

Missouri STP Priorities Committee
August 13, 2024
Meeting Summary

Voting Members Present:		Voting Members (continued)
Belton	Greg Rokos	Parkville Dan Harper
Blue Springs (1 of 2)	Tom Degenhardt	Peculiar
Blue Springs (2 of 2)	Adam Hilgedick	Platte City DJ Gehrt
Excelsior Springs		Pleasant Hill
Gladstone	Tim Nebergall	Raymore
Grain Valley	Mark Trosen	Raytown
Grandview	Doug Wesselschmidt	Richmond
Greenwood		Smithville Chuck Soules
Harrisonville	Patty Hilderbrand, Chair	Cass County
Independence (1 of 2)	Adi Smadi	Clay County
Independence (2 of 2)	Alex Lopez	Jackson County
Kansas City (1 of 4)	Scott Overbay	Platte County Wes Minder (alt.)
Kansas City (2 of 4)		Ray County Matt Nolker
Kansas City (3 of 4)		FHWA (Ex Officio) Cecelie Cochran (alt.)
Kansas City (4 of 4)		KCATA
Kearney	Shelie Daniel	MoDOT Melissa Schmitz
Lee's Summit (1 of 2)	Michael Park	Bike/Ped Com Rep. Noel Bennion
Lee's Summit (2 of 2)	George Binger	Goods Movement Mike Duffy
Liberty	Sherri McIntyre, Vice Chair	Highway Com Rep.
North Kansas City		RTCC Rep.
Oak Grove	Corey Alford	
MARC Staff:	Other Attendees:	Other Attendees (continued):
Marc Hansen	Belton: Ryan Haupt (alt.)	Art Gough
Ron Achelpohl	Grain Valley: Dick Tuttle	Advantage Project Management: Kim Pemberton
Megan Broll	Grandview: Athena Huynh (alt.)	Affinis: Jeff Bryan; Wayne Gudenkauf; Jacob Wilson
Beth Dawson	Independence: Rodney Honeycutt (alt.)	BHC: Randy Gorton
Ellie Hall	Lee's Summit: Susan Barry (alt.)	Glenaire: Dale Marcell
Katie Newman	Liberty: John Findlay (alt.)	Kimley-Horn: Jeff McKerrow
Martin Rivarola	Smithville: Mayra Toothman (alt.)	Lamp Rynearson: Chad Thompson
Patrick Trouba	MoDOT: Juan Yin (alt.); Katie Jardieu;	Office of U.S. Rep Sam Graves: Christian Holferty
Ray Webb	Krystal Jolly; Donald Schoenborn	Taliaferro & Browne: Michael Gardner
	Cass County: Derek Wise; Travis Jones	TranSystems: Jonathan Batchelor
	Kansas City: Jason Waldron	Veenstra & Kimm: Tim Gramling
	Richmond: Rob Swafford	

1. Welcome and Introductions

Committee Vice Chair Sherri McIntyre welcomed everyone and called the meeting to order. Attendees in person and online introduced themselves.

2. Approve the July 9, 2024, Meeting Summary

Shelie Daniel moved to approve the July 9, 2024 meeting summary as presented, and Chuck Soules seconded the motion. The meeting summary was approved as written, and the motion passed.

3. MoDOT Updates

- Traffic Engineering Assistance Program (TEAP) funding for FY2025 is now available. It will award \$120,000 in TEAP funds, and agencies are reimbursed for eligible project costs up to \$12,000 per project. The deadline to apply is September 13.
- The EPG has updated the ADA checklist.
- The MINK (Missouri Iowa Nebraska Kansas) Conference registration is now open. It will be held September 25-26, 2024 in St. Joseph, MO.

4. Reasonable Progress & Program Balance Report

Principal Planner Marc Hansen reviewed the 2024 program, noting the balance started at just under \$7m, new obligation of \$26,137,911, and miscellaneous obligation/deobligation amounting to \$1,275,081. The total available was \$34,411,435, with the MoDOT obligation target of 120% at \$31,365,493. MoDOT has indicated that most if not all programmed projects should reach obligation, totaling \$33.8m and therefore meeting the obligation target. Mr. Hansen noted that the 120% target applies to the main funding programs, and excess obligations from STBG and Transportation Alternatives offset the lower obligations from other programs like the Carbon Reduction Program (with projects that have not had enough time in the project development pipeline to get to obligations).

The 2025 program includes three projects that have shifted from 2024 (Bluff Trail Enhancements in Weston; MO-Highway 2 over Muddy Creek Tributary in Harrisonville; and Truman Connect in Independence). The current program is just under \$45m. With the projected balance and new allocation, 2025 will be overprogrammed and should have no trouble meeting the 120% obligation target. Mr. Hansen noted the Kansas City 31st Street project (Linwood to Van Brunt) may need to be moved to avoid conflict with the World Cup; swapping projects between the 2025 and 2026 program would likely still meet the obligation target due to overprogramming. Additional funds from August redistribution this year would likely be applied to 2025.

