OPEN MEETING NOTICE

MISSOURI STP PRIORITIES COMMITTEE
August 14, 2018
1:30 PM
Board Room, MARC Offices
600 Broadway, Suite 200, Kansas City, Missouri 64105

AGENDA

1. Welcome and Introductions

2. Approve the July 10, 2018 Meeting Summary*

3. MoDOT Updates

4. 2021-2022 Suballocated Programming*
   - Review of programming recommendations
   - Assignment of projects to specific fiscal years (please reference the attached documents)
   - Debrief of recent programming process.

5. STP Reasonable Progress

6. Other Business

7. Adjournment

* Action Items

Next Scheduled Meeting: September 11, 2018

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**  
Committee Chair Patty Hilderbrand welcomed the attendees and self-introductions were made around the room.

2. **Approval of Meeting Summary**  
MOTION: Jimmy Odom moved and Michael Park seconded to approve the July 10, 2018 summary as presented. Motion passed.

3. **MoDOT Updates**  
Griffin Smith presented information on MoDOT’s asset management plan. They began a plan three years ago and is continually getting better and more precise. Their focus is on roads and bridges. The current plan has a 10-year window of 2020-2029 and is a numerical system to show how to maintain their assets and it reveals if enough funds are available to meet goals. Benchmarks: reach 90% good on interstates and major routes and 80% good on minor routes and maintain the square footage of their four bridges at the 2016 level. Definition of a major bridge: greater than 1,000 feet. There are 49 of them in the Kansas City district and 207 statewide. The cumulative amount of funds over the 10-year plan should be greater than zero to indicate you are meeting your goals, otherwise you would need to adjust your goals. The plan helps MoDOT program the STIP.

Question to Mr. Smith: How often does MoDOT evaluate road sections? Every year starting in the fall and every other year for bridges.

Ron Achelpohl stated an understanding that MoDOT had adopted the fairly new required performance measures around systems condition for roads and bridges and MARC is currently working on those regions. Has that impacted
your asset management work this round or do you anticipate any target/goal changes? Griffin shared he was not anticipating any changes needed to their asset management plan.

Ms. Hilderbrand asked attendees how often they inspect their roads. Responses varied with most inspections occurring every 3 years. She then asked Ron Achelpohl to expand on MARC’s work. Ron stated that the Highway Committee and Goods Movement Committee are developing performance targets. A set of targets were introduced in MAP-21 and the FAST Act carried them forward. We are now in a window where we are needing to develop these different measures. The KCATA developed measures for transit asset management and a plan that we have adopted and we have also adopted a target around traffic fatalities. The next set of measures are bridge and pavement condition around the national highway system and travel time reliability for the national highway system for passenger vehicles and for the interstate system for freight. We are using data that federal agencies purchase for their work. We will add this topic on a future meeting agenda.

4. 2021-2022 Suballocated Programming

The committee finalized their recommendations during the July meeting. The remaining action needed was to assemble the program into fiscal years. A draft list was provided with the distributed meeting packet. The following reflects the years determined.

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project</th>
<th>Recommended CMAQ Traffic Flow Funding</th>
<th>CMAQ Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kansas City</td>
<td>North Oak Traffic Signal Fiber Interconnect (79th to Shoal Creek)</td>
<td>888,000</td>
<td>2021</td>
</tr>
<tr>
<td>MARC</td>
<td>OGL Traffic Signal advancements – MO side</td>
<td>577,000</td>
<td>2022</td>
</tr>
<tr>
<td>Liberty</td>
<td>Withers and Holt Traffic Signal</td>
<td>275,000</td>
<td>2022</td>
</tr>
</tbody>
</table>

