

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

March 11, 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 February 11, 2025, Meeting Summary*
3. MoDOT Updates
4. Missouri Unfunded Needs*
5. 2025 Program & Obligation Status*
 - *Review current program and project development status. Sponsors should be prepared to provide detailed assessments of current project development timelines and milestones met*
 - *Review requests from Gladstone and Kansas City, MO (attached)*
 - *Consider potential actions needed to meet obligation targets*
 - *Discuss a proposal from the KC2026 World Cup planning team*
6. CRRSAA Regional Preventive Maintenance Project Update
7. Other Business
8. Adjournment

* Action Items

Next Scheduled Meeting: April 8, 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](#).



DEPARTMENT OF PUBLIC WORKS

4000 NE 76th Street
Phone 816-436-5442

Gladstone, Missouri 64119-4303
Fax 816-436-6122

February 24, 2025

Missouri STP Priorities Committee
Mid-America Regional Council (MARC)
600 Broadway Blvd, Suite 200
Kansas City, MO 64105

RE: Request to Delay N. Oak Trafficway Complete Streets Project – STBG-3323(414)

Dear Committee Members and MARC Staff:

Please accept this letter as the City of Gladstone's formal request to delay the N. Oak Trafficway Complete Streets Project from Federal Fiscal Year 2025 to Federal Fiscal Year 2026. This request was presented at the last STP Priorities Committee meeting hosted by MARC on February 11, 2025.

As you know, the upcoming year and half will be a period of extraordinary significance and opportunity for the region due to FIFA World Cup 2026. We anticipate a substantial increase in both local and international visitors, and the uninterrupted use of our major roadways, including N. Oak Trafficway, will be critical to ensuring smooth transportation and a positive experience for all who visit.

Furthermore, the City of Gladstone has several significant development opportunities on the horizon that are poised to bring economic growth, job creation, and enhanced community services. However, the successful execution of these opportunities relies heavily on a unobstructed and efficient transportation infrastructure during FIFA World Cup 2026. Delaying the N. Oak Complete Streets Project will allow us to capitalize on these development initiatives without disruption.

Additionally, we believe that postponing the project to Fiscal Year 2026 will provide a valuable opportunity for another community within the region to move their project up in the schedule

Thank you for your time and attention to this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tim A.", is written over a horizontal blue line.

Timothy A. Nebergall, P.E.
Director of Public Works



Public Works Department

City Engineer's Office

18th Floor-City Hall
414 E. 12th Street
Kansas City, Missouri 64106

816-513-2746

Total Transportation Committee

Mid-America Regional Council

February 26, 2025

Dear Committee members;

Kansas City formally requests a modification to the FFY 24-28 TIP for the following two projects:

1. N. Oak Reconstruction- 42nd to Vivion (#510085)
 - a. Move obligation year for Federal Funds for Construction from FFY 2026 to FFY 2025. This project will be ready for obligation this fiscal year. Total federal construction funds are \$5.52 million.
 - b. Adjust limits of work - from 42nd to 46th Street. The limits of work were adjusted to end at 46th Street because MoDOT has jurisdiction of N. Oak from 46th to Vivion Road.
2. 31st Street - Linwood to Van Brunt (#611216)
 - a. Move obligation year for Federal Construction funds from FFY 2025 to FFY 2027. We request to move it to FFY 2027 due to World Cup 2026 schedule conflicts. Total federal construction funds are \$13.12 million.

We appreciate your consideration of these TIP modifications. Please feel free to contact me with any questions.

Nicolas Bosonetto
City Engineer
Nicolas.bosonetto@kcmo.org
816-639-1410





CITY OF PARKVILLE ▪ 8880 Clark Avenue ▪ Parkville, MO 64152 ▪ (816) 741-7676 ▪ FAX (816) 741-0013

Missouri Surface Transportation Program (MO-STP) Priorities Committee
Mid-America Regional Council (MARC)
600 Broadway Blvd, Suite 200
Kansas City, MO 64105

March 4, 2025

Re: Request for additional funding for the Route 9 Corridor Complete Streets Improvements project

Chair Hilderbrand, Vice Chair McIntyre, and members of the MO-STP Priorities Committee,

Please accept this letter as the City of Parkville's official request for additional federal-aid transportation funding to support our *Route 9 Corridor Complete Streets Improvements* project. Route 9 is a regional corridor from downtown Kansas City, through North Kansas City, Riverside, Parkville, and up to Interstate 29 near Platte Woods; containing an AADT of 10,696, 1,000-3,999 of which are trucks per MARC's *Kansas City Regional Freight Outlook*. Since 2016 we've been implementing Complete Streets improvements along Missouri Highway 9, and we're currently exploring improvements to a 0.6-mile segment of the roadway through our major downtown intersection (i.e., the downtown "triangle").

In 2023, the City of Parkville was awarded \$3,200,000 in Surface Transportation Block Grant (STBG-MO) funding from MARC, as well as \$1,787,950 in Governor's Transportation Cost Share funding from the Missouri Department of Transportation (MoDOT) to support this project, together totaling close to \$5 million in both state and federal-aid funding. Additionally, on November 7, 2023, the voters of Parkville approved Proposition T — imposition of a 2.5% local use tax for the purpose of providing local match costs to support this and other road, infrastructure and capital projects.

Planning & design for the project officially commenced in June 2024, and since this time the project team has produced several design concepts which have been shared for public feedback and prioritization. However, increased materials cost over the past three years, as well as preferred alternatives involving more right-of-way acquisition and an expanded project scope, have increased costs by approximately \$9,896,227 per GBA estimates (see attached memorandum. Note: City staff utilized a contingency of 15%). As a result, the City of Parkville is open to receiving and utilizing additional STBG-MO and other unspent federal-aid dollars.

Improving Route 9 is the City's number one transportation priority per our *Parkville 2040 Master Plan* and *Connected KC 2050*, the metropolitan transportation plan for the Kansas City region. Please let us know if you have any questions. We appreciate the opportunity to work with our regional partners to improve our transportation system and make it more modern, efficient and safe for everyone. Thank you.

Sincerely,

Dean Katerndahl
Mayor

Philip Wassmer
Ward 1 Aldermen

Tina Welch
Ward 1 Aldermen

Brian Whitley
Ward 2 Aldermen

Bob Bennett
Ward 2 Aldermen

Douglas Wylie
Ward 3 Aldermen

Stephen Melton
Ward 3 Aldermen

Michael Lee
Ward 4 Aldermen

Evan Maxon
Ward 4 Aldermen

Cc: Alexa Barton, City Administrator; Bryan Kidney, Deputy City Administrator / Finance Director;
Stephen Lachky, Community Development Director; Daniel Harper, Public Works Director

Date: March 4, 2025

Subject: High Level Conceptual Cost Estimate for Alternative B2

Description of Improvements	Cost
Route 9 Roadway & Sidewalk (Park University to 4th Street)	\$1,500,000
Route 9 Pedestrian Crossing / Emergency Traffic Signal	\$500,000
'Southern' Road (Water Street) (Route 9 to East Street) w/ RR Culvert Extension or Bridge	\$1,750,000
'Southern' Road Depot Building Parking Lot and Veteran's Memorial Access Alterations	\$350,000
'Southern' Road (Water Street) East Street to Main Street w/ Street Parking	\$500,000
'Southern' Road (Water Street) Two Traffic Signals	\$1,000,000
Railroad Coordination System and Railroad Crossing Gates	\$1,000,000
River Road / Mill Street Roadway and Sidewalk	\$1,250,000
River Road / Mill Street Parking Lot and Trail	\$350,000
River Road / Mill Street Retaining Wall	\$2,000,000
River Road / Mill Street Building Acquisition and Demo	\$1,000,000
River Road / Mill Street Building Reconstruction	\$1,500,000
Main Street (Railroad Tracks to 2nd Street) Curb & Gutter, Bulb Outs, Mill & Overlay	\$700,000
East Street (Railroad Tracks to Route 9) Curb & Gutter, Bulb Outs, Parking	\$600,000
1st Street Pedestrian Mall (Route 9 to Main Street)	\$1,000,000
2nd Street (Route 9 to Main Street)	\$250,000
3rd Street and 4th Street Sidewalk Repairs (Route 9 to Main Street)	\$150,000
Other Landscaping, Monumentation, and Trailheads	\$550,000
Subtotal	\$15,950,000
Contingency (25%)	\$3,987,500
Total	\$19,937,500

Recap of Project Budget/Funding:

- Original Project Cost Estimate (as of May 2024) = \$8,446,273
- MARC STBG 3400(445), Federal funds = \$3,200,000
 - Can be used for Construction and ROW acquisition
- Governor's Cost Share SNS0019 Agreement (#2023-03-77121) = \$1,787,950
 - Exclusively for Construction
- City's Proposition T (use tax for the purpose of funding roadway infrastructure projects)

