OPEN MEETING NOTICE

MISSOURI STP PRIORITIES COMMITTEE
November 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 October 10, 2017 Meeting Summary*

3. Special Meeting to Consider STP Funding Request Update
   Staff will brief the committee on the November 13, 2017 Special Meeting

4. State System Prioritization Process
   A. Continuing discussion of a process for determining state system priorities on an ongoing basis
   B. Discussion of a MoDOT scenario planning exercise to determine illustrative priorities in advance of the 2018 legislative session

5. STP Reasonable Progress

6. MARC Conflict of Interest and Whistleblower Policies

7. Other Business

8. Adjournment

* Action Items

Next Regularly Scheduled Meeting: December 12, 2017

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1. Welcome and Introductions
Committee Chair Patty Hilderbrand welcomed the attendees and introductions were made.

2. Approval of Meeting Summary
MOTION: Commissioner Jimmy Odom moved and Andy Noll seconded to approve the October 10, 2017 meeting summary as presented. Motion carried.

3. Briefing of November 13 Special Meeting
Background: Last month staff shared having received a letter from the city of Kansas City requesting that MARC consider making a special allocation of $40M STP funds to help fund replacing the Buck O’Neil (Broadway) Bridge that is in need of significant repairs. The TTPC recommended holding a special meeting of interested STP members with the TTPC interested members to work together and determine a funding strategy for a decision at the TTPC’s December meeting and prior to the next call for projects. The cost for a full bridge replacement would be over $200M so additional funding sources need to be identified. MoDOT’s STIP includes $50M+, and we have requested the maximum TIGER funding allowed of $25M. MoDOT proposes a rehabilitation of the bridge that would require a two year closure and would extend its life 30 years; however, this is not the preferred option. The decision of KCMO’s $7M cost share option with MoDOT had not been decided but MoDOT staff shared that it was moving forward. It would provide funding for some needed repairs with minimal/partial closure and allow time to identify additional funding for a new bridge.
Ms. Hilderbrand voiced appreciation for those who were able to attend. Ron Achelpohl provided an update for those who weren’t in attendance at the November 13, 2017, a special meeting was held with interested members of the Total Transportation Policy Committee (TTPC) and the Missouri STP Committee to discuss Kansas City’s special funding request for a new Buck O’Neil Bridge. Their request included a special allocation of STP funds in the amount of $40 million. Three options were considered during the meeting:

- Allocate all available FFY 2021-2022 STP funds, estimated at $35 million, to the project and no more,
- Allocate $40 million to the project over four years (two funding cycles), or
- Consider the request with other applications in the upcoming FFY 2021-2022 call for projects.

Discussion included that the request was very unusual and there were concerns that it might set a precedent of allowing programming funds outside of the normal process.

The resulting recommendation was supported by the majority of members present, with a minority who opposed it in favor of considering the project for competition with other projects during the upcoming call for projects. The recommendation that was presented to the TTPC’s November 21 meeting was to allocate $40M for the project over the next two STP programming rounds provided that the city of Kansas City not apply for any funding during those call for projects; KCMA had agreed. We estimate that there would be approximately $15M available for other jurisdictions to compete for funding during those two programming rounds. A few jurisdictions whose priority was the bridge, volunteered that they would not apply for funding; however, the only jurisdiction we interpret as binding from applying is Kansas City, Mo. The recommendation will be taken to the TTPC this month for approval.

MARC staff will review the progress of the project in 2019 ahead of the next call for projects. If funds are found above the needed $100M, surplus funds (from the $40M) would be returned to this committee. Both Ron and Patty thanked everyone for their input and asked for questions.

Q: Knowing that 2018 was over programmed, Dena Mezger asked for more details on the current financial status.
A: Marc Hansen responded that for the FFY 2021/22 program, we calculate, based on MoDOT’s June 2017 figures, that $35,258,932 will be available which includes ten percent over programming and subtraction of the negative $4M of previous years. We will continue to over program about 10 percent; however, by FY 2022 we want to reduce to 5 percent over programming. We will be working with an annual obligation limitation of new money coming in at $18.3M plus with 10 percent over programming, we will have approximately $20.1M available each year. The dollar amounts have been seen by MoDOT and their central office. Mike Landvik added that by 2019, central office wants MPO’s to reach a zero balance and any unobligated projects would wait for the next fiscal year.

STP funding is the most predictable of any funding source and the amount provided has been increasing. There is no history of a drop in the funding level.

Q: If the funds for a replacement bridge are not identified and the $40M returns to the committee, would KCMO be given the funds for an STP project?
A: The funds would go through the regular competitive process.

