

**Missouri STP Priorities Committee**  
**June 13, 2023**  
**Meeting Summary**

<b>Voting Members Present:</b>		<b>Voting Members (continued)</b>	
Belton	Greg Rokos	Parkville	Stephen Lachky
Blue Springs (1 of 2)	Adam Hilgedick	Peculiar	Mickey Ary
Blue Springs (2 of 2)	James Burgess (alt.)	Platte City	
Excelsior Springs		Pleasant Hill	Shelby Teufel
Gladstone	Tim Nebergall	Raymore	Trent Salisbury (alt.)
Grain Valley	Mark Trosen	Raytown	
Grandview	Doug Wesselschmidt	Richmond	
Greenwood		Smithville	Chuck Soules
Harrisonville	Carl Brooks (alt.)	Cass County	Kelly Wray
Independence (1 of 2)	Rodney Honeycutt	Clay County	Scott Wagner
Independence (2 of 2)	Alexander Lopez	Jackson County	Matt Davis
Kansas City (1 of 4)	Patty Hilderbrand, Chair	Platte County	Scott Fricker
Kansas City (2 of 4)	Bo Williams	Ray County	Matt Nolker
Kansas City (3 of 4)	Scott Overbay	FHWA (Ex Officio)	
Kansas City (4 of 4)	Nicolas Bosonetto	KCATA	AJ Farris
Kearney		MoDOT	Marisela Ward
Lee's Summit (1 of 2)	Michael Park	Bike/Ped Com Rep.	Noel Bennion
Lee's Summit (2 of 2)		Goods Movement Rep.	Mike Duffy
Liberty	Sherri McIntyre	Highway Com Rep.	
North Kansas City	Xue Wood (alt.)	RTCC Rep.	
Oak Grove	Tom Degenhardt		
<b>MARC Staff:</b>		<b>Other Attendees:</b>	
Marc Hansen	MoDOT: Juan Yin (alt.), Katie Jardieu,	Oak Grove: Corey Alford (alt.)	
Martin Rivarola	Britni O'Connor, Susan Barry, Jeff Hardy,	Peculiar: Monte Johnson (alt.)	
Terry Anderson	Laura Ellen, Kelly Wilson, Andrew Seiler	Raytown: Robinson Camp	
Ron Achelpohl	Belton: Haden Mattke (alt.)	Smithville: Mayra Toothman (alt.)	
Patrick Trouba	Clay County: Terri Griffen	KCATA: Dick Jarrold	
Darryl Fields	Grain Valley: Dick Tuttle (alt.)	KC Streetcar: Tom Gerend	
Ray Webb	Grandview: Athena Huynh (alt.)	BHC: David Smalling, Jonluke Cepeda	
Megan Broll	Kansas City: Chad Thompson (alt.), Wes Minder	Ron McLinden	
Selina Zapata Bur	Lee's Summit: Susan Barry (alt.)	Garver: Alysen Abel	
Raymart Dinglas	Liberty: John Findlay (alt.)	TranSystems: Jon Batchelor	
		Veenstra & Kimm: Tim Gramling	

**1. Welcome and Introductions**

Committee Chair Patty Hilderbrand welcomed everyone, and self-introductions were made around the room and online.

**2. Approval of Meeting Summary**

MOTION: A motion was made by Chad Thompson, seconded by Doug Wesselschmidt, to approve the May 9, 2023, meeting summary as submitted. The motion passed.

**3. Committee Chair and Vice Chair Elections**

The committee was notified during the May meeting of the elections required this month. Two members expressed interest in serving: Patty Hilderbrand, KCMO and Sherri McIntyre, Liberty. No additional nominations were presented.

MOTION: A recommendation was made and seconded to elect Patty Hilderbrand to continue as chair and Sherri McIntyre serve as Vice Chair, for a 2-year term expiring in June 2025. With no objections, the motion passed unanimously.