Assumptions

- Cost Estimate includes storm sewer improvements.
- Cost estimate excludes design costs.
- Cost estimate excludes fire station building expansion.
- Cost estimate excludes redevelopment site adjacent to the fire station.
- Cost estimate excludes modifications to Park University signal/intersection.
- Cost estimate excludes improvements south of the railroad tracks.
- Cost estimate excludes utility relocations outside of Parkville R/W or easements.
- Cost estimate excludes CLOMR/LOMR and other environmental permitting fees
- Cost estimate excludes railroad permitting fees

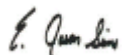
Dear Mr. Achelpohl –

On behalf of KC2026, I want to extend my thanks to you and MARC for your strong partnership and collaboration as we explore potential funding options to support transportation infrastructure and services for the upcoming 2026 World Cup. Attached please find a list of possible projects and services for inclusion in regional Transportation Improvement Program (TIP) along with a packet of material that provides additional detail. KC2026 is requesting MARC's consideration of amending the STIP to include these as contingent projects and services so that they might be eligible for August redistribution funds. I'd like to note a few important matters:

- We recognize this is a fairly unique request and that several reviews and approvals will be needed across the transportation agencies including Missouri and Kansas FHWA, MoDOT, KDOT and various MARC decision makers. We're requesting STIP amendments so that these funding proposals might be considered and are fully aware that inclusion in the STIP doesn't guarantee any funding
- We also recognize that additional review may be needed for STIP amendments and thus ask for timely review by MARC in case additional federal review is needed
- We've worked collaboratively with our partners and both the City of Kansas City, Missouri and Johnson County transit are aware of these requests
- As wisely suggested, we've included projects and services that can be scaled. We know transportation project schedules can shift and, thus, available funding also may shift over time. You'll see that most of these projects and services have been outlined in a way that would find any level of funding to be helpful.
- Any funding that might be secured through MoDOT and/or KDOT August Redistribution will help our region responsibly host the more than 650,000 estimated visitors while also helping residents travel in the region.

Please let me know if you have any questions or if additional information would be helpful. Again, we sincerely appreciate your partnership and collaboration.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. Jason Sims".

Jason Sims

Missouri STP Priorities Committee
March 11, 2025
Meeting Summary

Voting Members Present:		Voting Members (continued)	
Belton	Greg Rokos	Parkville	Dan Harper
Blue Springs (1 of 2)	Pat Capranica	Peculiar	Monte Johnson (alt.)
Blue Springs (2 of 2)		Platte City	
Excelsior Springs		Pleasant Hill	Nici Wilson
Gladstone	Tim Nebergall	Raymore	Trent Salsbury
Grain Valley	Patrick Martin	Raytown	Jason Hanson (alt.)
Grandview	Doug Wesselschmidt	Richmond	
Greenwood		Smithville	Chuck Soules
Harrisonville	Patty Hilderbrand, Chair	Cass County	
Independence (1 of 2)	Adi Smadi	Clay County	Tom Degenhardt
Independence (2 of 2)	Alex Lopez	Jackson County	
Kansas City (1 of 4)	Kyle Elliott	Platte County	Bob Heim
Kansas City (2 of 4)	Nicolas Bosonetto	Ray County	
Kansas City (3 of 4)	Scott Overbay	FHWA (Ex Officio)	Dan Weitkamp
Kansas City (4 of 4)	Todd LaTorella	KCATA	AJ Farris
Kearney	Shelie Daniel	MoDOT	Melissa Schmitz
Lee's Summit (1 of 2)	Michael Park	Bike/Ped Com Rep.	
Lee's Summit (2 of 2)	George Binger	Goods Movement	
Liberty	Sherri McIntyre, Vice Chair	Highway Com Rep.	
North Kansas City	Xue Wood (alt.)	RTCC Rep.	
Oak Grove	Corey Alford		
MARC Staff:		Other Attendees (continued):	
Marc Hansen	Grain Valley: Ken Murphy (alt.)	Art Gough	
Ron Achelpohl	Grandview: Athena Huynh (alt.)	Affinis: Mark Hoppe	
Megan Broll	Harrisonville: Carl Brooks (alt.); Grant Purkey	BHC: Randy Gorton	
Martin Rivarola	Lee's Summit: Susan Barry (alt.)	Confluence: Chris Cline	
	Liberty: John Findlay (alt.)	JEO Consulting: David Smalling; Bruce Wacker	
	Parkville: Stephen Lachky (alt.)	Kimley-Horn: Jeff McKerrow	
	Smithville: Mayra Toothman (alt.)	Lamp Rynearson: Chad Thompson	
	Platte County: Wes Minder (alt.)	Lochmueller: Jeff Bryan	
	KCATA: Leah Suttington (alt.)	Office of U.S. Representative Sam Graves: Matt Volke	
	MoDOT: Juan Yin (alt.); Katie Jardieu; Cate Tucker; Donald Schoenborn	TranSystems: Jon Batchelor	
	Glenaire: Dale Marcell		
	Greenwood: Stephen Larson		
	Independence: Ryan Dickey		
	Kansas City: Gerald Williams		
	Platte City: Tom Cole		

1. Welcome and Introductions

Committee Vice Chair Sherri McIntyre welcomed everyone and called the meeting to order. Introduction of attendees followed.

2. Approve the February 11, 2025, Meeting Summary

Chuck Soules made a motion to approve the February 11, 2025 meeting summary, and Mike Duffy seconded the motion. The motion passed.

3. MoDOT Updates

MoDOT representative Melissa Schmitz informed the committee of upcoming trainings:

- LPA basic training, in-person at the Kansas City district office on April 10th

- Person of Responsible Charge training, three-part virtual sessions on April 8th, 17th, and 22nd
 - Navigating historic preservation and cultural resource laws, live virtual webinar on March 20th
- More information is available on the MoDOT LPA website.

4. Missouri Unfunded Needs

MARC Assistant Director of Transportation and Land Use Martin Rivarola reviewed feedback received on the Unfunded Needs list, which was shared with the committee at the previous meeting.

No updates were made to Tier 1:

Project Name	2024 Cost	2025 Cost
I-70 (435-470) - Corridor Improvements (partial)	\$100,000,000	\$100,000,000
Total		\$100,000,000
Tier 1 Target		\$95,000,000
Difference		5%

MoDOT provided updates to costs on several Tier 2 projects:

Project Name	2024 Cost	2025 Cost
US71 - Safety Improvements Across Bruce R. Watkins (Partial 1 of 2)	\$30,250,000	\$31,000,000
I-29 and I-35 Corridor from MO 210 to MO45 Along I-29 and MO 210 to I-435 along I-35	\$238,000,000	\$208,000,000
I-70 (435-470) - Corridor Improvements (partial)	\$90,000,000	\$90,000,000
MO 291 (I-435 to Ash) Corridor Improvements	\$50,340,000	\$40,000,000
Total		\$369,000,000
Tier 2 Target		\$380,000,000
Difference		-3%

The total cost for Tier 2 decreased. In previous years, tiers could exceed the target by up to 10%, so Tier 2 can potentially take on an additional \$49m in projects.

Prior to the meeting, Mr. Rivarola did not receive any updates to projects in Tier 3:

Project Name	2024 Cost	2025 Cost
Route AA/Waukomis Drive Complete Streets Reconstruction	\$8,800,000	\$8,800,000
US-71-Safety Improvements Across Bruce R. Watkins (Partial 2 of 2)	\$90,750,000	\$90,750,000
I-70 and I-470 Interchange Improvement	\$80,000,000	\$80,000,000
Interstate 49/ Route 58 Interchange Enhancement Project	\$22,000,000	\$22,000,000
I-35 (I-435 to US 69) Corridor Improvements	\$60,500,000	\$60,500,000
MO 92 Hwy Improvements - Phase 2	\$25,000,000	\$25,000,000
I-49 - Pavement Reconstruction from Blue Ridge Blvd to about 2000' south of 155th St	\$60,000,000	\$60,000,000
US 50 - Pavement Reconstruction from I-470 to Rte. RA	\$29,000,000	\$29,000,000
Mo Rt FF - Slope repairs/stabilization from Mo Rt 9 to State maintenance ends	\$15,000,000	\$15,000,000
Total		\$391,050,000
Tier 3 Target		\$380,000,000
Difference		3%

MoDOT staff noted the Route AA/Waukomis Drive Complete Streets Reconstruction project cost decreased because of funding received in the previous allocation round. The I-49 - Pavement Reconstruction (from Blue Ridge Blvd to about 2000' south of 155th St) project limit changed, reducing costs. Pending more information on these updates, Tier 3 could potentially add roughly \$27m to the list.

