OPEN MEETING NOTICE

KANSAS STP PRIORITIES COMMITTEE
August 10, 2017
9:30AM
Broadway Room, 1st Floor MARC Offices
600 Broadway, Suite 200, Kansas City, Missouri 64105

AGENDA

1. Welcome and Introductions

2. Approve the May 11, 2017 Meeting Summary*

3. Approve the May 11, 2017 Joint Kansas STP/Goods Movement Committee Meeting Summary*

4. Status of the Current Program – KDOT*
   Discussion of program balances
   Consideration of request by Gardner to modify the schedule for its project. Additional information will be distributed in advance of the meeting.

5. Committee Chair and Vice-Chair Elections*

6. MARC Programming & Project Evaluation Process
   Discussion of issues identified during the review of the recent programming round.

7. Other Business

8. Adjournment

* Action Items

Next Regularly Scheduled Meeting: November 9, 2017

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.
1. **Welcome and Introductions**
Marc Hansen welcomed the attendees in the absence of a committee chair and opened the meeting with introductions.

2. **Approval of May 11 Meeting Summary**
MOTION: Jose Leon moved and Kevin Bruemmer seconded to approve the May 11, 2017 meeting summary as printed; the motion carried.

3. **Approval of the May 11 Joint KS STP and Goods Movement Committee Meeting Summary**
Following the regular May 11 meeting the joint meeting was held to discuss and provide input to KDOT on critical urban freight corridors.

MOTION: Jose Leon moved and J.R. McMahon seconded to approve the May 11, 2017 joint meeting summary with the Goods Movement Committee as printed; the motion carried.

4. **Committee Chair and Vice-Chair Elections**
Mr. Hansen said that committee chair terms are for two years. Staff emailed the committee around 30 days prior regarding the upcoming election and requested a response from anyone interested in serving to contact staff. The chair position became vacant with the retirement of Joe Johnson from the city of Leawood. The current vice-chair, Tim Green, unable to be present today, shared with MARC staff that he was open to continue in that position or step down, whatever the committee decides. Two committee members had contacted staff expressing interest in serving: Burt Morey as chair and Kevin Bruemmer as vice chair. There was a brief discussion.

MOTION: Doug Wesselschmidt moved and J.R. McMahon seconded to nominate Burt Morey with the city of Overland Park as committee chair. Motion carried.

MOTION: Doug Wesselschmidt moved and J.R. McMahon seconded to nominate Kevin Bruemmer with the city of Merriam as committee vice-chair. Motion carried.

The new chairs were welcomed and Burt Morey chaired the remainder of the meeting.
5. Status of the Current Program
Marc Hansen provided an updated STP 2016-2020 tracking sheet. The FFY 2017 funds have reached a zero balance with one project still remaining unobligated as the program was over programmed. Wyandotte County’s $6.96M K5/Leavenworth Road project from 63rd to 38th would not be fully funded with 2017 funds and would be placed in advance construction, still planned for obligation in September and Letting in October. As shown on the tracking sheet, the project will receive $5,661,851 of FY2017 funding and $1,298,149 from FY2018 funding and will be considered a FY2018 project. Allison Smith shared that last she checked, Wyandotte County’s project was still on target.

FY2017 CMAQ Traffic Flow had a balance of $729,000. Allison shared that to bring the balance to zero, KDOT processed an FTA transfer, pulling some of KCATA’s Clean Vehicle Conversion money forward.

Marc thanked the sponsors for their work on obligating their FY2017 projects and reaching zero balances. The STP, CMAQ Traffic Flow and the Transportation Alternatives Program are in great shape. KDOT is allowing the Transportation Alternatives balance of about $180,000 to be carried forward to FY2018.

The city of Gardner has requested committee consideration to move their $1,415,000 I-35 and Gardner Road Interchange project from FY 2020 to FY 2019 due to increased traffic. The letter indicates that the city took action to assure that city matching funds would be available. Attendees were reminded that in May the committee approved moving Roeland Park’s $4.6M of FY2019 funds to FY2020.

MOTION: Jose Leon moved and Doug Wesselschmidt seconded to approve Gardner’s request to move their I-35 and Gardner Road Interchange project forward from FY 2020 to FY 2019. Motion carried unanimously.

