

**MINUTES**  
**COLUMBIA AREA TRANSPORTATION STUDY ORGANIZATION**  
**COORDINATING COMMITTEE**  
**February 23, 2017**

**MEMBERS PRESENT**

Ben Reeser (for Mike Henderson)	MoDOT - Central Office
Dave Nichols	City of Columbia Public Works
Jenni Jones (for Michelle Teel)	MoDOT - Multi-Modal Operations
Barbara Buffaloe (for Mike Matthes)	City of Columbia City Manager's Office
Pat Zenner (for Tim Teddy)	City of Columbia Community Development
David Silvester	MoDOT - Central District
Thad Yonke (for Commissioner Atwell)	Boone County

**ALSO PRESENT**

Mitch Skov	CATSO Staff/City of Columbia
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**I. CALL TO ORDER**

MR. ZENNER: Let's call the February 23rd, 2017, CATSO Board Meeting meeting to order.

**II. INTRODUCTIONS**

MR. ZENNER: Let's start with some introductions down here on the left hand of the dais.

MR. REESER: This is Ben Reeser with MODOT Central Office. I'm sitting in for Mike Henderson today.

MR. NICHOLS: Dave Nichols with the City of Columbia.

MS. JONES: Jenni Jones. I'm sitting in for Michele Teal today.

MS. BUFFALOE: Barbara Buffaloe sitting in for Mike Matthes.

MR. ZENNER: My name is Pat Zenner, and I'm sitting in today for Tim Teddy.

MR. SILVESTER: Dave Silvester, MODOT. I'm sitting in for Dave Silvester.

MR. YONKE: Thad Yonke. I'm sitting in for Dan Atwell, Boone County.

### **III. REVIEW AND APPROVAL OF AGENDA**

MR. ZENNER: Do I have a motion to approve the agenda or are there any adjustments to the agenda for today?

MR. YONKE: Move to approve the agenda.

MS. BUFFALOE: Second.

MR. ZENNER: Okay. Approved by voice acclimation.

(Unanimous voice vote for approval.)

### **IV. REVIEW AND APPROVAL OF MINUTES**

MR. ZENNER: We have, apparently, a set of minutes from December 1st, 2016, for approval. Do I hear a motion?

MS. BUFFALOE: I move to approve.

MR. ZENNER: Second?

MR. SILVESTER: Second.

MR. ZENNER: All those in favor?

(Unanimous voice vote for approval.)

MR. ZENNER: Considering all of us are sitting in for everybody else, we don't know what happened.

MS. BUFFALOE: I was at that one, too.

MR. ZENNER: Our minutes of that are approved.

### **V. PUBLIC HEARING: PROPOSED AMENDMENT TO CATSO 2017-2020 TIP**

MR. ZENNER: It appears we have one public hearing today on our agenda, and that is to make a TIP amendment. And I'll turn the floor over to Mitch Skov, our Senior Transportation Planner, as our representative.

MR. SKOV: Thank you, Mr. Chair. Yes, we do have one TIP amendment which we need to process together, or get formal approval for so it may be processed.

It is, of course, an amendment for our Fiscal Year 2017-2020 TIP, includes some new projects of the MoDOT section as well as the Columbia Sidewalk section, and also a number of revisions to the GetAbout Columbia section of the TIP. Although, the MoDOT's budget's first.

The first one is an I-70 paint and repair project. It covers three counties, actually. It's a contractual repair of concrete pavement on I-70. It does include the portion within the Columbia Metropolitan Planning Area. Two hundred seventy-three grand is the total cost of that.

The second project is the pavement/shoulder improvements on Route B. It actually is a project that actually goes all the way to Route 4-- 24 from Hallsville, or from Hallsville down to Brown Station Road. Of course, a portion of that is within

the Columbia Metropolitan Planning Area. That's a 3.7 -- \$5.4 million cost. Pardon me. Should be \$3.75 million cost. That includes, I think as has been described, reconstruction, overlay, whatever, of the pavement and some improvements on the shoulder on that stretch of the highway. That's how it will look in the TIP, just in the spreadsheet that actually makes the -- that is the project listing of the TIP.

Both are new projects, and you can see that both have all the money allocated and budgeted in fiscal year 2017.