5. 2024 Programming Update

In 2024, the committee will program fiscal years 2027 and 2028; the recently closed call for projects received 46 applications totaling \$206,456,199 in funding requests. Applications were submitted from 21 jurisdictions/agencies representing a variety of project types, with strongest interest in bicycle/pedestrian and roadway operations projects. Mr. Hansen reviewed the programming process, which begins with staff developing draft scores that are then provided to applicants for review. Applicants have an opportunity to request modification of their score by providing clarification on their application, but they cannot provide new information for their project to improve their score. Applicants will also have an opportunity to present their projects to the committee, who will discuss and deliberate to propose funding allocations to the Total Transportation Policy Committee (TTPC). Once funding recommendations are approved, projects will be added to the Transportation Improvement Program (TIP) following public comment.

The committee discussed potential meeting dates for programming work, and noted that the regular meeting scheduled for September 10 would pose a conflict for committee members attending the APWA Public Works Expo in Atlanta, GA. The committee agreed to hold the regular monthly meeting and application presentations on Tuesday, September 24. Marc Hansen reminded the committee that resources are available and draft scores are intended to prompt programming discussion versus stand in as recommendations. Draft scores, project descriptions, and an overview of projects will be available to committee members once prepared by staff. Upcoming special and regular meetings have been updated to include the following:

- Cancel September 10, 2024 regular meeting
- September 24, 2024 (Regular meeting and application presentations and scoring acceptance)
- October 8, 2024 (Regular meeting)
- October 29, 2024 (Special meeting for programming)
- November 12, 2024 (Regular meeting)

The committee discussed the attendance policy for membership, which requires agencies/jurisdictions to have a member/alternate attend 60% of the meetings held in the 12 months preceding the deadline

for suballocated funding applications in order to retain voting status. During the Covid pandemic, the committee relaxed the requirement of sending a member/alternate and allowed any representative from a jurisdiction to count toward attendance; allowing non-members to count towards attendance did not advance any jurisdictions above the 60% threshold during the last 12 months. Member attendance records were shared with the committee, noting that Richmond, MO was not part of the MPO for most of that period of time. No formal action was taken by the committee regarding enforcement of the attendance policy, but the committee discussed interest in following that policy for this programming cycle.

Members falling below the 60% threshold include:

- Excelsior Springs
- Greenwood
- Oak Grove
- Parkville
- Pleasant Hill
- Raytown
- Richmond
- Cass County
- KCATA
- Highway Committee
- Regional Transit Coordinating Council

6. Connected KC 2050 Update

Martin Rivarola, Assistant Director of Transportation and Land Use, reviewed the progress on the update to the region's transportation plan, Connected KC 2050 (CKC2050). Work this year focuses on project prioritization, determining what projects will be financially constrained and how they advance the goals and strategies of the plan. The current plan was adopted in 2020, and MARC is working to refresh the data for the plan, testing scenarios of different land use and transportation networks and reprioritizing projects. MARC is also updating the population employment growth forecast for the region. In addition to other public outreach efforts, MARC commissioned a statistically valid survey to gain a sense of public attitudes about transportation issues, and Mr. Rivarola shared summary results.

The survey results showed strong public interest in transportation's role in a healthy environment with special consideration to disadvantaged populations, maintaining existing roads and bridge infrastructure, and the affordability of housing. Survey responses were mixed on electric vehicle (EV) ownership. Respondents showed strong support region wide for either regional or county-based taxes for public transportation, and more than half opposed road user charges. In general, survey results reinforce many of the goals of the existing transportation plan, with respondents maintaining consistency between answers on important issues, strategies, and funding. Survey responses will continue to be analyzed, including at demographic and county levels.

A key outcome of the plan update is to identify and prioritize projects for the region based on anticipated funding sources. Mr. Rivarola reviewed the current financial assumptions for this update. Funding can be affected by federal funding legislation and taxes, transit fares, growth in the region, and operations and maintenance costs. We expect funding for system enhancement projects to amount to about \$2b in Missouri for local projects, and \$4.76b for state system projects. The transit system funding balance is projected to be negative (-\$.98b), suggesting more work is needed to expand funding the

transit side of the system. Although the CKC2050 plan does not fund projects directly, it helps categorize projects into high, medium, or low priority for the region and identifies which projects are most likely to be implemented within the region's funding constraints. A draft list of financially constrained projects is anticipated to be available by next month.

7. CRRSAA Regional Preventive Maintenance Project Update

Randy Gorton of BHC shared an update on the project:

- Cass, Clay, and Platte County is 67% complete and has spent 70% of the budget. Work is expected to be complete by September.
- Jackson County Mill and Overlay is 57% complete and has spent almost 51% of the budget. Work is expected to be complete by the October contract deadline.
- Microsurfacing is 36% complete and has spent 35% of the budget (and is expected to complete the project slightly under budget). Backup microsurfacing will take place in Independence in September, and the project is expected to be complete by October.

In the case of rain, schedule revisions will be shared if the work is delayed more than a week. Shelie Daniel of Kearney noted that milling had taken place several weeks ago, and Mr. Gorton noted he would follow up with Superior Bowen as the subsequent overlay should take place within a week. Travis Jones had questions about specific areas of work that have failed in Cass County and planned to discuss details with Mr. Gorton after the meeting.

7. Other Business

There was no other business called.

8. Adjournment

The next MO STP meeting will be held September 24, 2024. Vice Chair McIntyre adjourned the meeting.