6. MARC Programming & Project Evaluation Process
Continued discussion of issues identified during debrief of the recent programming round:

Marc shared upcoming events: Planning a policy-level technical symposium in the fall to align goals better with the transportation plan; perhaps a half-day event at the Kauffman Center. The symposium is being modeled after an event in Chicago that was successful. Then in February we will have a pre-application workshop following the release of the Call for Projects in early January.

Marc requested feedback on the following criteria that typically score low:

- Congestion management and system efficiency. During the last two rounds, projects in the capacity category are not gaining points here but they do in the congestion management toolbox strategy so we are looking at combining them. Federal review partners are interested in seeing documentation of using the toolbox and congestion management system. Marc went to the congestion management network on the website and upon review, Miami County participants were asked to provide any updates in their county with MARC staff. Travel time reliability will be strengthened in the next long range plan.
- Level of Service: discussed the number of points, up to 6 possible however projects aren’t getting points
- Projects with a bridge portion: looking at providing up to 10 points if a project is working to improve a bridge that has a sufficiency rating of 70 or less or if the project is maintaining or extending the life of the bridge.
- Livable Communities Pilot Projects/Others: a category originally set up for projects that didn’t fit elsewhere, didn’t have enough data to create scoring criteria and allowed those to provide a more narrative application. KS STP has seen only one project application submitted in this category which could have been scored in a capacity/operations application. The MO STP has submitted several operational improvements project applications in this category that add sidewalks and/or bike lanes
and they have scored just a little better than capacity/operations projects. The MO STP Committee wants those projects removed from the livable communities category and scored with the roadway projects so, at their recommendation, staff will be changing the capacity and operations category into a roadway improvements category, to include modernizing the roadway with sidewalks/bike lanes, upgrading signals, etc., to make it a complete street.

- Regional economic vitality considerations. We look at activity and employment centers and application changes were improved during the last round. Now we are looking at modifying the criteria for projects on the freight network. We do not consider local delivery truck traffic in this. To receive points, your project must meet at least one of the following:
  - Be within one mile of a freight zone,
  - Top 25 manufacturers by number of employees,
  - Presence of rail, truck, or air, truck, intermodal facilities,
  - Presence of a foreign trade zone,
  - An area with two or more transportation modes: air, barge, road or truck
  - Within a mile of a significant freight corridor

Comments:
- In discussing current and future system performance, Mr. Wesselschmidt suggested that in the future system performance section, to use proposed projects in place and would like to see Level of Service C or D there. Perhaps provide 3 points if spend $6M on a level D project.
- Shawn Strate recommended that the committee consider the scoring more heavily when programming considering that it is a reflection of the regional long range transportation plan. He recalled that some of the higher scored projects were not selected in the last round. J.R. McMahon agreed that we need to discuss how we moved projects around during prioritization and need to discuss the 80/20 funding or should there be a cap per project.
- Regarding the proposed roadway improvements category, Michael McDonald asked that if a project is widening a lane for bikes, etc., and calling it a roadway project; is it reasonable to put in a percentage of the improvements to reach a threshold or note in the application the percentage of the project that is roadway improvements related? Response: there are places within the criteria for roadway projects that address the project making a complete street. We could look at a threshold; however it likely would quickly become a roadway project more than anything else.
- Michael McDonald asked if there was a map that identifies the foreign trade zones. He suggested to include a point if a project is on the foreign trade zones map. Response: We will provide freight data, facilities and information and can certainly add a link to a map along with the Call for Projects release.

We are moving towards collecting more data driven aspects that will help with performance measurements and much of the work will go into the next long range transportation plan. The work will strengthen the tie between what the region has said is important and how we are evaluating the projects.

The chair asked if any changes would need to be approved by the TTPC. Marc responded that staff would package any changes together and provide TTPC with a review. All comments shared today will be considered. Next meeting we will finalize ground rules on scoring.

7. Other Business
Two handouts were provided:
- A list of the current July 1, 2016 population estimates for all cities on the Kansas side of the Kansas City region. The estimates are from the Census Bureau’s Population Estimates Program, provided annually along with their adjusted estimates back to the previous decennial census. Since no additional cities reached the population threshold of 5,000, the level a municipality can have a vote on the committee, there was no change to the committee membership.
Updated committee’s Roles and Responsibilities document with the new population estimates replacing the 2015 data. The document will be posted on the committee webpage along with the newly elected chair and vice-chair names.

8. Adjournment
With no further business, the meeting adjourned at 10:20 a.m.

Next Meeting: November 9, 2017