1. Welcome and Introductions
Missouri Co-Chair Brian Nowotny welcomed the attendees and introductions were made.

2. Approval of May Meeting Summary
Motion: Allison Smith moved to approve the May 9, 2018 meeting summary, as written. The motion was seconded and passed.

3. Status of the Current Program
Program Balances
KDOT report from Allison Smith: Four Kansas TA projects are pending obligation. The TAP program over programmed. Adjustments will need to be made. MARC and KDOT are working together on a solution.
MoDOT report from Mike Landvik: The Missouri TA balance is about $4 million. At a future meeting MoDOT will have information requested by the ATPC about which projects are behind. KCMO’s KCI Trail Segment 2 and 3 and a MO-152 Trail projects are close and may obligate by the end of the fiscal year.

Project Updates

Parkville, Mo. Route 9 Corridor Complete Streets Improvements: This project was awarded additional funding through the MoDOT Cost Share program, allowing Parkville to extend the length of the project. Because the project uses CMAQ and STP funds, the TIP needs to be updated to reflect the new expanded project limits.

Motion: Allison Smith moved and Sara Copeland seconded to approve the scope update as presented in Parkville’s submission materials. The motion passed.

4. 2019-20 Project Programming

Review of TA scores & Bicycle-Pedestrian CMAQ scores

Kaitlyn Service explained that projects were scored by MARC staff using the evaluation criteria adopted by the ATPC. Applicants had ten business days from the date their scores become available to request reconsideration of their scores. The scoring revision period was not an opportunity to submit supplemental information. All scoring revisions were based on information in the original application. A spreadsheet of TA and CMAQ scores was provided to committee members and attendees. Revised scores were highlighted in yellow. A few TA funding requests were reduced to fit within the $500,000 cap that has been adopted by the ATPC. This cap applies to projects in both Kansas and Missouri.

Committee ranking is the final step in developing TA project scores. ATPC voting members and alternates will receive an e-mail asking them to rank all TA projects. A high rank or high number will indicate that the project is a high priority. A low ranking/low number will indicate that the project is a low priority. All committee members are encouraged to rank projects in both Kansas and Missouri, regardless of which state they represent on the committee.

The final scores and advisory committee priorities will be available by the next ATPC meeting on July 11 and ATPC can start programming discussion.

Missouri TA has about $3 million available. Kansas TA has about $2.4 million available. Missouri Bike/ped CMAQ has about $675,000 available. Kansas Bike/ped CMAQ has about $750,000 available.

Review and discuss TA & CMAQ project applications

Applicants presented brief summaries of their project(s) and answered questions. Presentations were limited to 5 minutes per organization, regardless of the number of applications submitted by the organization.

5. Other Business

In response to questions from attendees, Kaitlyn Services provided additional detail on the ATPC project ranking process:

- The ranking process may increase a project’s score by up to 10 points or as little as zero points. No project scores will decrease because of the ranking process.
- An e-mail will be sent to Voting Members and Alternates with detailed instructions and an Excel spreadsheet attachment with the list of projects and column to enter rankings.
- Each Voting Member/Alternate pair is allowed one submission. If the Voting Member and the Alternate each submit different project rankings, the rankings from the Voting Member will be applied to the project scores and the rankings from the Alternate will be omitted.

Attendees commented that the safe route to school non-infrastructure projects scored very high.

It was noted that the scoring criteria prioritizes projects that address the goals, priorities, and policy framework of the region’s long-range transportation plan. The SRTS non-infrastructure projects are very regional in nature.

Applicants who applied for funding from multiple sources (TA, CMAQ, and/or STP) were encouraged to track their projects throughout the programming process and attend relevant committee meetings. Some projects that applied for funding
from multiple programs may not need the full amount from multiple sources. Other projects may require the full amount listed from each program.

Wes Minder asked about the possible gas tax on the Missouri ballot in November. He noted that a set-aside for bicycle pedestrian components is needed.

6. **Adjournment:** With no further business, the meeting was adjourned.
The next meeting is scheduled for July 11, 2018 at 10:30 a.m. at the MARC Office.