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## OPEN MEETING NOTICE

### MISSOURI STP/BR PRIORITIES COMMITTEE

August 9, 2011

1:30 – 4:00 PM

Board Room, MARC Offices

600 Broadway, Suite 200, Kansas City, Missouri 64105

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### AGENDA

1. Welcome and Introductions
2. Approve the June 14, 2011 Meeting Summary\*
3. Functional Classification Modification\*  
*Consideration of a request by Kansas City, MO to change the functional classification of 155<sup>th</sup> Street, from Scott Avenue to Kensington Avenue, from Local Road to Collector. Please reference the attached document for a map of the area.*
4. Committee Policy Modifications  
*Discuss potential modifications and updates to various policies.*
5. MoDOT Updates
6. MARC Planning Update  
*MARC staff will discuss the status of the Congestion Management Process and the new 2012-16 Transportation Improvement Program.*
7. STP/BR Reasonable Progress
8. Other Business
9. Adjournment

\* Action Items

Next Regularly Scheduled Meeting: September 13, 2011

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**Missouri STP/BR Priorities Committee**  
**August 9, 2011**  
**Meeting Summary**

**Voting Members:**

Steve Hansen, Chair, City of Liberty  
Patty Hilderbrand, Vice-Chair, City of Kansas City  
Jeff Fisher, City of Belton  
Steve Hatfield, City of Kansas City  
Lee Ann Kell, MoDOT  
Dena Mezger, City of Lee's Summit  
Ken Murphy, City of Grain Valley  
Andy Noll, City of Raytown  
Michael Park, City of Lee's Summit  
John Powell, City of Independence  
Dennis Randolph, City of Grandview  
Gerry Richardson, City of Parkville  
Greg Sager, Platte County  
Chad Thompson, City of Kansas City

**MARC Staff:**

Ron Achelpohl	Jim Hubbell
Marc Hansen	Sara Wilbur
Terry Anderson	Darryl Fields
Tom Gerend	Heidi Schallberg

**Other attendees:**

George Binger III, City of Lee's Summit  
Jeff Cremer, MoDOT  
Ron McLinden, Transit Action Network  
Helen Madison, MoDOT

**1. Welcome**

Chairman Steve Hansen welcomed attendees and opened the meeting with introductions.

**2. Approval of the June 14, 2011 Meeting Summary**

Chad Thompson moved and Andy Noll seconded to approve the meeting summary as presented, the motion carried.

**3. Functional Classification Modification**

Jim Hubbell shared information regarding Kansas City, MO's request to change the functional classification of 155<sup>th</sup> Street, west of US 71, from Scott Avenue to Kensington Avenue, from a Local Road to Collector. A map of the area was provided with the meeting packet for review. The classification change ends at Kensington Avenue since it is near the entrance of the Intermodal Facility, the former Richards-Gebaur Air Force Base. This request has been reviewed by MoDOT Kansas City District and MoDOT Jefferson City staff and found that the road qualifies for the classification change as requested. MARC staff request approval from the committee. The committee's recommendation for approval will be brought before the Total Transportation Policy Committee (TTPC) and MARC Board for their approval.

MOTION: Patty Hilderbrand moved to adjust 155<sup>th</sup> Street functional classification to a collector as requested; the motion was seconded. With no further discussion, the motion carried.

**4. Committee Policy Modifications**

Ron Achelpohl asked attendees for feedback on how well the reasonable progress policy has been working. The MO Transportation Enhancements Committee is also reviewing their policy and would like to use the STP progress policy as a model for their update. Ron continued stating that the region was not making adequate progress on timely project obligation. Communication and reporting on project status has improved and we do well on rebalancing programs. Since the policy was originally created, some unanticipated decisions have been made regarding the one-time rescheduling change. Projects have been pushed out further than one year which was not the intent of the policy. How can we make the policy more effective? MoDOT's perspective: the region has helped keep the balances down but emphasized the need to complete projects in a more timely manner and would like to see a tighter progress schedule, restrict the one-time schedule change to no more than one year since now more reporting and oversight is required. MoDOT is being more proactive, tracking milestones and working with project sponsors on setting their milestones. Ron asked attendees if we should require project sponsors to attend the committee meeting when they want a one-time schedule change instead of an automatic grant with a letter of request. Patty Hilderbrand and Dena Mezger expressed that the current method for a schedule change is fine if the change is one-year or less but an explanation would be needed if delaying further than one year. Still would like to see the letter of request as is currently required. Ms. Kell requested that more documentation be included in the letters of request. The expectation is to obligate and expend the money in the year it was programmed. Sponsors need to request reimbursement timely and also not LET their projects without action. Performance measures are expected to be tightened. Funding could be pulled from projects. Ms. Kell shared she planned to look at East West Gateway's reasonable progress policy. Ron shared that our policy was originally modeled after their policy but it may have changed since then. Helen recommended that sponsors look at

MoDOT's tracker spreadsheet - a good tool on MoDOT's website. If changes are needed, contact Helen. Patty shared that KCMO currently works mostly on a cash flow basis and they program projects with a target of April 1<sup>st</sup> instead of July 1<sup>st</sup>.

