



SPECIAL OPEN MEETING NOTICE

Goods Movement Committee

Janet McRae Kansas Co-Chair

Mike Duffy, Missouri Co-Chair

There will be a Special meeting of MARC's Goods Movement Committee on **Wednesday, April 26, 2023, at 1:30 p.m.** in the Westview Room of the Marc office 2nd Floor 600 Broadway Kansas City, MO 64105. Those who are unable to attend in person may attend virtually join us via MARCZoom09 Address: <https://marc-kc.zoom.us/j/6576214834?pwd=U0ptVVArAGVIU3psNIU4UXh2czRvZz09>

Meeting ID: [657-621-4834](#)

Passcode: [075821](#)

AGENDA

- I. Welcome and Introductions

- II. Missouri Unfunded needs* – Martin Rivarola, MARC
 - MoDOT freight project prioritization
 - **Please complete the [survey](#) prior to the meeting**

- III. Updates & Other Business

**Action Item*

Meeting Attendance Audio:

Audio:

- We encourage the use of computer audio especially if you are viewing a webcam or sharing your webcam.

Dial Toll-Free

- 877 853 5247 US Toll-free
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- Please use cell phones only as a last resort.

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.

Agenda Item II

MoDOT Unfunded Needs List - Freight

Missouri Unfunded Needs List – identification of projects for multimodal/freight project listing

For the past few years, MARC has worked closely with MoDOT District staff to develop and update the Kansas City region's unfunded needs list of priority projects. The goal of identifying a prioritized list of unfunded needs is to have an ability to react quickly with deliverable projects to any identified or secured funding; by providing a list of projects that represent where additional funding could be used. MARC has previously provided a prioritized list of roads, highways, transit, bike & ped and freight projects and programs (described in attached documentation). The KC region's unfunded needs list previously has included a \$50 million Intermodal Freight Program (improvements for ports, aviation, and rail). MARC has received request and guidance for an updated list in 2023, specific projects rather than programmatic priorities are preferred.

For this reason, MoDOT and MARC have identified certain projects which could be candidates for specific inclusion on the 2023 prioritized list of projects. Therefore, MARC is requesting help from the Goods Movement Committee to rank these projects in this [SURVEY](#) in advance of the special meeting of the committee.

Attached please find MoDOT's prioritization guidelines, a non-prioritized project list, and a Modal committees' overview presentation about the process

MoDOT's non prioritized unfunded needs list

Agency	Location	Description	Estimate (in millions)
Port KC	Independence/Kansas City, MO	Marine River Terminal (MRT) - Rail Connection and working Track	\$43.000
Port KC	Independence/Kansas City, MO	MRT - Road Access, Interstate connection and entry Gate	\$45.000
Port KC	Independence/Kansas City, MO	MRT - Dock rehab and improvements	\$23.000
Port KC	Independence/Kansas City, MO	MRT - Site Clearing, earthwork	\$33.000
Port KC	Kansas City, MO	Woodswether - New Dock	\$28.000
Port KC	Kansas City, MO	Woodswether - Railcar Unloading conveyor	\$0.300
Port KC	Kansas City, MO	Woodswether - Grain Loading infrastructure	\$1.500
Port KC	Kansas City, MO	Woodswether - Paving	\$2.000
Port KC	Kansas City, MO	Woodswether - Rail improvements	\$2.000
Port KC	Kansas City, MO	Woodswether - Storage dome and conveyor rehab	\$0.100
Port KC	Kansas City, MO	MRT - Storm water, sanitary and fire main, installation, design and material cost.	\$12.000
KCMO and Terminal Railroad	Kansas City, MO	Independence Street Rail Bridge Construction	\$24.00
City of Liberty	Liberty, MO	Canadian Pacific Railroad grade-separated crossing (Birmingham Road @ Holt Drive)	\$9.15M

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	Distribution¹	\$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
¹ 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 31st**. 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 31st**.
- Central Office will prepare the draft unfunded needs document by **June 9th** for management review and starting the public comment period.
- *We anticipate that districts can begin their public meetings June 19th. To meet the commission backup deadlines for the August Commission meeting, all meetings will need to be conducted by July 14th. 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 17th.*
- *It is anticipated that we will share the final unfunded needs list with the MHTC at the August 2nd 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
Interjurisdictional Transit Service Operations	\$36,000,000
Interjurisdictional Transit Capital Projects	\$36,000,000
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	
Total	\$72,000,000

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
Strategic pedestrian safety improvements (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)	\$25,000,000
Regional Bicycle Network - Cass County	\$5,775,000
Regional Bicycle Network - Jackson County	\$16,275,000
Regional Bicycle Network - Clay County	\$7,525,000
Regional Bicycle Network - Platte County	\$5,425,000
Total	\$60,000,000

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

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

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
TTPC & Board Review & Approval	May 2023