OPEN MEETING NOTICE

MISSOURI STP PRIORITIES COMMITTEE

May 9, 2017
1:30 PM
Board Room, MARC Offices
600 Broadway, Suite 200, Kansas City, Missouri 64105

AGENDA

1. Welcome and Introductions
2. Approve the April 11, 2017 Meeting Summary*
3. MoDOT Updates
4. 2018-2022 MoDOT Statewide Transportation Improvement Program*
5. MARC Programming & Project Evaluation Process
   Ongoing discussion of issues identified with the project programming and evaluation process.
6. STP Reasonable Progress
7. Other Business
8. Adjournment

* Action Items

Next Regularly Scheduled Meeting: June 13, 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
May 9, 2017
Meeting Summary

Voting Members Present:

<table>
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<tr>
<th>City</th>
<th>Member</th>
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<tr>
<td>Belton</td>
<td>Misha Miller-Gilmore (alt.)</td>
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<tr>
<td>Blue Springs (1 of 2)</td>
<td>Jeff Sell</td>
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<td>Blue Springs (2 of 2)</td>
<td>Chris Sandie</td>
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<td>Excelsior Springs</td>
<td>Tim Nebergall</td>
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<td>Gladstone</td>
<td>Jackie White (alt.)</td>
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<td>Grain Valley</td>
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<td>Greenwood</td>
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<td>Harrisonville</td>
<td>Happy Welch, (alt.)</td>
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<td>Independence (1 of 2)</td>
<td>Tim Gramling</td>
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<td>Independence (2 of 2)</td>
<td>Kati Horner</td>
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<td>Kansas City (1 of 4)</td>
<td>Patty Hilderbrand</td>
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<td>Kansas City (2 of 4)</td>
<td>Sherri McIntyre</td>
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<td>Kansas City (3 of 4)</td>
<td>Wes Minder (alt.)</td>
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<td>Kansas City (4 of 4)</td>
<td>Chad Thompson (alt.)</td>
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<td>Kearney</td>
<td>David Pavlich</td>
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<td>Lee’s Summit (1 of 2)</td>
<td>George Binger</td>
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<td>Lee’s Summit (2 of 2)</td>
<td>Mike Anderson (alt.)</td>
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<td>Liberty</td>
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<td>Alysen Abel</td>
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<td>Peculiar</td>
<td>Brad Ratliff</td>
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<td>Platte City</td>
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<td>Pleasant Hill</td>
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<td>Raymore</td>
<td>Mike Krass</td>
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<td>Raytown</td>
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<td>Richmond</td>
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<td>Smithville</td>
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<td>Cass County</td>
<td>Jimmy Odom</td>
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<td>Clay County</td>
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<td>Jackson County</td>
<td>Mark Trosen</td>
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<td>Platte County</td>
<td>Bob Heim</td>
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<td>Ray County</td>
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<td>FHWA (Ex Officio)</td>
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<td>KCATA</td>
<td>Shawn Strate</td>
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<td>MoDOT</td>
<td>Mike Landvik</td>
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<td>Bike/Ped Com Rep.</td>
<td>Noel Challis (alt.)</td>
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<td>Highway Com Rep.</td>
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Other Attendees:

- Marc Hansen
- Terry Anderson
- Ron Achelpohl
- Beth Dawson
- Eva Steinman, Colin Victory
- Clay County: Michael Benz
- Platte County: Dagmar Wood (alt.)
- City of Kansas City: Richard Allen (alt.), Mickey Cruse
- City of Riverside: Travis Hoover
- Sheli Daniel, Art Gough
- City of Lawson: Ben Hyde
- City of Kansas City, MO
- BHC Rhodes: David Nolte, Mark Sherfy
- TranSystems: John Zimmerman
- WSP USA: David Church, Jim Tobaben

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

2. Approval of Meeting Summary
   MOTION: Chad Thompson moved and Brad Ratliff seconded to approve the April 11, 2017 meeting summary as amended with one date corrected. Motion carried.