Marc expressed congratulations to Patty and Sherri, looking forward to working with them.

#### **4. Missouri Unfunded Transportation Needs**

Martin Rivarola shared that the committee had reviewed proposed Tier 1, 2, and 3 road and bridge lists of unfunded needs projects and the committee's recommendation had been forwarded to the Total Transportation Policy Committee (TTPC) at their May meeting. The TTPC sent the list back to this committee to balance Tiers 2 and 3. The deadline to complete this work was extended to June 30.

- Tier 2 total: \$436,090,000 with target of \$360M; projects that hope to be implemented during the next 5 to 10 years
- Tier 3 total: \$235,240,000 with target of \$360M; projects 10 years out or later but could move forward if funding becomes available

Martin shared that in Tier 3, the I-70 capacity project (MO 7 to Rte. F) \$100M, had been funded through the Missouri legislative process and removed from the list. The list in the meeting packet showed project costs modified by staff for inflation except for two that were previously adjusted by project sponsors for the I-70 Jackson County project and the I-35/I-29 corridor projects in Platte and Clay counties.

The committee members and alternates were surveyed for prioritization of the projects with 28 responses. The I-70/470 project was ranked forth, previously in Tier 3. Other projects stayed close to the previous ranking of last month.

Before looking at scenarios, Martin shared two projects that had been proposed by Independence and Grain Valley for consideration to be added to the Tier 3 list:

- Independence, Route 7, US 24 to Pink Hill Road, \$90M. The project is in the long-range metropolitan transportation plan (MTP) and is a high priority project.
- Grain Valley, I-70, AA and Route F a new Interchange; not in the MTP; \$36.5M.

With the addition of 10% inflation on all the projects, there is not space to add new projects. Ron Achelpohl recommended considering the projects during the next round, probably less than one year from now, since this is late in the process for this review.

MARC staff proposed three scenarios:

1. A rebalanced list based on the survey but not adjusted for inflation. Tier 2: \$353M; Tier 3: \$318M. Total for these two tiers is below MoDOT target of \$720.
2. A balanced list with a 10% increase for inflation. Tier 2: \$370.9M; Tier 3: \$350M. Slightly above MoDOT's target but within MoDOT's approved 10% overage.
3. Costs adjusted for inflation and splitting funding for the Bruce R Watkins safety project into partial funding in Tiers 2 and 3 which allows the I-49 pavement (Blue Ridge Blvd to 163 St) project back on the Tier 2 list. T2: \$371.5M; T3: \$349.5M. Total of \$721M is just above MoDOT's target. MoDOT confirmed being comfortable with Bruce R Watkins split into funding in both Tiers 2 and 3.

Q: Is MoDOT comfortable with the Bruce R Watkins split of 25% and 75%?

A: Yes. It will take a while to get through the environmental document for this job.

Additional information was shared regarding Grain Valley's new interchange project on I-70, that it includes two additional sponsors: Oak Grove and Jackson County. When the governor and state legislature funded the I-70 capacity project from Blue Springs to Route F, this provides a unique opportunity for this interchange to accelerate its funding capacity and coordinate with MoDOT. We have a developer proposing a mixed-use development creating jobs and economic development. Suggested a scenario without inflation and add this \$36.5M project to Tier 3.

MoDOT shared that the reconstruction project on I-70 does not include interchange work. We would not be able to get 6 lanes under the current Ledfolt bridge so we will accommodate possibly a future interchange. Have met with the design team. We would like to receive a master plan from both cities on how this develops there, not just an interchange plan per developer.

Comments:

- The 10% inflation is not a firm amount.
- Lee's Summit expressed agreement with not adding new projects and would support any of the three presented scenarios.
- Jackson County is supportive of the Grain Valley project and does see the need for the project.
- Liberty – the Grain Valley project has very good support and would move forward whether it is on the unfunded needs list or not.