Steve Hansen summarized seeing a need to further discuss. MARC staff will bring proposed changes to the reasonable progress policy for discussion at the next meeting.

Ron stated that staff is looking at the TIP modification policy based on the 2009 certification review and the congestion management process and will discuss with the committee before the end of the year. Ron McLinden recommended a modification to the scoring of non-motor vehicle modes of transportation and more fully reflect a complete streets approach. Staff will have recommendations for consideration based on discussions with other programming groups prior to the next funding round.

### **5. MoDOT Update**

Lee Ann Kell reviewed that MoDOT's Workforce Plan was approved for a total reorganization and changed their ten district area to seven as a complete reorganization. Lee Ann was officially hired as the Kansas City District's Planning Manager. The supervisors and managers are in place and other positions will be determined by the end of the year so in the meantime, continue to contact the staff you normally contact. The current work emphasis is on the LPA. Kenny Vauss is the LPA Manager. The statewide vision team for the LPA began August 8th. Any input can be sent to Lee Ann. The LPA Advisory Group is working on three areas: communication, training, and policies and process.

Regarding consultant selections, the FHWA completed a review and found 88 percent non-compliance. Jeff Cremer recommended that project sponsors review the Brooks Act. The consultant selection process must be well documented and make sense. It could be possible that funds may be taken away from sponsors if the selection process does not follow FHWA's method. MoDOT will be reviewing your documentation and if needed, you will have to start over with a new RFP. MoDOT will provide training soon.

### **6. MARC Planning Update**

Ron Achelpohl and Marc Hansen provided an update on the progress of the Transportation Improvement Program (TIP). Most jurisdictions have sent in their SOV worksheet providing information on their capacity projects; however, staff found 25 projects on the Missouri side that still need input from sponsors as to why capacity was necessary. The information is related to the Congestion Management Process and will help us to be prepared for the upcoming status change of the Kansas City area being a non-attainment area. Capacity projects without a completed SOV worksheet will not be able to be included in the updated TIP. Capacity project definition: ½ mile on a minor arterial or higher that adds one or more through lanes to the project. Updates will be needed every two years along with the TIP update. The TIP update will be presented to TTPC and released in September for public review and comment.

### **7. STP/BR Reasonable Progress**

Marc Hansen reported that as shown on the status handout, all projects planned for FY 2011 STP/BR program have been accounted for. MARC's Regional RideShare Program (\$40,000) and Parkville's Regional Multi-modal Access and Livable Community Study (\$115,000) have requested their one-time schedule change. A number of those who made use of a one-time schedule change only needed a little additional time as they would not quite make the July 1 obligation date, those being Kansas City's Longview Road (Sec 2) Spring Valley to Blue Ridge, Kansas City's US-169 Corridor. Lee's Summit's Pryor Road, Longview to Hook was removed, Kansas City's Blue Parkway Bridge was moved to better coordinate with another project in 2012 or 2013 (Marc will confer with city staff), Kansas City's North Brighton – Parvin to M-210 was moved to 2013. Four projects totaling just over \$10 million were obligated during the year. Projects that had a schedule change or removal totaled \$27.5 million. Out of that total, the \$18 M US-169 Corridor project is expected to obligate in August and the \$5 M Longview Road project is expected to Let in October.

Ron Achelpohl asked if MoDOT could provide a balance report soon. Lee Ann responded that she was currently updating the sheet which will include a recent rescission. The BRM balance is good and believed that STP was good as well but would provide numbers at the next meeting. Ron asked if the accounting was being tracked by the District. Lee Ann responded affirmatively and that a new financial system has been put in place. She will be requesting reports from their accounting staff as needed to share with this committee.

Ron McLinden inquired if this information is provided to TTPC. He recommended that the status report reflect actions taken on each project, i.e., schedule change, removal from the program. Chairman Hansen agreed that would be helpful information. Staff will add the information as suggested.

## **8. Other Business**

- Heidi Schallberg reported. The region's long-range transportation plan, *Transportation Outlook 2040*, was adopted in June 2010. This plan included policies and strategies to support implementation of Complete Streets, which are roadways designed to safely and comfortably accommodate all users. Users include, but are not limited to, people of all ages and abilities, motorists, bicyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. As a follow-up *Transportation Outlook 2040* implementation activity, MARC will begin the development of a Complete Streets policy to help guide and inform MARC's planning and programming work. To develop a draft policy, we are forming a stakeholder task force consisting of representatives from relevant MARC modal and programming committees. The proposed policy will then be shared with MARC modal and programming committees before seeking input and approval from the Total Transportation Policy Committee (TTPC) and the MARC Board. The task force's work will conclude after a MARC Complete Streets policy has been adopted by TTPC and the MARC Board.

- Ms. Kell stated that the USDOT announced available TIGER III funding. The deadline to apply: August 22<sup>nd</sup>. Contact her with questions.

- Patty Hilderbrand shared that Stan Harris is retiring from his Kansas City position the end of August. There will be a nationwide search for his replacement.

With no further business, the meeting was adjourned at 3:00 p.m.

**Next meeting:** Tuesday, 1:30 p.m., September 13, 2011 at the MARC offices.