OPEN MEETING NOTICE

MISSOURI STP PRIORITIES COMMITTEE
March 14, 2017
1:30 PM
Board Room, MARC Offices
600 Broadway, Suite 200, Kansas City, Missouri 64105

AGENDA

1. Welcome and Introductions

2. Approve the February 14, 2017 Meeting Summary*

3. 2018-2022 MoDOT Statewide Transportation Improvement Program Development

4. MoDOT Updates

5. MARC Programming & Project Evaluation Process
   Ongoing discussion of issues identified with the project programming and evaluation process.
   • Project Categories
   • Sustainable Metrics

6. Committee Chair and Vice-Chair Elections*
   The following committee members have indicated an interest in serving as committee chair:
   • Alysen Abel – Parkville
   • Patty Hilderbrand – Kansas City, MO

7. STP Reasonable Progress

8. Adjournment

* Action Items

Next Regularly Scheduled Meeting: April 11, 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.

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Missouri STP Priorities Committee  
March 14, 2017  
Meeting Summary

Voting Members Present:  
Belton  
Blue Springs (1 of 2)  
Blue Springs (2 of 2)  
Excelsior Springs  
Gladstone  
Grain Valley  
Grandview  
Greenwood  
Harrisonville  
Independence (1 of 2)  
Independence (2 of 2)  
Kansas City (1 of 4)  
Kansas City (2 of 4)  
Kansas City (3 of 4)  
Kansas City (4 of 4)  
Kirby  
Lee’s Summit (1 of 2)  
Lee’s Summit (2 of 2)  
Liberty  
North Kansas City  
Oak Grove  

Voting Members (continued):  
Parkville  
Peculiar  
Platte City  
Pleasant Hill  
Raymore  
Raytown  
Richmond  
Smithville  
Cass County  
Clay County  
Jackson County  
Platte County  
Ray County  
FHWA (Ex Officio)  
KCATA  
MoDOT  
Bike/Ped Com Rep.  
Highway Com Rep.  
RTCC Rep.  
Cass County  
Clay County  
Jackson County  
Platte County  

MARC Staff:  
Marc Hansen  
Terry Anderson  
Martin Rivarola  
Beth Dawson  
Ron Achelpohl  
Darryl Fields

Other Attendees:  
MoDOT:  Gerri Doyle, Sean Partain, Marisela Ward  
City of Gladstone:  Anthony Sands (alt.)  
City of Independence:  Kati Horner  
City of Kansas City:  Wes Minder (alt.), Mickey Cruse  
City of Lee’s Summit:  Michael Park (alt.)  
City of Riverside:  Travis Hoover  
Clay County:  Darrin Sanders  
Platte County:  Dagmar Wood (alt.)  
Jackson County:  Josh Boehm  
BHC Rhodes:  David Nolte  
GBA:  Clarence Munsch

1. Welcome and Introductions
Vice-Chair Patty Hilderbrand, serving as Interim Chair, welcomed the attendees and introductions were made.

2. Approval of Meeting Summary
MOTION: Andy Noll moved and Mike Krass seconded to approve the February 14, 2017 meeting summary as presented. Motion carried.

3. 2018-2022 MoDOT Statewide Transportation Improvement Program Development
Gerri Doyle provided a PowerPoint presentation on the STIP development. The draft plan has been completed and following the public review period it will go to the Commission for approval in July. Highlights noted:
- Now have a 10-year asset management program; looking beyond the five-year STIP
- Continuing emphasis on Taking Care of the System (TCOS)
- Rural districts are struggling so MoDOT is redistributing statewide level funds to try to help them
- Goal: keep pavement at 88% Good rating
- Goal: work on 27 bridges annually since there is an average of 27 bridges that become rated as critical each year.
- Non-motorized transportation projects: ADA Transition Plan is $1M to $2M/year. This STIP begins an ongoing effort to work on whole communities at a time – starting with Belton with $800,000 towards ADA work. The STIP includes several sidewalk projects that will be worked on along with re-pavement projects; there are no plans for adding new sidewalks.
- Major projects (over $10M):
  - Broadway Bridge is planned to start in FY 2019
  - I-435 Raytown Road to Bannister in FY 2017
MoDOT and MARC have been meeting with a regional focus, working together.

Comments:
- In asking further regarding sidewalks, Ms. Doyle responded that MoDOT would like to use some District money, not ADA funds, on filling in gaps between trails and where there are a lot of people walking. Sherry McIntyre shared hearing that local municipalities need to take something over for MoDOT to spend money on something that doesn’t exist. Ms. Doyle responded that MoDOT maybe would need to partner with agencies more regarding sidewalk-only projects since this is a new area for them. Patty Hilderbrand requested that MoDOT include sidewalks on their system and under their overpasses so the system doesn’t cause a barrier. Ms. Doyle indicated that MoDOT’s goal is to increase mobility, removing those types of barriers.
- Any new revenue projections? Currently MoDOT is creating their own revenue projections based on motor fuel taxes, lower costs and also spending down part of their cash balance during the next five years.
- Ms. Hilderbrand reviewed that in the past, the committee provided input on local priorities when MoDOT had available funds and she would like to see that ability again in the future.

4. MoDOT Updates
Mike Landvik reported:
- The Kansas City District 4 Engineer position is still open and hope it will be filled in a couple of months.
- Reasonable progress reminder: starting to get pretty close to the July 1 deadline for reasonable progress on FY 2017 projects. If you need to push your 2017 project to 2018, submit a one-time request letter to MARC staff
- Cost Share Program - $18M; the guidelines should be available soon.