When developing the previous Unfunded Needs list in 2024, the committee identified Other Regional Priorities that could move up to the tiered lists as space became available:

Project Name	2024 Cost	Former Tier (2023)
I-435 at Parvin Rd	\$22,143,000	3
I-35 corridor improvements from NE of downtown loop (Independence Ave) to MO 210	\$96,600,000	NEW
US 169 corridor improvements form I-29 to 68th Street	\$36,000,000	NEW
I-470 Expansion Project (I-70 to US50)	\$140,000,000	NEW
Mo Rt 150 (Rt 291 to Smart Rd) Corridor improvements through Greenwood	\$25,000,000	NEW
Mo Rt A - (Ray County - Mo Rt 10 north to County limit)	Unknown	NEW
Interchange/ramp/signal improvements at commercial street in Harrisonville	\$1,500,000	NEW

The cost for the Mo Rt 150 (Rt 291 to Smart Rd) Corridor improvements through Greenwood project increased from \$12m.

Mr. Rivarola updated the committee on Unfunded Needs lists managed by other committees:

- Transit Unfunded Needs: no changes, organized by Regional Transit Technical Team
- Multimodal (Bike/Ped) Unfunded Needs: Bridge Replacement Old 210 removed (funded by state), and cost for Missouri River North Trail updated to reflect partial funding. Organized by Active Transportation Programming Committee (ATPC) and Bicycle Pedestrian Advisory Committee (BPAC)
- Multimodal (Freight and Aviation) Unfunded Needs: No changes to freight, some potential changes to Lee's Summit and Harrisonville Airport Improvements projects. Organized by Goods Movement Committee.

Committee members asked about a project to widen I-49 to six lanes that had previously been on the Unfunded Needs list; that project is currently in design and construction is planned for 2028. Costs for 2025 are based on current rates (and do not account for projected inflation for future years, as the target years for projects on the Unfunded Needs list are unknown).

Sherri McIntyre recommended adding improvements to Hwy 210 E of 91st to the Other Priorities list. Committee members also suggested having Planning Environmental Linkages (PEL)/Environmental Impact Study (EIS) information on the list to help the committee prioritize projects. Additional project requests or suggestions for prioritization can be submitted to MARC staff.

5. 2025 Program & Obligation Status

Principal Planner Marc Hansen shared the balance, schedule, and targets for the current fiscal year:

Balance Forward from 2024	\$721,018.42
2025 STBG Obligation Limitation	\$26,660,669.00
Miscellaneous Obligation/De-obligation	-\$1,057,354.58
Total Available 2025	\$26,324,332.84

2025 Obligations to Date

OGL ATMS Operations \$600,000.00

2025 Scheduled Obligations

Bluff Trail Enhancement \$150,000.00
M-2 Culvert over Muddy Creek \$993,600.00
South Commercial Street Extension \$909,024.00
Truman Connect \$2,700,000.00
M-7 Complete Streets - Central \$3,400,000.00
Burlington Corridor Complete Streets \$3,800,000.00
M-92 Capacity & Safety Improvements \$4,250,000.00
N Oak Reconstruction \$5,520,000.00
M-350/Noland Road \$5,100,000.00
M-291 North Interchange with US-50 \$6,400,000.00

2025 Total Obligations to Date \$600,000.00

2025 Remaining Scheduled Obligations \$33,222,624.00

2025 Projected Ending Balance - \$7,498,291.16

If the committee continues the trend of over programming beyond resources available, projects may be delayed to following fiscal years if they do not develop their projects quickly enough in their programmed year. To date, \$1.6m has been obligated (5.2% of the 120% target and 6.2% of the obligation limitation). Committee members reviewed the obligation status of projects on the 2025 schedule:

Lead agency	Project name	Obligation Amount	Status
Weston	Bluff Trail Enhancement	\$150,000.00	Request for Environmental Review (RER) not started. Questionable.
Harrisonville	M-2 Culvert over Muddy Creek	\$993,600.00	Submitting for Request for Acquisition Authority (A-Date) next week. Expect to obligate in 2025. Right of Way (ROW) for easements only.
Harrisonville	South Commercial Street Extension	\$909,024.00	Have 50% plans and close to clearing RER. ROW for 2-3 property owners. Expect to obligate in 2025.
Independence	Truman Connect	\$2,700,000.00	Progressing to final draft, should have in April. Drafting ROW clearance letter to MoDOT, confident will obligate in 2025.
Blue Springs	M-7 Complete Streets - Central	\$3,400,000.00	(Updated after the meeting): Will be included in October 2025 MoDOT letting, expect construction to start in 2026. Questionable.
North Kansas City	Burlington Corridor Complete Streets	\$3,800,000.00	Will meet with MoDOT to discuss Right of Way and final designs. Next meeting in April. Currently working on ROW condemnation. Expect to obligate in 2025 but could be questionable.
Platte City	M-92 Capacity & Safety Improvements	\$4,250,000.00	Held second public meeting last night. Expect to complete ROW this summer and to obligate in 2025.
Kansas City	N Oak Reconstruction	\$5,520,000.00	Moved forward in schedule from 2026 by request. Ready to bid next month. No ROW on project.
MoDOT	M-350/Noland Road	\$5,100,000.00	On schedule for May letting.
MoDOT/Lee's Summit	M-291 North Interchange with US-50	\$6,400,000.00	Building that was in conflict with interchange job will be moving later this month; expect to submit need for conditional approval on two remaining parcels. On schedule for May letting.
MARC	OGL ATMS Operations	\$600,000.00	Obligated.

While no projects are definitely unable to obligate in 2025, additional programming may be needed if Blue Springs and/or North Kansas City are unable to obligate their projects.

Project agencies on the 2026 schedule were asked if any would be able to advance to the 2025 schedule:

- Riverside - Riverway Boulevard Improvements could potentially advance to 2025; not a significant amount of acquisitions, and conversations with MoDOT have been good.
- Glenaire - Johnson Road Bridge could potentially advance to 2025; status review from engineering company expected next Tuesday, but project is progressing well.
- Grandview - Blue Ridge Blvd Complete Streets from I-49 to Grandview Road cannot advance.
- Independence - Winner Road Complete Streets – US 24 to Hedges unlikely able to advance.

The City of Parkville presented to the committee on the Route 9 Corridor Complete Streets Improvements project programmed in 2026. Parkville shared a letter with the committee ahead of the meeting to request additional funding for the project if funds become available. They reviewed details of the project and reasons for increased costs.

Wes Minder moved to approve shifting the Kansas City N Oak Reconstruction project up to 2025 and moving the Gladstone North Oak Complete Street project back to 2026. Michael Park seconded the motion, and the motion passed.

The committee also received a request for additional 2026 funding from KC2026 World Cup (attached). Committee members clarified that vehicle leasing was an eligible expense, but that match requirements may change based on leasing details, and other expenses (such as meals/housing) may not be eligible for federal funds. Committee members expressed concern about the amount requested and that the timeline for funds would be too late for them to utilize, but KC2026 is aware of the timelines and would still like to remain in consideration of any funding opportunities. KC2026 will share more details in April.

6. CRRSAA Regional Preventive Maintenance Project Update

The regional overlay project in Cass, Clay and Platte Counties is complete, and the overlay project in Jackson County is 99% complete (with small punch items in Kansas City expected to be completed once weather permits). The microsurfacing project will complete work in Independence when weather permits.

7. Other Business

Marc confirmed that we are still awaiting final approval from USDOT for Missouri Planning Sustainable Places (PSP) projects. Once award letters are received, they will be distributed to project sponsors. Committee members discussed MoDOT project number assignments and how to start RERs without project numbers.

8. Adjournment

The next regularly scheduled meeting is Tuesday, April 8, 2025. The meeting was adjourned.

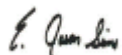
Dear Mr. Achelpohl –

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- We recognize this is a fairly unique request and that several reviews and approvals will be needed across the transportation agencies including Missouri and Kansas FHWA, MoDOT, KDOT and various MARC decision makers. We're requesting STIP amendments so that these funding proposals might be considered and are fully aware that inclusion in the STIP doesn't guarantee any funding
- We also recognize that additional review may be needed for STIP amendments and thus ask for timely review by MARC in case additional federal review is needed
- We've worked collaboratively with our partners and both the City of Kansas City, Missouri and Johnson County transit are aware of these requests
- As wisely suggested, we've included projects and services that can be scaled. We know transportation project schedules can shift and, thus, available funding also may shift over time. You'll see that most of these projects and services have been outlined in a way that would find any level of funding to be helpful.
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Please let me know if you have any questions or if additional information would be helpful. Again, we sincerely appreciate your partnership and collaboration.

