OPEN MEETING NOTICE

MISSOURI STP PRIORITIES COMMITTEE
September 12, 2017
1:30 PM
Board Room, MARC Offices
600 Broadway, Suite 200, Kansas City, Missouri 64105

AGENDA

1. Welcome and Introductions

2. Approve the July 11, 2017 Meeting Summary*

3. MoDOT Updates

4. MARC Programming & Project Evaluation Process
   Ongoing discussion of issues identified with the project programming and evaluation process.

5. STP Reasonable Progress

6. Other Business

7. Adjournment

* Action Items

Next Regularly Scheduled Meeting: October 10, 2017

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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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1. Welcome and Introductions
Committee Vice Chair Andy Noll welcomed the attendees and introductions were made.

2. Approval of Meeting Summary
MOTION: Alysen Abel moved and Sherri McIntyre seconded to approve the July 11, 2017 meeting summary as presented. Motion carried.

3. MoDOT Updates
Mike Landvik shared the following items:
- MoDOT Cost Share Program. The statewide selection meeting was held August 25th. As discussed with the STP committee in July, District 4 submitted two projects: 1) Kansas City – US-169 Buck O’Neil Bridge Rehabilitation and NEPA Preparation (as a short term rehab project), and 2) Grandview – I-49 Outer Roadway Conversion. The final selection is pending additional information from all sponsors. Information is online regarding the next cost share program round with an application deadline of October 6th. Contact Mike with any questions.
- MoDOT’s Statewide Long Range Transportation Plan will be updated soon extending it to 2045. The last update was in 2014. Mike provided a fact sheet explaining what the update would include and spells out the current four goal areas that were developed with stakeholder and public input: 1) Preservation, 2) Safety, 3) Economic Development, and 4) Connections and Choices. Attendees were encouraged to complete a survey at MoDOTLRTP.metroquest.com by October 10 and asked attendees to encourage underserved customers to also complete the survey. The update is expected to be completed late Spring of 2018.
• Program balance. This has been a good year with about $1 million of projects obligated and have almost reached a zero balance for the third year in a row. District 4 has been working with KCATA and MARC, looking for projects that could be accelerated to help balance the statewide program.

Andy Noll asked how often the Plan is updated. Mike responded that it varies between every 3 to 5 years.

4. MARC Programming & Project Evaluation Process
Marc Hansen continued the monthly discussions of programming and evaluation process issues identified during debrief of the last programming round.

Summary of committee decisions discussed to-date:
February Consensus to not create funding caps and minimums. Interest in a definition of regional significance but determined to discuss during programming.
March Reduced the number of project categories to four: Roads, bike/pedestrian, transit, and other. Delayed the discussion on sustainable metrics.
April Consensus to have the maximum amount of flexibility as possible and program projects based on their merit. Not setting up funding buckets or percentages by project category.
May Role of the MARC Modal Planning Committees: provide them with all projects but highlight the projects that include an aspect of their modal committee, suggest that they provide opinion on those on the bubble. Have them meet during their regular meeting schedule.
September The Livable Communities and Other project category will be renamed to “Other” to be used exclusively for projects that do not have data available, i.e., truck parking, charging stations, congestion pricing, Planning Sustainable Places studies. High points of the discussion follows.

Marc Hansen reviewed some changes being considered:
1) In the past two rounds, some roadway applications have been submitted under the Livable Communities Project category which should be reserved for “Other” projects that do not have data available. Sponsors still can be flexible on determining what category to place their project; however, staff want to remove the ability for road/capacity/operations projects to apply through the Livable Communities category. You can determine the correct category based on the highest budget portion of the project, i.e., 90%. This will allow projects to be evaluated with like projects.
2) In the last programming round we added points to roadway capacity and operations projects if near a deficient bridge and only one project gained points from that so we are considering changing it.
3) Pavement condition; we are considering including in the application questions if the condition is good, fair, or poor, to align with regional and national performance measures coming in the future. Mike Landvik shared that it is good for MARC to consider this and that East-West Gateway COG does include pavement condition in their criteria.
4) System performance; points provided if project was on the congested management system; however, since points were only for those on the highest congested portion which is typically on the highway, projects were not eligible, so we are looking at combining the system efficiency with the use of the congestion management tool box so you have access to earn up to six points. This would apply to roadway operations and roadway capacity projects.

Comments from attendees:
• Provide guidance on determining the correct category to place projects when applying for funding.
• Suggest having a category for important small city projects that can’t compete with four-lane street projects. Marc reviewed that capacity is not the top goal and objective of MARC’s transportation plan. You may score better maintaining a project, adding improvements, doing those things recommended in the long-range plan.
• Recommend having a subcommittee review the roadway category scoring since complete streets projects are shifting into it.
• The Chair asked Marc to provide a link to the scoring sheet with modifications included so the committee can see what it might look like and perhaps identify unintended consequences during discussions.
6. **STP Reasonable Progress**

Marc Hansen provided an updated status of the FFY 2017 STP Program. The list reflected a total of $19,844,200 obligated.

The City of Raytown submitted a request to shift their 350 Hwy & Raytown Rd Intersection Improvements project ($637,500) to 2018 due to several reasons including some staff turnover. They shared during the last meeting that they would need to request an extension. Even though the project had previously used its one-time schedule change, MARC does not have an issue with this request due to where we are in balancing the 2017 Program. Several projects during this year shifted to FY 2018 so that program is probably considerably over programmed.

Marc Hansen said that MoDOT had the opportunity to spend down accrued funds from around the State. The following projects were moved forward to FY 2017 and funded:

- Grandview’s extension of Route 28; CMAQ funds
- Prospect MAX that had been programmed for 2019 for $4.5M STP; through an FTA transfer

Total obligated in 2017: almost $20M; includes the first portion of the Rock Island project ($4M). The other portion is in 2018 in the amount of $6M.

Mike Landvik said that two other projects were recently obligated:
- Independence’s 39th & Noland Right Turn Lanes ($550,000)
- Kansas City’s Englewood Rd Complete Street Upgrade ($7M)

Additional changes:
- Kansas City’s Noland Road and M-350 Intersection – extending to 2020. ($5.1M)
- Pleasant Hill’s Country Club Collector Project – intend to ask for an extension ($1.4M)

Mike Landvik shared that with the acceleration of the obligated funds, the program is approximately at negative $3M. Next month for the FFY 2018 we will receive another allocation of about $18M; minus the -$3M we will have around $15M for projects programmed in 2018; however there are almost $30M programmed. All MPOs will need to reach a zero balance or close to it in 2019.

7. **Other Business**

All were invited to attend a Technical Assistance Symposium October 25, half-day starting at 8:30 a.m. to help sponsors craft stronger applications for funding and connect policy makers with the regional policies.

Ron Achelpohl shared information on the Regional TIGER Grant Program. One more round was approved by Congress. Applications due October 16. Applications are to request a minimum of $5M up to a maximum of $25M per project. Total funds available nationally is $500 million. They will be looking for a significant dollar match. MARC staff will draft an application for the Buck O’Neil Bridge and will hold a conference call to discuss.

8. **Adjournment:**

With no further business, the meeting adjourned at 2:20 p.m.

**Next Meeting:** October 10, 2017