A motion was made and seconded to add the Grain Valley I-70 project to Scenario 3 with \$36.5M and adjust all project costs back to the original amounts without the inflation adjustment. The motion failed with 10 in favor and 20 against.

**MOTION:** Matt Nolker moved to approve adopting scenario 3 as presented with the 10% inflation adjustment and the Bruce R Watkins project split between Tiers 2 and 3. The motion was seconded by Michael Park. Motion passed with one KCMO member against.

The list would be presented at the June TTPC and MARC Board meetings for consideration and approval.

## **5. Missouri LPA Balance & Financial Impact**

Marc Hansen introduced this topic's importance since the committee has been discussing balances and obligations for several meetings and welcomed Kelly Wilson and Laura Ellen. Kelly Wilson, with MoDOT's Financial Services Division, and Laura Ellen, with the Design Division, presented an overview of FHWA Federal funding with a focus on understanding the obligation of projects and the impacts to Missouri's overall ability to get our share of the federal pie. Kelly reviewed the definitions of the following terms and explained how our current practice has started to impact the ability to optimize Missouri's available Federal funding.

There are two pieces of legislation, and both are required for states to have access to federal funds:

- Authorization (Highway) Act that authorizes the maximized (**apportionment**) amount of funds. The current act is called Infrastructure Investment and Jobs Act with \$1.2T for transportation and infrastructure for FFY 2022 – 2026. Some of the programs are used by MoDOT, i.e., STBG in non-urban areas, NHPP, NHFP.
- Appropriations Act, the single-year Federal budget, how Congress can control spending out of the Highway Trust Fund and sets the federal budget level we call the **obligation limitation** which may be equal to or lower than the Authorization Act. Unspent obligation limitation by a State does not carry over to the next year.

August Redistribution is a statutory process that allows Federal Highway to redistribute any obligation limitation that any State or Federal program won't be using and redistribute to States that can use the funds. This allows the full amount of obligation limitation to be used during the FFY. Early July, each state submits a plan identifying how their balance will be used and identify any additional amounts known they can obligate by the end of the federal fiscal year. Missouri's goal is to receive 2.3 to 2.4% back every year. However, since the LPAs only obligated 29% of available funds in FY 2022, Missouri only received 1.05% of the obligation limitation allocation. MoDOT did not have available apportionment to spend available OL on Missouri projects as in previous years that had allowed the state to receive a higher percent of the August redistribution. This problem has continued into FFY 2023. It is imperative to find a

short-term plan to increase the obligation limitation to ensure Missouri receives its portion of the redistribution. We have until September 1 to implement a plan of obligating projects or transferring funds. Currently MoDOT believes they can request \$45M in OL ... limited by the remaining apportionment.

Laura Ellen shared that MoDOT is discussing this topic with other MPOs as well. She shared some tracking charts summarized here:

- MoDOT committed/obligated local program funds for 2019 – 2<sup>nd</sup> Qtr 2023, showing the amount obligated has been decreasing and amount available has been increasing across the state.
- Allocations for the LPA Program for 2021 - 2026: Noted 2024-2026 assumes a 2% increase each year based on IJJA. Totals: FFY 2023: \$189M, FFY 2024: \$193.6M, FFY 2025: \$211M, FFY 2026: \$214.8M
- Available allocation at beginning of FFY23. MARC portion: \$\$74,885,002; EWG: \$171,214,495; OTO (Springfield): \$27,620,047; Non-TMA: \$33,828,441 and Off-system bridges: \$97,887,644.
- Spreadsheet of MARC's FFY2023 allocation: Total Available to obligate:

STP-LU	\$23,713,913		STP-LU	\$38,537,937
TE/TAP	\$5,125,613		TE/TAP	\$14,194,276
CMAQ	\$2,788,949		CMAQ	\$6,170,944
HIP	0		HIP (spent)	\$10,439,112
CRP	\$2,829,104		CRP	\$5,542,734
Total excluding bridge funding	\$34,457,579		Total excluding bridge funding	\$74,885,003

The carryover amount keeps increasing and new allocations have been increasing. MoDOT has allowed carrying over 3 years of allocation plus the current year amount. The federal policy is that the Obligation Limitation expires at the end of the year. If MoDOT does not help spend the allocation, we cannot ask for more funds from the Aug. redistribution and a portion of it would be provided to MARC.