3. MoDOT Updates
   Mike Landvik reported:
   - The STP program has a current balance of $16.8M and expect it would reach a zero balance for the year if projects move along.
   - The Cost Share Program guidelines are available, $10M for this year. The prioritization is different: MoDOT is only allowed to forward a couple of projects. If you are thinking about doing a cost share application, make sure you contact MoDOT on the front end to discuss the project with a MoDOT project manager. In response to a question from Ms. Hilderbrand, Mike shared his desire to ask for input from the committee but was not sure what the process would look like. Applications are due June 30 to Jefferson City via the program’s website.

4. 2018-2022 MoDOT Statewide Transportation Improvement Program Development
   Ron Achelpohl reported. MoDOT presented updates to the STIP over the past two committee meetings. Normally MARC does not provide formal comments on the STIP; however, given the high profile discussions on the rehab project listed in the STIP for the Buck O’Neill Bridge, the fact that Kansas City, MO has adopted a resolution asking for regional partners to work together on a strategy to fund a replacement bridge rather than an extended rehab project that would involve an extended road closure of the crossing during two construction seasons. Staff was interested in discussing the project with
MARC recognizes the bridge as a State priority, acknowledges its current serious physical condition and longer term investment needs, other communities and businesses have concerns with the potential economic impact of a lengthy closure, and also the longer-term implications of making an investment in a bridge that may not meet the region’s long range needs. There is also concern that if the project proceeds with this $50M bridge rehab that it may be a long time before we have another opportunity at a new crossing. Staff is working with Kansas City, MoDOT, KDOT, and Unified Government looking at long-term needs on the I-70 loop and US 169 crossing. By the end of the year we will be ready to present some alternative recommendations. We would ask for MoDOT’s commitment to work with regional partners on finding a funding strategy for a replacement bridge rather than a major rehab project. There is also concern about the State’s funding situation and their ability to do more than their proposed rehab project. Ron asked for committee input saying that staff was asking for a recommendation to provide comments to MoDOT on the STIP.

Discussion:
- What proposals are being considered? Ron shared they have been looking at traffic patterns – most traffic goes South and West. Want to provide for alternative bike and pedestrian crossing on the bridge. The project in the draft STIP does include a 6 foot wide sidewalk; however may not be a standard approach. Have not identified major transit capital solutions that would be part of the project.
- What would the recommendation be regarding how to use the proposed funds, for a new structure or less defined on how the funds are to be used? Ron responded that the recommendation for now would be to get a commitment to work together and look at options.
- Concern that the bridge might be removed from the STIP? No. Susan Barry shared that MoDOT is receiving $17M of statewide bridge funds selected through a competitive process.
- Does this include creating purpose and need, full scope, etc? Ron shared, yes, purpose and need, screened feasible alternatives, working with a consultant team and study management team. Will be ready to show some alternatives in the next month or so.
- Should we reprioritize projects for the region? Need to identify funding for a replacement bridge that could cost up to $200M. Are there TIGER funds or projects that are less important to the region? Kansas City passed a resolution giving the city manager 60 days to work with all the stakeholders and return with a plan on how the bridge can be replaced.
- Commissioner Wood asked Ron to share the environmental analysis from the Environmental Impact study or assessment. He responded that it has not yet been determined since the project, nor funding, have been identified. MoDOT commissioned HDR to do this study and create a long and short-term rehab approach; the long-term proposal is the version in the draft STIP and work would begin the summer of 2018. The short-term version would close the bridge 9 – 12 months costing about $20M. We may want to have a conversation with MoDOT for a shorter rehab version extending the bridge life by 5 years. The long-term rehab would extend the life of the bridge about 35 years; the $20M version would extend it by around 10 years however may cost more than $20M.
- MoDOT is planning a tentative letting date in Oct/Nov 2018.
- Ron added that the region has had a pattern of similar situations with the Bond Bridge and Heart of America Bridge.
- Possible funding: TIGER funds could be an option although typically the project should be further along with environmental analysis. Also the Fast Lane program is another option with the bridge being on the US169 corridor.
- Wes Minder shared KCMO’s information on the project: funds - $3M STIP, $1M KCMO; will do a PEL study, the bridge report received in March showed the poor bridge condition, the city and various organizations are concerned with the long closure, Children’s Mercy LifeFlight and Midwest Organ Transplant were mentioned; 80% of workers in the downtown airport area live south of the river. Long-term financially we would rather see a replacement bridge; appreciate MoDOT’s concern needing repairs done.
- Due to the timing, it sounds like there is a need to start the rehab work based on the timing needed for a replacement bridge. Ron shared that we need to have a conversation, if not, it will be decades before we have another opportunity.
- By 2022 we hope to have a new bridge. The immediate question – the current STIP includes money to prepare a set of plans – are the funds going towards designing a new bridge or design a rehab? or is there a $10M fix (partial use of the funds) allowing the bridge to stay open until a new bridge is complete and the balance of the funds go towards the new bridge and identify other funding? The 60 day proposal is to give time for a feasibility study, see if there is support for going after some other activities. It is a matter of risk analysis – if the bridge closes due to safety issues while a new bridge is built, at least it results in a new bridge.
- Consider sharing the funding issue as a region with state legislators, asking them to increase funding to MoDOT or find funding for such special projects. Congressional delegations, yes. Might be another year before we can discuss with legislators. Recommended sharing our priorities with them.
MOTION: Sherri McIntyre moved that the committee support MARC sending a letter supporting the funding for the Broadway Bridge to be utilized in the most judicious manner including the option of replacement of the structure; motion was seconded and carried unanimously.

