

**Missouri STP Priorities Committee
September 12, 2023
Meeting Summary**

Voting Members Present:		Voting Members (continued)	
Belton	Haden Mattke (alt.)	Parkville	
Blue Springs (1 of 2)	Tom Degenhardt	Peculiar	Mickey Ary
Blue Springs (2 of 2)	Adam Hilgedick	Platte City	Marji Gehr (alt.)
Excelsior Springs		Pleasant Hill	
Gladstone	Tim Nebergall	Raymore	Trent Salsbury (alt.)
Grain Valley	Mark Trosen	Raytown	
Grandview	Athena Huynh (alt.)	Richmond	James Gorham (alt.)
Greenwood		Smithville	Chuck Soules
Harrisonville	Carl Brooks (alt.)	Cass County	
Independence (1 of 2)	Adi Smadi	Clay County	Scott Wagner
Independence (2 of 2)		Jackson County	Matt Davis
Kansas City (1 of 4)		Platte County	Scott Fricker
Kansas City (2 of 4)	Patty Hilderbrand, Chair	Ray County	
Kansas City (3 of 4)	Nicolas Bosonetto	FHWA (Ex Officio)	
Kansas City (4 of 4)		KCATA	
Kearney	David Pavlich	MoDOT	Marisela Ward
Lee's Summit (1 of 2)	Michael Park	Bike/Ped Com Rep.	
Lee's Summit (2 of 2)	George Binger	Goods Movement Rep.	Mike Duffy
Liberty	John Findlay (alt.)	Highway Com Rep.	
North Kansas City		RTCC Rep.	
Oak Grove			
MARC Staff:		Other Attendees:	
Marc Hansen	Independence: Rodney Honeycutt (alt.)	Affinis: Jeff Bryan	
Ron Achelpohl	Kansas City: Chad Thompson (alt.); Bailey Waters;	BHC: Randy Gorton; David Smalling	
	Wes Minder		
Megan Broll	Lee's Summit: Susan Barry (alt.)	Congressman Sam Graves Office: Wyatt	
		Mullendore	
Beth Dawson	Platte County: Bob Heim (alt.)	Lamp Rynearson: Dan Miller	
Raymart Dinglas	Smithville: Mayra Toothman (alt.)	Platte County EDC: Santos Arellano	
Darryl Fields	MoDOT: Juan Yin (alt.); Katie Jardieu; Krystal Jolly;	Platte Woods: John Smedley	
	Ben McCabe; Melissa Schmitz		
Patrick Trouba	Art Gough	Taliaferro & Browne, Inc: Michael Gardner	
Selina Zapata Bur	Jessica K.	TransSystems: Jon Batchelor	
		WSP: David Church	

1. Welcome and Introductions

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

2. Approval of Meeting Summary

There was brief discussion to confirm the correct minutes from August 8, 2023 were distributed to the committee in the meeting packet.

MOTION: A motion was made by Scott Wagner to approve the August 8, 2023, meeting summary as submitted. The motion was seconded by Chad Thompson, and the motion passed.

3. MoDOT Updates

Marisela Ward reported that the Bridge Replacement Program (BRO) awards were selected, with 6 in total and 3 in the MARC area. MoDOT will reach out to awardees.

TIP applications are being reviewed and will be awarded October 13.

Ms. Ward shared multiple training opportunities:

- LPA Basic Training: 3-day training series on November 1st, November 9th, and November 16th via Zoom on the LPA website
- DBE training for LPAs and Contractors on October 10th, also available online
- Missouri's 2023 Highway Safety and Traffic Conference, September 25-27th, in Columbia, MO

4. Missouri 2024-2028 Statewide Transportation Improvement Program

Juan Yin presented on the Kansas City Urban STIP. The timeline for annual updates usually takes place October-March, but the 2022 update will be December-February. The drafted STIP is expected to be available for public review in May, and finalized in July.

There are more than 6000 lane miles and ten million square foot of bridge area to maintain in the four counties covered by the Urban STIP. The previous 5 year KC Urban STIP budget was \$1,073.047M; the current 5 year KC Urban STIP budget is almost \$1.3B. Funds include SB262 and legislatively designated and funded initiatives, but does not include the I-70 improvement project.

Ms. Yin discussed the five year program; in 2024 and 2025, 100% needed to be programmed, in 2026, 95%, and in 2027 and 2028, 50%. In 2027 and 2028, more than 50% is already programmed because so many projects were programmed in 2022, but inflation in 2023 required some projects to be delayed to 2027-2028 (2028 is programmed at nearly 98%).

In the five year program, there are a lot of asset management projects; the STIP is based on MoDOT's 10 year asset management plan from last year. Pavement goals per year include ranking 90% of interstate and major routes and 80% of minor routes as "good condition," improving 120 interstate, 129 major, and 130 minor lane miles each year. Bridge goals include replacing 50,534 square feet, redecking 12,589 square feet, and rehabbing 15,197 square feet every year, and preventative maintenance and construction maintenance (such as deck overlay, washing, painting, joint replacement, or minor improvements). For the STIP program, it isn't necessary to follow these numbers every year, but the goal is to follow this trend on average.