- Balances by Area as of 5/31/23; MARC portion:

STP-LU	\$34,839,316
TE/TAP	\$13,378,416
CMAQ	\$3,015,654
CRP	\$5,542,735
Total excluding bridge funding	\$56,776,120

Major Change: Laura shared that MoDOT's Director McKenna recently stated at a meeting that we cannot continue carrying over funds year to year. Projects currently on the TIP through FY2026 would be honored for the years they are programmed. She added that we would need to work out a process for the carryover balance.

Q: Projects programmed through FY2026 will be honored but projects programmed for 2027/28 we will need to obligate in those years?

A: Correct. Projects can move forward if they are ready to be accelerated following a TIP amendment or do an FTA transfer.

Ron Achelpohl mentioned attending the meeting of Director McKenna's announcement and that there is a phasing out period to reduce the carryover balance. We must show significant reduction in the balances for FY2023 and 2024 or the carryover might be eliminated entirely. Laura responded that details have not been fully vetted. Teams have been set up to help reduce the balances. Ron added that during that same meeting, several project development process improvements were identified by attendees. Staff has been discussing options to discuss with the committee. We have maintained our

balance under the 3-year rule policy and understand rules are changing and we will work together. If balances go away, our program would not be financially constrained. Some tough choices need to be made, i.e., projects may need to delay as we honor those commitments.

The Chair stated seeing challenging process changes in the last few years. She asked if MoDOT could provide a list of a typical LPA project with timing per process for planning purposes, i.e., environmental and ROW. Laura responded that MoDOT was working on creating a scheduling tool/chart that will show timing ranges. She expected it to be available after a review in July. She added that MoDOT hired consultants to help with the review processes and policies are being followed more correctly.

Q. A KCMO attendee asked for clarification that MoDOT could potentially lose \$160M?

A. Kelly shared the Federal Highway is predicting Missouri's estimated share of the August Redistribution is \$214M for FY2023. At this time, MoDOT can only ask for \$45M as we are limited by our apportionment amount. If the LPA program can't ask for additional August Redistribution, Missouri will miss out on \$160M.

Q.: Regarding a 2-year closed bridge – need a streamlined process on responses from MoDOT.

A.: Marisela explained they are short staffed and offered her assistance.

Marc reviewed the FY 2023 program:

Balance forward from 2022: \$14,824,023.69  
2023 STBG Obligation Limitation: \$23,713,912.60  
Misc. Obligation/De-obligation: \$2,613,233.31  
Total available for 2023: \$41,151,169.60  
Five projects have obligated to date totaling \$10,589,476  
Nine projects remaining totaling \$17,153,000  
Ending balance if all projects obligate: \$13,408,693.60

Included in the balance is \$2,587,430 that was de-obligated from KCMO's Front Street – Chouteau to Universal. Marisela explained the project and that MoDOT plans to re-obligate it when the project is ready for construction.

Sponsors of the nine unobligated projects shared their progress, if able to obligate on time.

Approximately \$3M was identified as able to obligate. MoDOT needs to know by July 1<sup>st</sup> regarding August Redistribution.

- Belton– hope to obligate both projects. \$1.85M and \$1.9M. On N. Scott Corridor - waiting for ROW approval from MoDOT.
- Independence – Truman Connect, \$2.7M, will need to delay one year.
- Jackson Co. – Greenwood Connector, \$475,000, should know by Friday.
- KCMO – Waldo, \$2M, obligation in next 2 weeks.
- KCATA – Regional Transit Corridor, \$1.6M. An FTA transfer request can be completed soon.
- NKC – Burlington Corridor Complete Streets, \$3.8M. Due to property acquisition needed, we will not make obligation this year; have had conversations with MoDOT.
- Grandview – Raytown Road Bridge, \$1.4M, plan to LET in July and under contract in August.