Total $1,740,000

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project</th>
<th>Recommended STP Funding</th>
<th>STP Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Independence</td>
<td>Truman Connect</td>
<td>$4,200,000</td>
<td>2022</td>
</tr>
<tr>
<td>MARC</td>
<td>Planning Sustainable Places</td>
<td>$ 325,000</td>
<td>2021</td>
</tr>
<tr>
<td>Grandview</td>
<td>J-49 Outer Roadway Conversion Phase 2 &amp; 3</td>
<td>$1,975,000</td>
<td>2021</td>
</tr>
<tr>
<td>Lee’s Summit</td>
<td>Colbern Road; Douglas St to MO 350 Hwy [could move fwd]</td>
<td>$3,975,000</td>
<td>2022</td>
</tr>
<tr>
<td>KCATA</td>
<td>Regional Clean Transit Vehicle Program</td>
<td>$1,175,000</td>
<td>2021</td>
</tr>
<tr>
<td>Jackson County</td>
<td>Greenwood Connector: Jefferson to Curtis Drive</td>
<td>$ 475,000</td>
<td>2021</td>
</tr>
<tr>
<td>Platte City</td>
<td>Interchange &amp; Corridor Improvements at Route 92; Platte City/MoDOT Job # J413200</td>
<td>$1,725,000</td>
<td>2021</td>
</tr>
<tr>
<td>Peculiar</td>
<td>Route C Intersection Improvements (Short-term)</td>
<td>$ 300,000</td>
<td>2022</td>
</tr>
<tr>
<td>Belton</td>
<td>Route 58 and Powell Road – Multimodal Traffic Relief</td>
<td>$1,850,000</td>
<td>2022</td>
</tr>
</tbody>
</table>

Total $16,000,000

Feedback/Comments on this programming round:
- Technical issues? No issues were mentioned regarding the online application. Only mention was a reminder of Grandview’s recommendation during the programming to keep the same scoring process for the next round to enable comparing rounds.
- Will continue providing a pre-application workshop. Let staff know if you recommend any changes to the content. The event helps sponsors strengthen their applications. Patty shared that she receives questions closer to the application due date from sponsors who don’t apply every year. She suggested holding an open workshop for a peer review to help strengthen your application approximately two weeks prior to the deadline and a few committee members volunteered their interest in providing assistance.
• Process issues during programming discussions? The round was some different since Kansas City did not have projects and won’t for the next round either. Projects north of the river were lighter than normal.
• Marc shared that the Kansas STP Committee requested that the next workshop be a webinar for those who are unable to attend in person. Attendees concurred with the request and added that it worked well with a PSP session.

Send any additional comments to Marc Hansen.
There was consensus regarding the fiscal years each project was placed during the meeting.

Marc shared that he would be distributing a draft Transportation Improvement Program (TIP) amendment that will be ready for September, and asked that each sponsor review, mark up and return. The Federal Highway now wants to see the complete financial detail shown in the TIP including local cost estimates of engineering, Right of Way, etc. The Kansas Federal Highway Division office is being stricter about this than the Missouri office. This would also help streamline the process for future amendments and allow more to be a simple administrative change. Michael Landvik added that MoDOT tracks all the program costs versus actual costs when there is a strict 80/20 at the beginning based off the federal board and could look very different at the end.

5. STP Reasonable Progress
One project obligated since the last meeting: Pleasant Hill’s Country Club project. Marc explained that the obligation amount increased due to Jackson County’s cost savings on Phase 1 and the remaining funds shifted to Phase 2. Michael Landvik reviewed the remaining 2018 projects. All expect to be obligated except for Kansas City’s Route 45/I-29 Interchange Phase 2 might slip and Liberty’s M-152/I-35 Interchange project may have a January letting with an October obligation. The overall FFY2018 program has a good ending balance of approximately $4M.

6. Other Business
Marc Hansen stated that the additional item provided in the emailed meeting packet was the committee’s revised Roles and Responsibilities document. The document was updated to reflect the current population numbers for cities in the MARC region. The data source is the Census Bureau’s July 1, 2017 Population Estimates Program. There were no changes to the committee’s voting membership.

7. Adjournment:
With no further business, the meeting adjourned at 2:10 p.m.

Next Meeting: September 11, 2018