5. MARC Programming & Project Evaluation Process
Marc Hansen continued the monthly discussions based on topics mentioned 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.

Marc began a discussion of the role of the MARC Modal Planning Committees in the programming process. The first year we included them, they participated in a one-day workshop, creating a high/medium/low analysis but everyone was not able to review all the projects. This past round, the committees reviewed the applications during their regular meetings; however, they were not given all the projects, only those that related to their modal committee and concentrated on projects on the bubble and lower. With a review, there were some projects that overlapped categories and missed getting a thorough review. Feedback from the modal committees is that they would like to see all applications. All of the modal committees are bi-state.

Committee input:
- Since projects overlap categories, have planning committees review all of the projects, and comment on any they choose.
- Let them decide if they want to see all or only projects “on the bubble”, or only those in their specialty.
- Have the modal committees share any insight from their viewpoint.
- Ask them to indicate projects as high, medium and low; perhaps only top 5 high.
- Want to receive consistent input from all the committees – provide them with initial guidance, i.e., to share if any low scored projects are a priority for them.

Decided to provide 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. Attendees are welcome to attend any of the planning committee meetings.

Staff action item:
Compile a list of the modal committees, when they meet and if there are any membership vacancies.

Remaining discussions:
- Project continuity and project phasing – if a project is broken into phases, should there be a priority for the next phase
- Need to wrap up the discussion on project categories
- Bridge category scoring
- Sustainable metrics
- Wrap-up and review

6. STP Reasonable Progress Review
Marc Hansen provided an updated status of the FFY 2017 STP Program. The only STP change: today we submitted a request to transfer the $150K Independence Transit Stop Improvements project through the FTA to the KCATA. The total funds obligated to date is now $8,650,000. The FY2017 program has about $22,400,000 still to obligate with $16.8M available per MoDOT. The Rock Island Corridor Acquisition Phase I $5M project looks like a portion of funds will shift to 2018 with a schedule change request.
The two CMAQ traffic flow projects have taken action:

- TIP 970101 OGL’s Missouri Ops Support and Enhancements $643,000 project has been obligated.
- TIP 628134 Independence’s Noland Road and Fair Intersection Improvements $352,000 project requested a schedule change to 2018.

Mike Landvick reminded sponsors that FY 2020 is the key year to reach a zero balance. If any CMAQ traffic flow projects can move forward to 2017 to use the available $352,000, please send a letter to Marc Hansen for approval by the committee.

7. Other Business
Marc Hansen invited attendees to register and attend MARC’s Annual Regional Assembly on June 10, 2017 and announced the upcoming annual regional Green Commute Challenge that promotes using alternate transportation to work.

8. Adjournment:
With no further business, the meeting adjourned at 2:43 p.m.

Next Meeting:  June 13, 2017