5. MARC Programming & Project Evaluation Process
Last month Marc Hansen provided an estimated monthly topical timeline from January 2017 through January 2018 for the committee to discuss and make any process adjustments based on topics mentioned during the debrief of the last programming round. The goal is to finalize any process changes by the fall to give staff time to modify the online application prior to the 2021-2022 Call for Projects. The Total Transportation Policy Committee (TTPC) and the MARC Board will be kept apprised of any changes throughout the process. Last month we discussed application funding caps and minimums and a definition of regional significance. There was a good discussion that did not result in any policy changes; but brought out a few things for the committee to keep aware of during programming and also when projects are awarded less than the sponsor requested, perhaps have some additional investigation and understanding about what scope changes would be necessary to implement those projects at lower funding awards. The Kansas committee did not find any process changes either.

The committee discussed Project Categories and delayed the discussion on Sustainable Metrics due to work currently being done by MARC’s environment staff on a green infrastructure plan for the region which we hope will provide guidance for the committee. The work is being done by an advisory committee. Dennis Randolph is on the committee.

Project Categories discussion. During debrief, several had shared that there were too many categories and were concerns that some road projects slipped over to the livable communities category. Marc reviewed that a portion of all applications are scored in the “all projects” attributes then scored by project type. Bridge, Bike/pedestrian, capital transit, roadway capacity, operations, safety, and others that do not fit in the above, i.e. livable communities. All are eligible for STP funds.
- Trail projects score differently depending on type. It is time consuming to figure out which scores best.
- Should staff or the applicant decide the category? Perhaps a subcommittee could create a list of questions that would help determine the correct category.
- The Highway Committee did not have a chance to review all the road projects.
• All projects should meet MARC’s policy goal of complete streets. Livable Streets does not need to be a stand-alone category.
• Need a consistent method of figuring project costs.
• The type of project perhaps could be determined by where the largest expense is on the project.
• Safety factors should be in all, if not most projects, not a stand-alone category.
• Some scoring aspects vary to bolster a project type that tends to score low, i.e., bridge projects.
• Reduce the amount of text boxes to one and have true/false boxes to check as a method of filtering down to a category.

Staff agrees all should be complete streets by now so types could be road projects; bike/pedestrian; transit; and keep the “other” category when a project does not fit in any other category and those need a narrative application. Agree that safety could fit within project types.

Suggested that a subcommittee do a mock scoring review and look at bridge scoring.

6. Committee Chair and Vice-Chair Elections
Members were notified last month there would be elections during the March meeting for the positions of Chair and Vice-Chair. The positions are two-year terms. Following the February meeting, Alysen Abel and Patty Hilderbrand contacted MARC staff expressing interest in serving and Andy Noll was nominated by Deana Mezger.

With no further nominees from the floor, the nominees left the room while votes were taken by ballot indicating first, second and third place with the top two to become chair and vice-chair. Seventeen voting members participated in the ballot. The results were: 1st place-Patty Hilderbrand, 2nd place-Andy Noll, 3rd place-Alysen Abel.

Marc Hansen announced that by their votes, the committee elected Patty Hilderbrand with the city of Kansas City as Chair and Andy Noll with the city of Liberty as Vice-Chair.

Marc Hansen thanked the nominees for their willingness to serve.

7. STP Reasonable Progress Review
Marc Hansen provided an updated status of the FFY 2017 STP Program. MARC staff received one-time schedule change requests from sponsors for the following three projects to move to FY 2018 and the action has been taken:

<table>
<thead>
<tr>
<th>TIP #</th>
<th>Sponsor</th>
<th>Project</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>410065</td>
<td>Kansas City</td>
<td>Old Tiffany Springs Rd Bridge over I-29</td>
<td>$4,000,000</td>
</tr>
<tr>
<td>410066</td>
<td>Kansas City</td>
<td>Route 45/I-29 Interchange Phase 2</td>
<td>$2,750,000</td>
</tr>
<tr>
<td>415211</td>
<td>Platte County</td>
<td>NW 72nd Street Complete Street Upgrade &amp; Reconstruction</td>
<td>$2,500,000</td>
</tr>
</tbody>
</table>

The amount of funds shifting from 2017 to 2018 is $9,250,000 making the FY 2018 over programmed instead of 2017. Remaining unobligated FY 2017 funds: STP: $22,612,500 and CMAQ Traffic Flow: $984,000.

FY 2017 sponsors shared progress updates with most on schedule. The following project is highlighted: Kansas City’s $5.1M Noland Road and M-350 Intersection project may need an extension due to extenuating circumstances. The project has already used its one-time schedule change so if an extension is needed, the MARC Board would need to make the decision. Michael Landvik added that the delay is on MoDOT with negotiations with Jackson County regarding the bridge over MoDOT’s system. The county now has a better idea on the bridge design and Michael shared that he is working on pushing the project along. Their District 4 leadership change added to the delay; will get back on track with negotiations with a new leader in the next couple months. KCMO shared they will need to adjust their design, change the CE, etc. and the project would probably need more than a one-year extension.

8. Other Business
There was no other business.

9. Adjournment:
With no further business, the meeting adjourned at 2:40 p.m.

Next Meeting: April 11, 2017