Sincerely,

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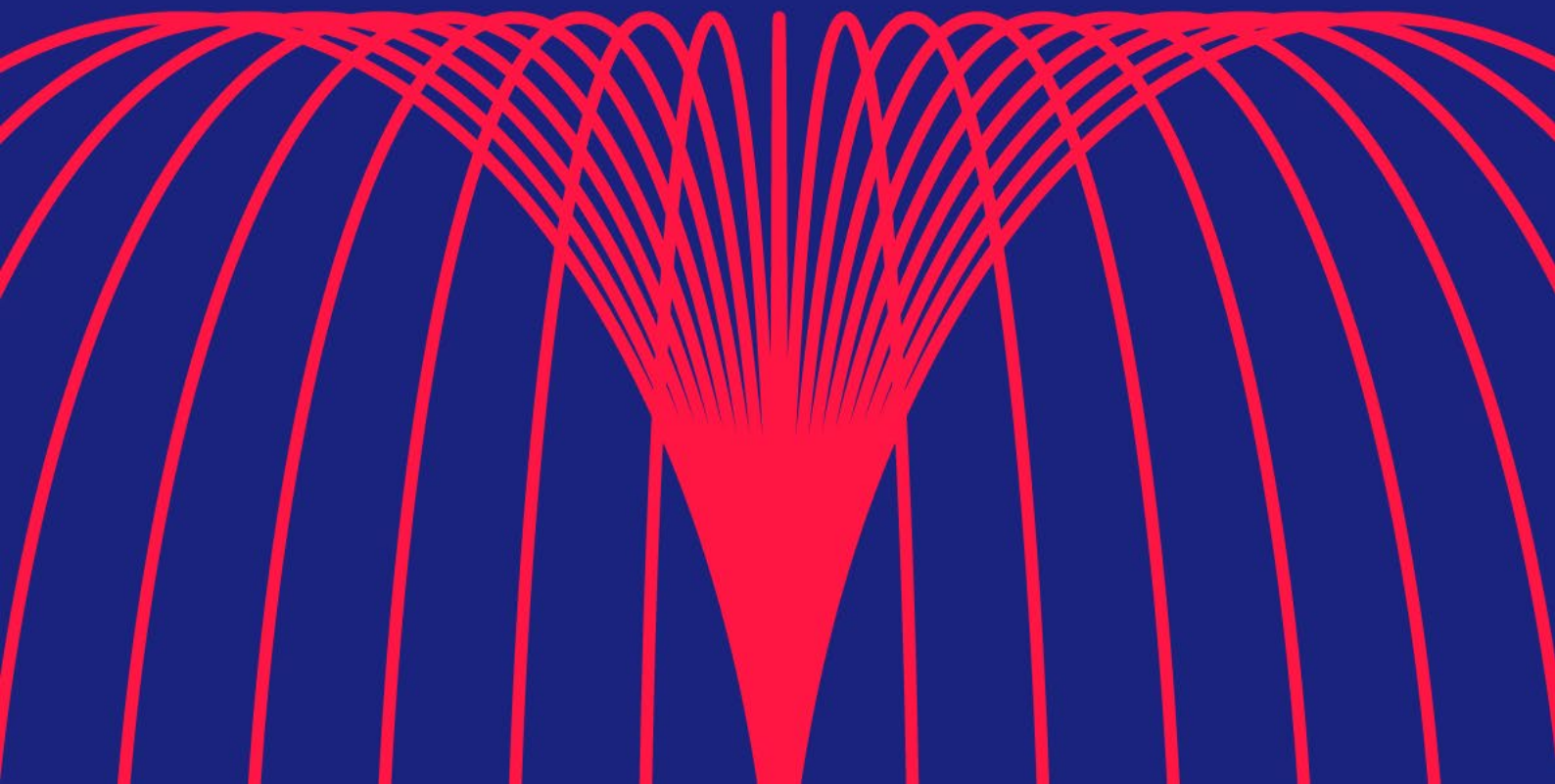
Jason Sims



August Redistribution STIP

Project Descriptions

3/3/2025



August Redistribution STIP

Project Descriptions

Regional Projects

World Cup Bus Leasing

Description: Lease 200 buses for match day services from other agencies and/or units of government that operate transit service. Lease 60 buses for regional connectivity service on non-match days. This project is scalable based on the amount of funding received.

Transport Operations Center

Description: Consolidated transport operations center to be a hub for transportation management during the World Cup. Facility would provide real-time situational awareness and performance metrics. Upgrades to existing facility (location TBD) is needed to accommodate World Cup transport operations management needs. Improvements would enhance operations beyond the World Cup for the region, including future large-scale events hosted within the Kansas City region.

Missouri Projects

Truman Sports Complex Rideshare

Description: Rideshare facility to serve the World Cup and provide long-term benefits for Chiefs and Royals games, and other future large events. The location of the facility is to be confirmed but if the facility was located off Stadium Drive, challenges with congestion on Blue Ridge Cutoff caused by the existing rideshare facility at the former Missouri Welcome Center would be reduced. The project would also include establishing a designated pedestrian walking route from rideshare facility to the stadiums.

Blue Ridge Cutoff & Arrowhead Pedestrian/Bicycle/ADA Improvements

Description: Pedestrian and bicycle improvements along Blue Ridge Cutoff and within the Truman Sports Complex and ADA improvements between Lot L and Lot C within the Truman Sports Complex. This project would improve safety for all modes of transportation on Blue Ridge Cutoff.

Fan Fest Bus Mall Pedestrian Improvements

Description: Parking lot improvements to two surface lots between E 27th Street, Grand Boulevard, E 26th Street, and McGee Trafficway to support World Cup Fan Fest Bus Mall operations. Sidewalk and ADA improvements between Main Street and the surface parking lots to facilitate the safe and efficient movement of attendees between the Fan Fest site and the bus mall operations. Improvements along E 27th Street would help address the current gap in pedestrian infrastructure and provide ongoing safety benefits.

World Cup Wayfinding

Description: Wayfinding system for vehicular and pedestrian circulation throughout downtown Kansas City. Wayfinding system to have World Cup overlays to help visitors to Kansas City navigate throughout the city. Overlays would be removed following the completion of the tournament.

KCI to Downtown (East Village – Union Station) Express Bus Service

Description: Enhanced transit service from KCI airport to downtown KCMO for the duration of the World Cup. Service would serve KCI, the East Village Transit Center, and Union Station. Funding would establish fast and frequent transit service between KCI and downtown KCMO that could last beyond the World Cup.

Kansas Projects**Johnson County Fan Fest Circulator**

Description: Transit shuttle service connecting various locations in Johnson County to FIFA Fan Fest. Service would operate for the duration of the World Cup and reintroduce the benefits of transit to Johnson County residents and visitors for potential long-term operations.

Kansas Speedway Park and Ride Improvements

Description: Establish a bus park-and-ride facility in proximity to the Kansas Speedway and the Legends Outlet Mall to serve the World Cup. Pedestrian improvements along adjacent vehicular corridors to facilitate pedestrian connections to the park-and-ride facility. Park-and-ride facility would continue to operate beyond the duration of the World Cup.

Operation Green Light – New Junctions

Description: Upgrade traffic signals at junctions along designated World Cup routes in Kansas to increase traffic efficiency along major arterials. Upgraded traffic signals would be maintained beyond the duration of the World Cup.