Marc asked members to keep in mind that should every project programmed through FY2026 reach obligation, the funds would be exhausted.

Spend down options:

1. FTA transfer for programmed KCATA projects:
  - a. 1.6M for 2023 project is happening soon.

- b. Advance the \$2.8M FY2025 KCATA regional Transit Fleet Electrification to FY2023 if approved.
- 2. If no other projects can move forward, given that there isn't enough time to get through that process, consider adding STBG funding to existing unobligated FY2023 projects. Projects must obligate funds by September 1, 2023, and if not, you lose the additional funds.

Review of programmed funds vs requested funds of the remaining unobligated FY2023 projects and those that could accept the balance amount bringing them to the full requested amount, approximately \$3M:

Belton	Route 58 & Powell	\$1,735,000; could add to this quarter's TIP amendment
Jackson County	Greenwood Connector	\$ 650,000
Kansas City	Waldo Improvements	\$ 450,000

In response to a question from Lee's Summit, staff explained that due to FHWA's process, we are not able to add funds to projects after they have obligated, even if the funds have not been spent. It is unfortunate for those whose projects have reached obligation. Kelly added that if the bid award has not processed, MoDOT could create a supplemental agreement, if MARC approves, to allow the additional funds for construction only. In this case the bid awards had been processed for both KCMO's Waukomis and Lee's Summit's Colburn projects.

**MOTION:** Matt Nolker moved, and Sherri McIntyre seconded, to advance KCATA's \$2.8M FY2025 Regional Transit Fleet Electrification project to FY2023 and do an FTA transfer of the \$2.8M as well as KCATA's \$1.6M programmed for FY2023 Regional Transit Improvements project. Motion was approved unanimously.

**MOTION:** Sherri McIntyre moved to approve adding funds to the FY2023 projects able to obligate by September 1 as well as any projects that the bid award has not been processed. The motion was seconded.

Discussion:

- Dick Jarrold stated that the Streetcar Riverfront expansion project could easily use \$7M and quickly obligate with an FTA transfer. It is indirectly programmed as part of the MO Transit Corridor Improvements project, and this section is in the procurement process. Tom Gerend added the last time the Streetcar received STP funds was \$16M in 2014. They are currently working on a \$400M expansion to connect UMKC and the Plaza and could use some support if available. MoDOT staff shared the FTA transfer cutoff in past years has been mid-July; waiting to hear of any change.
- The CRRSAA overlay project could potentially absorb \$1M funds since costs increased, and it has not gone to bid. Marisela added that she would need environmental by the end of the month, or the funds could be lost.
- Still would have a balance to carryover to FY2024. Staff recommended setting a cap.

Sherri McIntyre amended her MOTION to add \$1M for the FY2023 CRRSAA project, totaling \$3.8; AJ Farris seconded. The motion passed.

Considered adding funds to projects not obligated that have higher costs and could still make obligation by September 1 or the additional funds would be lost. Four jurisdictions stated they could take the following amounts:

- Grandview, Raytown Road Bridge: \$300,000
- Belton, North Scott: \$1M
- Kansas City, Waldo: \$3M
- Streetcar: \$7M

If approved, there is \$16.9M total funds itemized to be shifted today with a \$3M to 4M balance remaining to carryover.

**MOTION:** Sherri McIntyre moved to spend an additional \$11M to the three FY2023 projects requesting additional funds:

Belton's North Scott project, \$1M; Grandview's Raytown Road Bridge, \$300,000; KCMO's Waldo project, \$3M; and Streetcar, \$7M. The motion was seconded. Amendment: any project that doesn't obligate, those additional funds would be returned to the balance of STBG funds.

