT

¹ See *SFFA*, 600 U.S. at 230; *Norwood v. Harrison*, 413 U.S. 455, 465 (1973).

financial assistance, and prioritize illegal aliens over the safety and welfare of the American people whose Federal taxes fund DOT's financial assistance programs.

Under the Constitution, Federal law is "the supreme Law of the Land." U.S. Const. Art. VI. That means that where Federal and State legal requirements conflict, States and State entities must follow Federal law. Declining to cooperate with the enforcement of Federal immigration law or otherwise taking action intended to shield illegal aliens from ICE detection contravenes Federal law and may give rise to civil and criminal liability. *See* 8 U.S.C. § 1324 and 8 U.S.C. § 1373. Accordingly, DOT expects its recipients to comply with Federal law enforcement directives and to cooperate with Federal officials in the enforcement of Federal immigration law. The Department also expects its recipients to ensure that the Federal financial assistance they receive from DOT is provided only to subrecipients, businesses, or service providers that are U.S. Citizens or U.S. Nationals and Lawful Permanent Residents (LPRs) or legal entities allowed to do business in the U.S. and which do not employ illegal aliens.

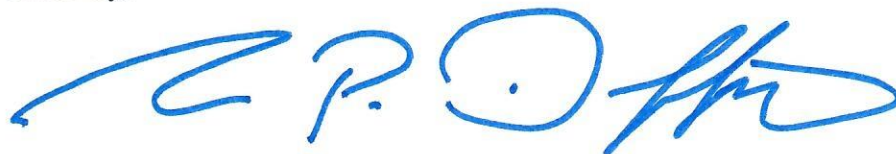
This letter provides notice of the Department's existing interpretation of Federal law. The Department will vigorously enforce the law on equal terms as to all its recipients and intends to take appropriate measures to assess their compliance based on the interpretation of Federal law set forth in this letter. Adherence to your legal obligations is a prerequisite for receipt of DOT financial assistance. Noncompliance with applicable Federal laws, or failure to cooperate generally with Federal authorities in the enforcement of Federal law, will jeopardize your continued receipt of Federal financial assistance from DOT and could lead to a loss of Federal funding from DOT.

The Department retains authority, pursuant to its oversight responsibilities and the terms of your agreements, to initiate enforcement actions, such as comprehensive audits and possible recovery of funds expended in a manner contrary to the terms of the funding agreement. DOT may also terminate funding in response to substantiated breaches of the terms of the agreement, or if DOT determines that continued funding is no longer in the public interest. These steps, within DOT's discretion, are intended to ensure accountability and protect the integrity of Federal programs.

To assist grant recipients in meeting their legal obligations, DOT offers technical guidance and support through its program offices. Should you require clarification regarding your obligations, you are encouraged to contact your designated DOT representative promptly. Proactive engagement is strongly advised to prevent inadvertent noncompliance.

DOT remains committed to advancing a transportation system that serves the public interest efficiently and unleashes economic prosperity and a superior quality of life for American families. This mission depends upon your strict adherence to the legal framework governing our partnership, and I trust you will take all necessary steps to comply with Federal law and satisfy your legal obligations.

Sincerely,

A handwritten signature in blue ink, appearing to read "S.P. Duffy", with a stylized flourish at the end.

Sean P. Duffy