EXPLORING POTENTIAL PROJECTS AND PROCESSES TO SUPPORT KC REGION WORLD CUP THROUGH AUGUST REDISTRIBUTION FUNDS

Initial Concepts

March 2025

DRAFT



TRANSPORTATION RESPONSIBILITIES

Host cities are contractually obligated to meet certain criteria, including providing a Mobility Plan that addresses the following:

- Spectator transport to/from stadium venue and to Fan Fest
- Spectator airport arrivals/departures
- Bus drivers and other workforce to support the transit service
- Travel Demand Management
- Rideshare
- Last mile
- Traffic wayfinding and signage
- Roadway and traffic management

DRAFT PROJECT LIST

REGIONAL PROJECTS

- World Cup Bus Leasing **(PRIORITY)**
- Transport Operations Center **(PRIORITY)**

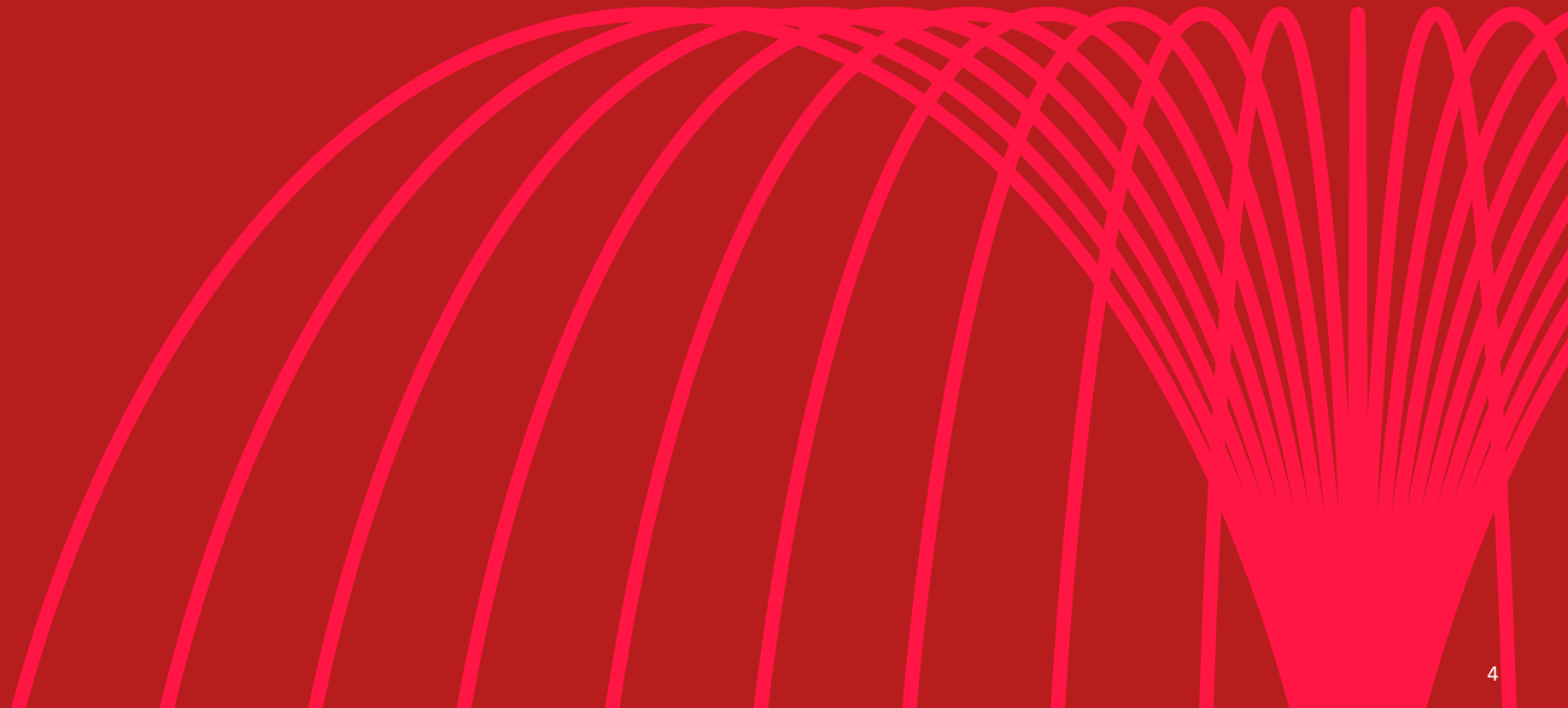
MISSOURI PROJECTS

- Truman Sports Complex Rideshare Facility **(PRIORITY)**
- Blue Ridge Cutoff & Arrowhead Pedestrian/Bicycle/ADA Improvements **(PRIORITY)**
- Fan Fest – Bus Mall Pedestrian Improvements **(PRIORITY)**
- World Cup Wayfinding
- KCI to Downtown (East Village – Union Station) Express Bus Service

KANSAS PROJECTS

- Johnson County Fan Fest Circulator **(PRIORITY)**
- Kansas Speedway Park-and-Ride Improvements
- Operation Green Light – New Junctions

REGIONAL PROJECTS



REGIONAL PROJECTS



World Cup Bus Leasing (PRIORITY)

Proposed Improvements:

- Lease 200 match day buses from other agencies and/or units of government that operate transit service. Buses would be wrapped in World Cup branding, serviced and maintained according to lease contract.
- Lease 60 buses for regional connecting service on non-match days.

Overall Estimated Cost	
Cost estimate includes:	
- Bus Procurement Costs	
- Event-Related Costs (GPS/comms, bus signage, rooms/meals for drivers, driver shuttles, misc. driver expenses, contingency fees)	
- TMS Support Costs (procurement and contracting, HNOA insurance, on-site vehicle marshals)	
\$16.6M <i>(Includes bus leasing costs for all vehicles in market for the full 29 days)</i>	
~\$3.32M (20% local match)	~\$13.28M (80% federal match)

Sustained Long-Term Impacts:

- Provides transit service for Kansas City residents and visitors to get to World Cup sites/events
- Vehicles could be used to increase frequency on existing transit routes or to establish service on new transit routes with regional connections
- Economic development benefits by connecting tourists to the region’s attractions, retail, dining, and accommodations
- Establishes transit presence that has the potential for long-term viability

REGIONAL PROJECTS



World Cup Bus Leasing (PRIORITY)

Funding Allocation by Days of Service

- Match Days = 200 buses in service
- Cost Per Match Day: ~\$568,000
- Non-Match Days = 60 buses in service
- Cost Per Non-Match Day: ~\$167,000

Funding Amount	Days of Service
\$6M	200 buses for <u>all 6 Match Days</u> + 60 buses for 15 Non-Match Days*
\$5M	200 buses for <u>all 6 Match Days</u> + 60 buses for 9 Non-Match Days
\$2M	200 buses for 3 Match Days + 60 buses for 1 Non-Match Day
\$1M	200 buses for 1 Match Day + 60 buses for 2 Non-Match Days
\$500,000	200 buses for <1 Match Day <u>or</u> 60 buses for ~3 Non-Match Days

*Half of total non-match days

REGIONAL PROJECTS

World Cup Bus Leasing (PRIORITY)

Funding Allocation by Park-and-Ride Services

- 80-90 buses per match day to serve multiple park-and-ride facilities
- Stadium services from park-and-ride facilities = \$600K - \$700K per match day

KANSAS	
Overall Estimated Cost	
80-90 buses per match day for Park-and-Ride Services	
\$3.6M - \$4.2M (total for 6 match days)	
~\$720K – \$840K (20% local match)	~\$2.88M - \$3.36M (80% federal match)

Funding Amount	Days of Service
\$4.5M	6 Days of Service
\$3.0M	4 Days of Service
\$2.0M	2 Days of Service
\$1.0M	1 Day of Service
\$500K	<1 Day of Service

MISSOURI	
Overall Estimated Cost	
80-90 buses per match day for Fan Fest to Arrowhead and Park-and-Ride Services	
\$3.6M - \$4.2M (total for 6 match days)	
~\$720K – \$840K (20% local match)	~\$2.88M - \$3.36M (80% federal match)



REGIONAL PROJECTS

Transport Operations Center **(PRIORITY)**

Facility would be the hub for transportation information – providing real-time situational awareness and performance metrics.

Upgrades to existing facility (location TBD) will be needed to accommodate World Cup transport operations management needs.

Overall Estimated Cost

~\$600K

~\$120K (20% local match)