Discussion: Question on KCMO's Front Street project that was de-obligated: what is needed to obligate it? Add it back in the TIP and get PS&E submittal and approval by July 1 of next year which is KCMO's schedule. Britni O'Connor shared that a response is pending from Central office as to whether they would approve an FTA transfer while a TIP amendment is in process. The Chair stressed that the committee has never taken these actions before in spending down the balance and requested help from MoDOT.

The motion passed unanimously.

Staff was asked to email the final list with the committee. The list is also attached.

#### **6. CRRSAA Regional Preventive Maintenance Project**

The overlay project is progressing, getting signatures then will request PS&E. Should be ready to bid next month.

#### **7. Other Business**

No business was mentioned.

#### **8. Adjournment**

With no further business, the meeting adjourned at 4:00 p.m.

Next meeting: July 11, 2023

**Missouri STP Priorities Committee  
June 13, 2023, Program Modifications**

**Administrative Modifications**

**995221            KCATA                            Regional Transit Fleet Electrification**  
Advance project from 2025 to 2023. Funding amount is \$2,800,000

**627006            Grandview                        Raytown Road Bridge**  
Increase 2023 STBG funding by \$300,000 to a total of \$1,700,000

**970109            MARC                                Regional Preventive Maintenance Program**  
Add \$1,000,000 of 2023 STBG funding

**TIP Amendments**

**611198            Kansas City, MO                Waldo Area Improvements**  
Increase STBG funding by \$3,450,000. Total STBG funding of \$5,450,000

**634076            Jackson County                 Greenwood Connector**  
Increase STBG funding by \$650,000. Total STBG funding of \$1,125,000

**735028            Belton                                Route 58 & Powell Road**  
Increase STBG funding by \$1,735,000. Total STBG funding of \$3,585,000

**735030            Belton                                N. Scott Corridor**  
Increase STBG funding by \$1,000,000. Total STBG funding of \$2,900,000

**995212            KCATA                                Regional Transit Corridor Improvements**  
Increase STBG funding by \$7,000,000. Total STBG funding amount \$8,600,000

## 2023 Missouri STBG Program Balance Projection

Balance Forward from 2022	\$	14,824,023.69
2023 STBG Obligation Limitation	\$	23,713,912.60
Miscellaneous Obligation/De-obligation	\$	2,613,233.31
Total Available 2023	\$	41,151,169.60
2023 Obligations	\$	10,589,476.00
<i>OGL ATMS Operations</i>	\$	490,000.00
<i>Waukomis Complete Streets Phase 1</i>	\$	2,321,854.00
<i>US 24 Highway Complete Streets</i>	\$	3,500,000.00
<i>OGL ATMS Software</i>	\$	302,622.00
<i>Colbern Road - Douglas to 350</i>	\$	3,975,000.00
2023 Programmed Obligations	\$	27,160,000.00
<i>Route 58 &amp; Powell Road</i>	\$	3,585,000.00
<i>Truman &amp; Winner Intersection</i>		<i>Deferred</i>
<i>Truman Connect</i>		<i>Deferred</i>
<i>Greenwood Connector</i>	\$	1,125,000.00
<i>Waldo Area Improvements</i>	\$	5,450,000.00
<i>Regional Transit Corridor Improvements</i>	\$	8,600,000.00
<i>Burlington Corridor Complete Streets</i>		<i>Deferred</i>
<i>N. Scott Corridor</i>	\$	2,900,000.00
<i>Raytown Road Bridge</i>	\$	1,700,000.00
<i>Regional Transit Fleet Electrification</i>	\$	2,800,000.00
<i>Regional Preventive Maintenance Program</i>	\$	1,000,000.00
<b>2023 Projected Ending Balance</b>	<b>\$</b>	<b>3,401,693.60</b>