Attendee suggestions:
- Andy Noll: Agree to continue over programming since it provides an incentive to complete projects early; however, we need a formal process how to address over programmed balances and track progress through the years.
- Patty Hilderbrand and Sherri McIntyre voiced to consider 8 or 5 percent over programming for this next round or two to help bring the balance down.
- Perhaps a 2018 sponsor could delay their project to FFY 2019 to help the fund balance.

4. State System Prioritization Process
   A. Continuing discussion of a process for determining state system corridor priorities on an ongoing basis. At the last meeting, MARC staff explained that MoDOT is requesting committee input on prioritizing funding on State System roads (total of 1,700 miles). The past few years their limited funds were concentrated on their asset management plan and taking care of the system but now funds may be opening up. MoDOT would like the committee to develop a meaningful process how they can expend pockets of funds as they become available.

Gerri Doyle presented a PowerPoint explaining the corridors being considered. MoDOT plans to bring projects earlier in the process to the committee to help prioritize the projects. In looking at their STIP, they have set an asset management goal for 2019 to improve 27 bridges and 500 lane miles on their various types of roadways. Then if additional funds remain, they want to be ready with a list of prioritized corridors. The following criteria, used by Springfield’s method as a starting place, are proposed to create a scoring process:
• Look at the National Highway System (NHS) and freight system corridors
• Safety data – crash data of fatalities and disabling injuries; Ms. McIntyre recommended to score by number of accidents not the number of fatalities since there could be more than one person per vehicle.
• Congestion Management: commercial traffic and LOS (might combine with Travel Time criteria)
• Environmental Justice – open to suggestions if an EJ area should gain fewer points if you are impacting multiple EJ areas. Discussed consider not scoring EJ but just mention as needed.
• Multi-modal – points awarded based on opportunity for multi-modal interaction.
• Economic Development – will work with the Goods Movement Committee to identify the freight center locations that are in the Plan.
• Travel Time data to see segments of congestion

Ms. Hilderbrand suggested points for ADA compliant ramps coming off the highway into a local system.

Ms. Doyle shared that next fall, prior to the next STIP cycle, they will bring a scored and ranked list of roadway segments where the NHS and freight system overlap. The committee will be asked to help rank the priorities. Attendees were invited to send her any recommended corridors on a MoDOT route for MoDOT review.

B. MoDOT scenario planning exercise to determine illustrative priorities, should additional funding become available, in advance of the 2018 legislative session. Mike Landvik explained the exercise. Main points were:
• MoDOT has been asked to develop a prioritized list of large regional projects and or programs 100% on the state system that could be done over the next ten years for planning purposes only.
• In the MARC area create a list of state road and bridge projects that could be done for approximately $408.6 million and a list of multimodal projects that could be done for approximately $90.8 million.
• Provided a draft list of projects from MARC’s long-range plan and the amendment 7 project list. Additional projects could be added by the committee, especially would like input on needed off-system bicycle/pedestrian projects with approximate costs. Attendees could send recommendations to him by Nov. 21st.
• Hope to provide a revised list in two weeks. Projects will not be scored but data on projects will be provided. Partners will help prioritize; a Survey Monkey will be distributed for voting.
• Deadline for the full process is December 15 so the committee will review the final list during the Dec. 12th meeting. Not necessarily needing a formal MARC approval.
• If money becomes available, the list will be reviewed again with the committee.

5. STP Reasonable Progress
Marc Hansen provided a list of the FY 2018 STP programmed projects totaling $31,267,500 and noted it is early in the year and MoDOT confirmed that none have obligated yet. Since the program is over programmed, sponsors having any issues with their project might consider requesting a shift to FY 2019. It was requested that an annotation be added to show which projects have previously used their one-time schedule change.

Mr. Landvik reviewed FFY 2017. Central office asked District office to obligate some projects to help with State funds so they did an FTA transfer to the ATA for the following: $500,000 for Independence’s 39th and Noland Road project; $7M for Kansas City’s Englewood Blvd project, and $4M for Jackson County’s Rock Island project. The year ended with a balance of negative $2M. FFY 2018 has an available balance of $16M.

6. MARC Conflict of Interest and Whistleblower Policies
Marc Hansen shared that this is an annual reminder of MARC’s Conflict of Interest and Whistleblower policies included in the meeting packet and also available on the MARC website. The MARC Board of Directors has not made any recent changes to the documents. Committee members were asked to review and adhere to the policies and contact staff with any questions.

7. Other Business
No other business was presented.

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

Next Meeting: December 24, 2017