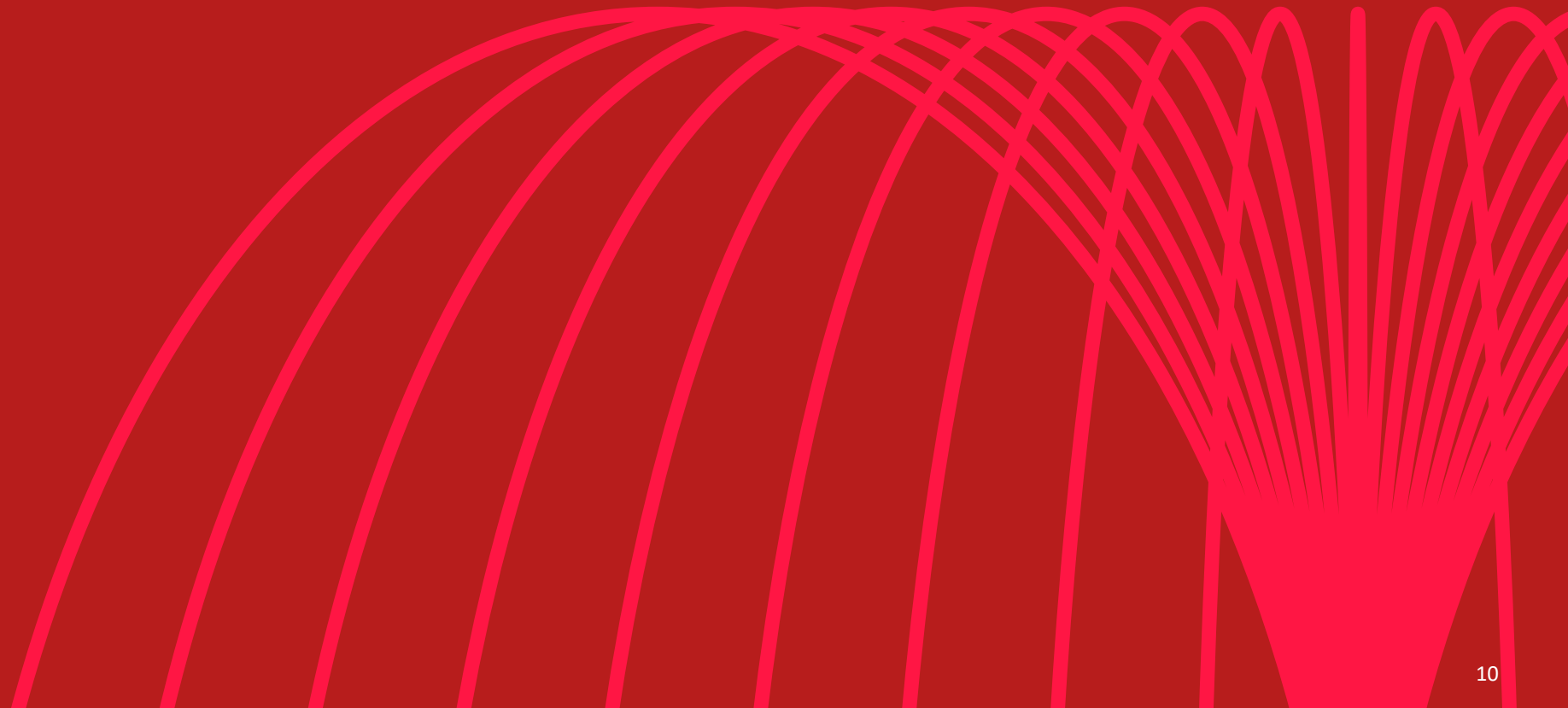
~\$480K (80% federal match)

Sustained Long-Term Impacts:

- Ongoing transport operations management facility for increasing number of large-scale events hosted within the Kansas City region
- Cost savings over time – one permanent facility vs. several temporary facilities
- Allows for greater proactive management of transportation challenges



MISSOURI PROJECTS



MISSOURI PROJECTS



Truman Sports Complex Rideshare Facility (**PRIORITY**)

Proposed Improvements:

- Build out rideshare facility (exact location TBD) to serve World Cup, Chiefs and Royals games, and other future large events
- Establish designated pedestrian walking route from rideshare facility to the stadiums

Overall Estimated Cost

~\$8.88M Total (includes 20% contingency) – Cost shown is for Option B.
Investment could be scalable for all options.

~\$1.77M (20% local match) ~\$7.11M (80% federal match)

Sustained Long-Term Impacts:

- If located off Stadium Drive, the new rideshare facility would relieve congestion on Blue Ridge Cutoff caused by the existing rideshare facility at the former Missouri Welcome Center
- Purpose-built rideshare facility that is efficient and effective
- Marketable feature for future large events at the Truman Sports Complex



MISSOURI PROJECTS

Blue Ridge Cutoff & Arrowhead Pedestrian/Bicycle/ADA Improvements (PRIORITY)

Proposed Improvements:

- *Build out ADA accessible route between the World Cup bus mall (Lot L) and Lot D
- Sidewalk expansion/extension from potential 'kiss-and-ride' site to E Red Coat Drive to the north and Gate 2 Entrance Drive to the south with enhanced pedestrian crossings at both locations
- Bicycle parking facilities/amenities

*ADA Accessible Route Options

OPTION A

Permanent ADA
Pedestrian
Bridge

OPTION B

Permanent ADA
Pedestrian
Bridge + Tunnel

OPTION C

Temporary ADA
Ramping System



MISSOURI PROJECTS



Blue Ridge Cutoff & Arrowhead Pedestrian/Bicycle/ADA Improvements (PRIORITY)

OPTION A

Permanent ADA Pedestrian Bridge

- Cost estimate includes pedestrian bridge structure, ramps, retaining walls, grading/site work, mobilization, 15% construction contingency, and design fee.
- Provides 12’ pedestrian route (~8’ existing bridge and tunnel)
- Design would require pedestrians to cross Dubiner Circle.

Overall Estimated Cost	
~\$4.73M Total <i>(includes 20% contingency)</i>	
~\$946K (20% local match)	~\$3.78M (80% federal match)

Sustained Long-Term Impacts:

- Established ADA access from Lot L to Lot D
- Enhanced walkability and safer connectivity along/across Blue Ridge Boulevard Cutoff
- Establish the Rock Island Trail as a viable route to Arrowhead / Kauffman Stadiums

MISSOURI PROJECTS



Blue Ridge Cutoff & Arrowhead Pedestrian/Bicycle/ADA Improvements (PRIORITY)

OPTION B

Permanent ADA Pedestrian Bridge + Tunnel

- Cost estimate includes pedestrian bridge structure, tunnel, ramps, retaining walls, grading/site work, mobilization, 15% construction contingency, and design fee.
- Provides 12’ pedestrian route (~8’ existing bridge and tunnel)
- Design would not allow increase in vertical clearance of existing pedestrian bridge but does put pedestrians on the stadium side of Dubiner Circle.

Overall Estimated Cost	
~\$5.83M Total <i>(includes 20% contingency)</i>	
~\$1.17M (20% local match)	~\$4.66M (80% federal match)

Sustained Long-Term Impacts:

- Established ADA access from Lot L to Lot D
- Enhanced walkability and safer connectivity along/across Blue Ridge Boulevard Cutoff
- Establish the Rock Island Trail as a viable route to Arrowhead / Kauffman Stadiums

MISSOURI PROJECTS



Blue Ridge Cutoff & Arrowhead Pedestrian/Bicycle/ADA Improvements (PRIORITY)

OPTION C

Temporary ADA Ramping System

- Cost estimate includes temporary scaffolding-based ADA ramping system.
- Configuration relies on Sportsman Drive being closed to vehicular traffic.
- Not a long-term ADA solution.

Overall Estimated Cost	
~\$2.31M Total <i>(includes 20% contingency)</i>	
~\$462K (20% local match)	~\$1.85M (80% federal match)

Sustained Long-Term Impacts:

- Enhanced walkability and safer connectivity along/across Blue Ridge Boulevard Cutoff
- Establish the Rock Island Trail as a viable route to Arrowhead / Kauffman Stadiums

MISSOURI PROJECTS

Fan Fest Site – Bus Mall Pedestrian Improvements **(PRIORITY)**

Proposed Improvements:

- Parking lot(s) pavement milling and resurfacing for bus mall use
- ADA access improvements into Fan Fest site
- Improvements to ADA curb ramps and installation of street trees
- Sidewalk improvements along E 27th street