Ms. Yin reviewed significant projects:

- FY 2024: I-70 design/build project from Paseo bridge to I-435 (goal is to get a contract)
- FY 2025: Route 1 project in pavement improvement from 42nd Street to 72nd Street
- FY 2026: Bridge replacement project on US-169 (northbound, north of Buck O'Neil)
- FY 2026: MO-291 northbound bridge replacement
- FY 2027: Route HH interchange configuration in Platte County (off ramps and intersections)
- FY 2028: I-29 viaduct bridge replacement
- FY 2028: I-49 widening project from 155th Street to Route 58 in Belton

The I-70 bridge replacement, Route 1 pavement improvement, and I-49 widening project would be at risk if SB262 is repealed. The STIP is available at:

https://www.modot.org/sites/default/files/documents/2024FullSTIP_1.pdf

5. 2024-2028 Suballocated STBG Program Planning

Principal Planner Marc Hansen updated on upcoming projects, as well as addressed how the new TIP may impact the program. He reviewed the current program status for FY 2023; the Jackson County project is the only project that was given additional dollars that was not able to move forward in the time frame necessary (those dollars were returned to available funds), and the projected ending balance for the year was \$4.5m.

The next three years were originally overprogrammed, and the previous month's MO STP meeting was the starting point of getting the program back into financial constraint by delaying some projects. Mr.

Hansen reviewed specific projects that were deferred, combined, or returned, and new balances for each program year. Mr. Hansen noted that if projects deferred to 2027 need to be brought forward, an administrative modification can help them get back on track for their original program year. Mr. Hansen noted 2027-2028 is outside of the window of the current federal transportation bill, so there is some uncertainty about how much funding might be available; as with previous years, MARC continues the trend of taking known allocations and increasing them to what the previous transportation legislation had been increasing them (essentially 2% per year).

Chad Thompson of Kansas City, MO asked about the Front Street project, and Marc Hansen noted that moving that project up to 2024, there would likely be capacity to accommodate it. Mr. Hansen noted that MARC staff plan to meet internally to coordinate calls for projects in 2024; if following the traditional schedule, STP would put a call out in January, however, they expect the next call will be closer to February or March. The goal is to have Phase I of the call for projects in January.

Chair Patty Hilderbrand asked if funds need to be obligated in the year programmed, what kind of flexibility is available for existing projects programmed, and if there are current projects programmed that might be affected? Chair Hilderbrand also asked for a timetable for how long to expect/how long to plan for processing by MoDOT to be completed for a project, noting that changes in environmental and right of way threw schedules off for some recent projects. Marisela Ward replied that MoDOT is actively working with their central office and hope to make the process faster.

Marc Hansen commented on offering flexibility when possible with shifting project schedules, but lots of projects want to move back and not as many want to push forward. The 2024 program doesn't have the transit projects that can easily spend on (something to keep in mind as the committee programs the next round is having some projects that can easily move through the program to provide additional flexibility to other projects that don't have that kind of flexibility).

6. Congestion Management Policy & Toolbox/Complete Streets Policy Updates

Chair Hilderbrand and Marc Hansen introduced Principal Planner Selina Zapata Bur and Transportation Planner II Patrick Trouba. Ms. Zapata Bur reviewed key changes to the Congestion Management Policy; a draft policy and toolbox update will be shared with MARC committees in late October. The 8-step process remains unchanged, but has been converted into a table format, adding information about which agencies play a role at which point of the congestion management process.

Most revisions focus on clarifying steps and exemptions related to Single Occupancy Vehicle (SOV) Capacity Analysis. Most changes to the toolbox improve readability and clarity. Ms. Bur then detailed the three proposed changes to the SOV Capacity Project Exemption; one potential update would require exempt projects to describe how a specific safety need would be addressed and commit to additional design measures that would improve safety over a No Action scenario, a potential exemption for projects that address identified bottlenecks, and a third potential exemption for projects that address transit-related capacity improvements (such as bus lanes).

The update process has allowed an opportunity to create a story map to accompany the Congestion Management Toolbox, to focus on local project examples using Congestion Management strategies from the toolbox, and national case studies. The story map will also help identify and evaluate strategies and monitor strategy effectiveness in the Congestion Management process. The website will also be updated.

Mr. Trouba presented on the Complete Streets policy, reporting the workgroup has met and discussed that the policy should help ensure safe streets for residents and clear expectations for project sponsors. Safety was a common priority, but feedback from the workgroup was varied on how to phrase policy

language. The group also expressed interest in the use of design guides, and planning ahead for new streets in undeveloped areas. Changes to the policy include simplifying organization of the policy, and including the effect of the Major River Crossing Policy and Complete Streets Network Assessment. Challenges lie in including green infrastructure in the policy and articulating needs and safety of different users/mods without limiting project design. Another workgroup meeting is planned for early October, and a draft policy is expected to be ready in November.

7. CRRSAA Regional Preventive Maintenance Project

Principal Planner Darryl Fields shared an update of the schedule, with plans to advertise in the next few weeks and bid no later than September 1, with award in October. There will be three bid packages: Jackson County, Platte/Clay/Cass Counties, and microsurfacing. Randy Gorton asked committee members to review projects in their area that may be on the overlay list, and to reach out if there is any overlap.

8. Other Business

Patty Hilderbrand will be retiring from KC at the end of the month, and will be the new director of public works in Harrisonville. She will remain in her position as MO STP Chair.

9. Adjournment

With no further business, the meeting adjourned at 2:22pm.

Next meeting: October 10, 2023