Overall Estimated Cost

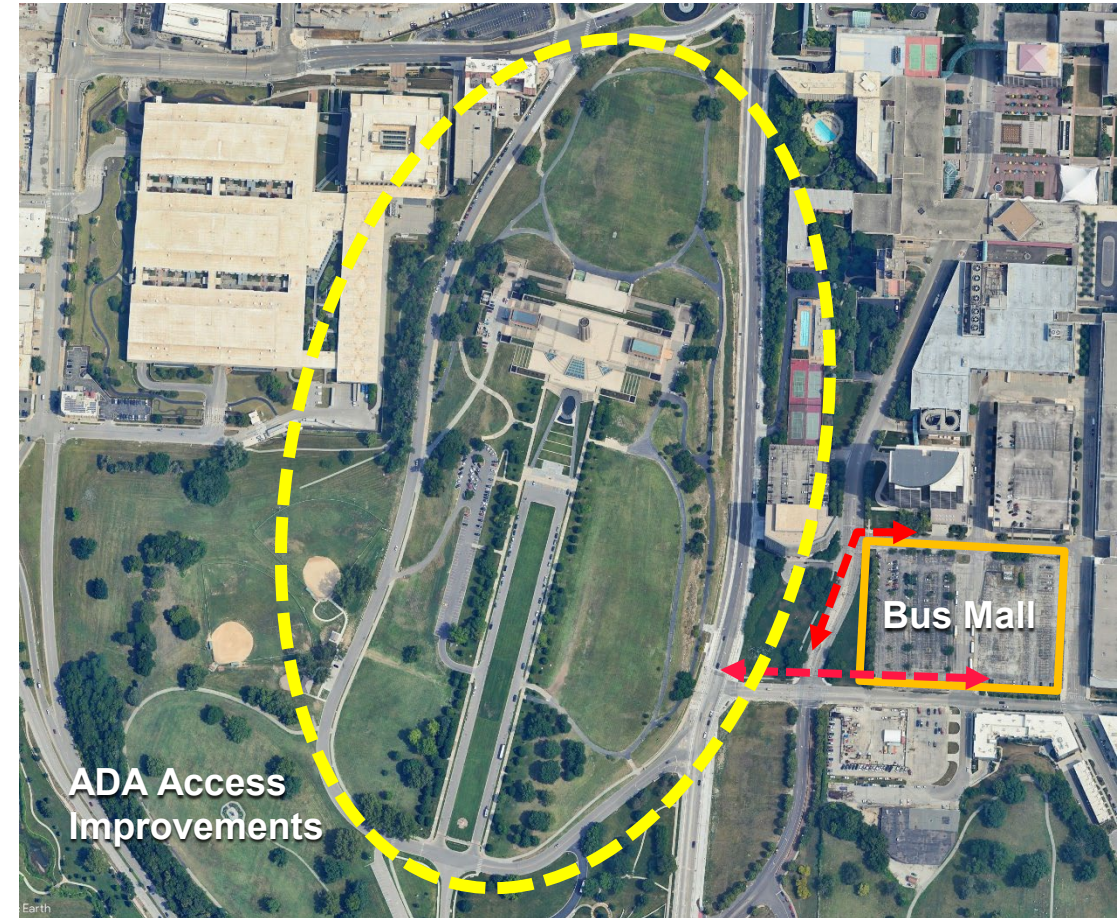
~\$934K *(includes 20% contingency)*

~\$187K **(20% local match)**

~\$747K **(80% federal match)**

Sustained Long-Term Impacts:

- Installation of needed ADA improvements
- Increased walkability and connections around WWI Memorial, Crown Center and new streetcar stop
- Fill in gap of streetscape improvements along E 27th Street



MISSOURI PROJECTS

World Cup Wayfinding

Proposed Improvements:

- Wayfinding signage for vehicular and pedestrian circulation
- World Cup overlays
- Would assist World Cup visitors navigate the city

Overall Estimated Cost		
~\$600K (includes 20% contingency)		
~\$120,000 (20% local match)		~\$480,000 (80% federal match)

Sustained Long-Term Impacts:

- Builds out communication, transit, and tourism infrastructure
- Assists Kansas City in being a welcoming place to visit and navigate
- Elevates wayfinding system to that of other global World Cup host cities



MISSOURI PROJECTS

KCI to Downtown (East Village – Union Station) Express Bus Service

KCI Public Transit Services Action Plan Recommendation (January 2024)

Proposed Improvements:

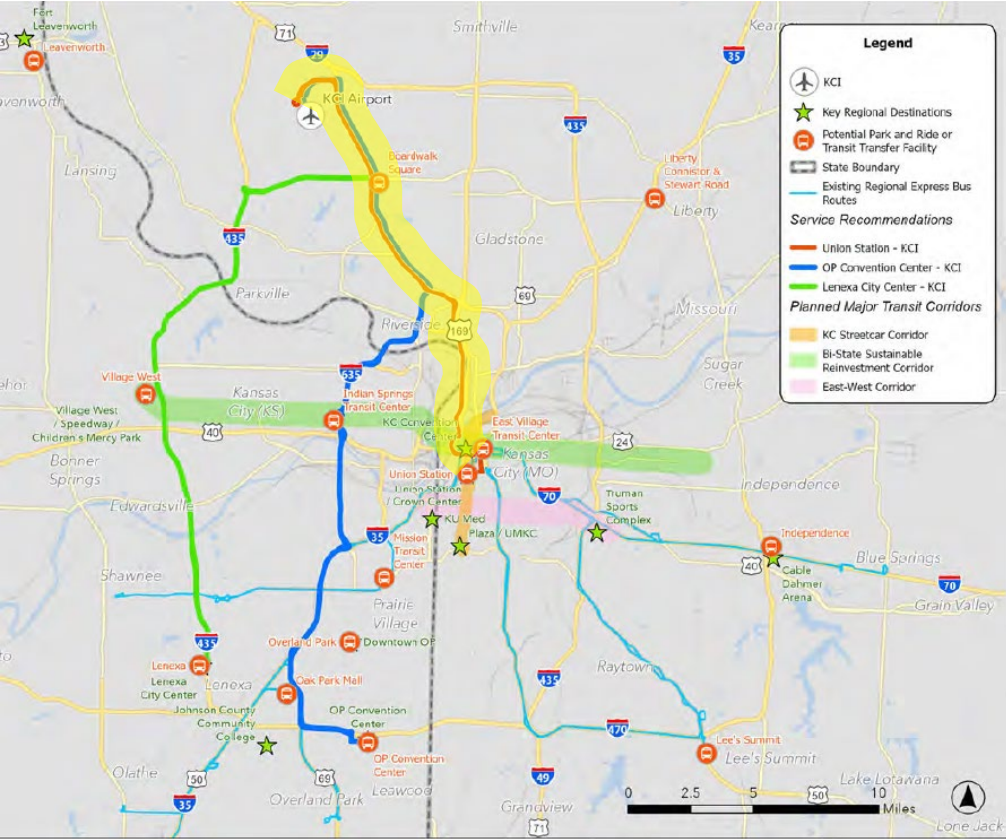
- New express bus service between Downtown KCMO and KCI for the duration of the World Cup
- Five buses needed (including spares)

Overall Estimated Cost	
~\$375K for O&M (1 month)	
~\$75K (20% local match)	~\$300K (80% federal match)

Sustained Long-Term Impacts:

- Established fast and frequent transit connection between KCI and Downtown KCMO that lasts beyond the World Cup
- Long-term management of express service by KCATA or KCMO
- Provides transit service residents can rely on and that visitors will expect

**Continued discussions with partners needed to determine details of implementing and operating express service*



Kansas City International (KCI) Airport: Public Transit Services Action Plan – KCATA / MARC / Kimley Horn

MISSOURI PROJECTS

**Continued discussions with partners needed to determine details of implementing and operating express service*



KCI to Downtown (East Village – Union Station) Express Bus Service

KCI Public Transit Services Action Plan Recommendation *(January 2024)*

Funding Amount

Days of O&M

\$375,000

30 Days of O&M

\$300,000

24 Days of O&M

\$200,000

16 Days of O&M

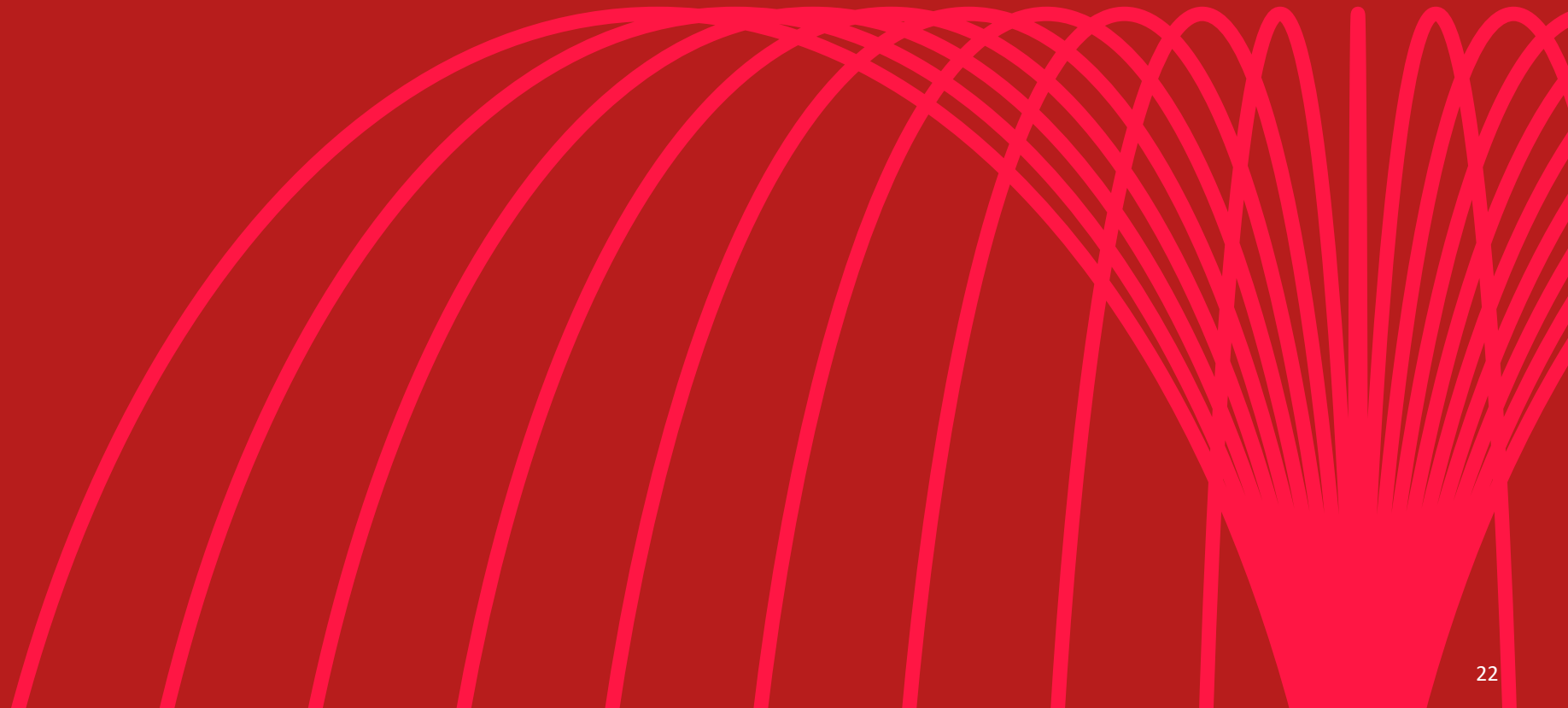
\$100,000

8 Days of O&M

\$50,000

4 Days of O&M

KANSAS PROJECTS



KANSAS PROJECTS



Johnson County Fan Fest Circulator (**PRIORITY**)

Proposed Improvements:

- Circulator shuttle service connecting various locations in Johnson County to FIFA Fan Fest
- 30-minute headways using six vehicles
- 61-days of service (6/1 - 7/31); service seven days a week
- Short-term transit hub at OP Convention Center (proof of concept) with long-term transit hub at Aspiria Campus

Overall Estimated Cost

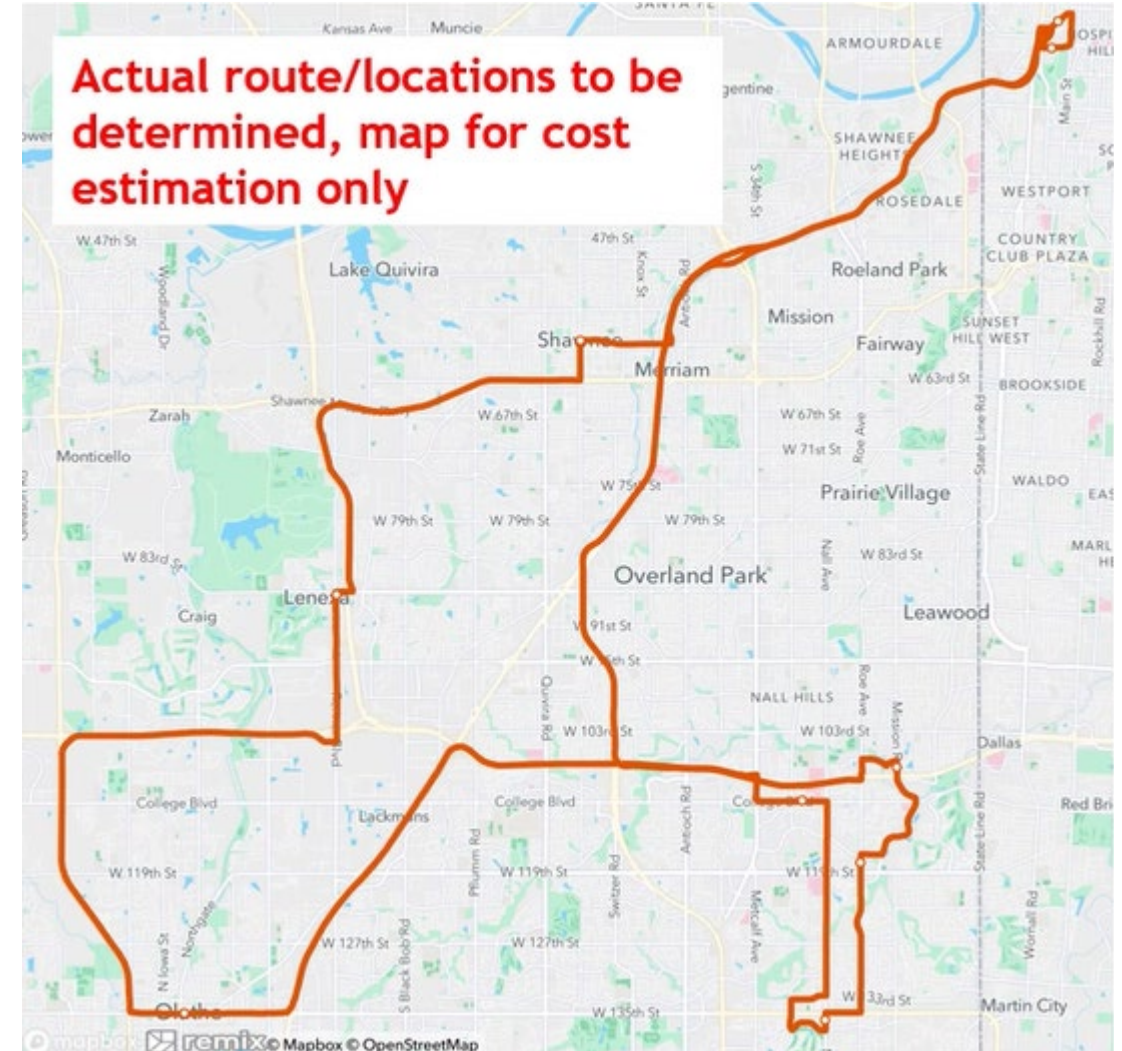
~\$1.72M (includes \$1.55M labor, \$96K vehicle leases, \$80K staff housing)

~\$344K (20% local match)

~\$1.38M (80% federal match)

Sustained Long-Term Impacts:

- Transit hub economic development opportunities (TODs)
- Reintroduce how transit can benefit residents



KANSAS PROJECTS



Kansas Speedway Park-and-Ride Improvements

Proposed Improvements:

- Bus park-and-ride facility to serve the World Cup
- Establish sidewalk connections to The Legends, Monarch's Stadium and Children's Mercy Park
- Street trees along new sidewalk routes

Overall Estimated Cost

~\$1.44M (includes 20% contingency)

~\$289K (20% local match)

~\$1.15M (80% federal match)

Sustained Long-Term Impacts:

- Site will serve as a dedicated park-and-ride facility utilized by commuters on the west side of the metro
- Opportunity for future transit-oriented development (TOD)
- Provides greater connection to large commercial center and regional destinations



KANSAS PROJECTS

Operation Green Light – New Junctions

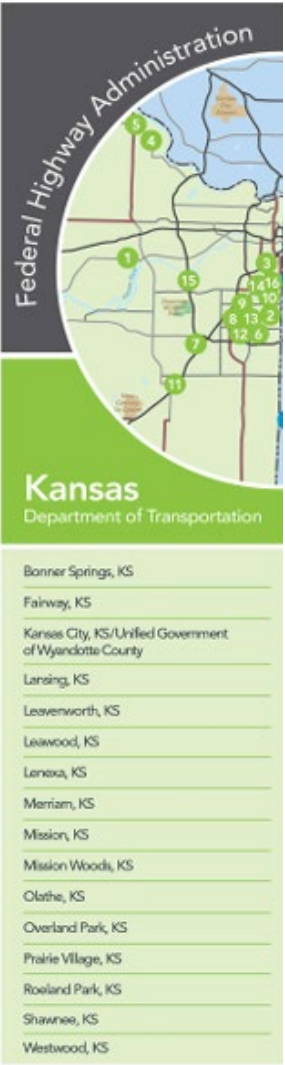
Proposed Improvements:

- Traffic signal upgrades at junctions along designated World Cup routes
 - Upgraded controllers
 - Ethernet switches
 - Radio base station + subscriber unit

Overall Estimated Cost	
~\$26K per junction	
~\$519K (20 junctions)	
~\$623,000 (includes 20% contingency)	
~\$125K (20% local match)	~\$498K (80% federal match)

Sustained Long-Term Impacts:

- Increased traffic efficiency along major arterials beyond the World Cup
- Long-term reduction in vehicle emissions by reducing how long cars wait at intersections
- Faster response time for crashes/incidents



WE
ARE



KANSAS CITY