The next project to be included in the amendment is the new Columbia Sidewalks Project, specifically for construction of the new sidewalk along the east side of Carter Lane which is actively the access road to Providence Road and Route 163. This is the terminus of an existing sidewalk which is north of Green Meadows Road north of Foxfire Drive.

The reason this is being added is because the City of Columbia was successful in its grant application for the Transportation Alternative Program Grant funds. Total cost of that is just under 350,000 with a percent of total 279,896 being funded by that Federal TAP grant. And, there again, is the spreadsheet version of that. You can see that the engineering and right-of-way money is budgeted in fiscal year 2017, with construction anticipated for fiscal year 2018.

The third section or part of the TIP amendment is an amendment to the GetAbout Project section. I did not print out the spreadsheet portion of that, or I could pull it up, if necessary, but there are a number of revisions to existing projects, one of which is an existing -- is the current project which is for street markings and signage. That project has been closed out, so it's being deleted.

Number two is an addition of 600 grand to the Bike Boulevard Project which is in 2013-7 in this fiscal year.

Number three, addition of \$20,000 to the Program Evaluation Fund for next fiscal year, the year 2018.

Number four is moving the \$650,000 construction funding for County House Trail project from fiscal year 2017 out to 2018. That project is currently on hold.

Number five is adding \$200-- \$200,000 of construction funding for the Clark Lane/Hinkson Creek trail pedway in the year '17 -- 2017. This project came -- in essence, came in somewhat higher than anticipated for. That's the reason for the construction funding being added.

And the last of this six is the addition of \$50,000 in funding for right-of-way acquisition in this fiscal year 2017, plus the 1.64 million of construction funding is being moved from fiscal 2017 out to fiscal 2018. It's moving somewhat slower than maybe was initially anticipated, and that project is currently in design. The

proposed changes result in adaptation of 790,000 to the total GetAbout section budget.

I'll try to answer any questions anyone may have.

MR. ZENNER: Does anyone have any questions as relating to any of the three sections of amendments that are being discussed here -- proposed here today?

(No response.)

MR. ZENNER: This is a public hearing. If there is anybody desiring to speak from the public as it relates to any of the amendments to the TIP, please approach.

State your name and address for the record, if you will.

MS. PRICE: Hello. My name is Cheryl Price. I'm Chairperson of the Public Transit Advisory Commission, and I would just like to remind everyone that we are going to be doing some major changes to our bus routes, bus shelters, and will need sidewalks and ramps for those. Just wanted to make everyone aware of that project and the fact that we will be trying to get as much money anywhere as we possibly can, as Dave knows.

So, that was my only comment. Thank you very much. I appreciate it.

MR. ZENNER: Thank you, Ms. Price.

MS. PRICE: Thank you, Chair.

MR. ZENNER: Is there anybody else desiring to make any public comments?

(No response.)

MR. ZENNER: If there's not, I'll close the public hearing at this time.

(Public hearing was closed.)

MR. ZENNER: Any discussion amongst the committee members?

MS. BUFFALOE: I just had a question about the deletion of that one. You said the project was completed, so it was completed under budget or --

MR. SKOV: Well, it was effectively closed out.

MS. BUFFALOE: Okay.

MR. SKOV: So, I actually can't tell you if that \$80,000 was just transferred elsewhere in the budget. I don't know that, the answer to that question, but it will be used for other projects that we have. Okay? But it has been closed out by MoDOT, so that's why we're deleting it right now.

MS. BUFFALOE: Okay.

MR. ZENNER: And, Mitchell, as it relates to the projects that we are having a local match for, has that money been identified or is that coming out of -- what source is it coming out of?

MR. SKOV: Well, I would presume it will come out of annual sidewalks specifically for the Columbia Sidewalks Project, although I'm --

MR. NICHOLS: It is Transportation Sales Tax.

MR. SKOV: Right. We will have to send in a memo for processing and materials for the amendment to justify the local financial commitment to that.

In other words, fiscal constraint, there's a memo they require -- specifically, MoDOT -- requires Federal Highway to indicate that there is the money present for that project. So, I think it's pretty much demonstrated through the application process, but it's a backup for that specific process.

MR. ZENNER: And the CATSO \$790,000 addition, are we still having -- is that money -- that accounted for, available, or --

MR. SKOV: That's entirely Federal money. Of course, it's a self-contained project. So, it's really just -- I think, in one case, one of the projects might have had the money obligated earlier for a Mizzou project that was going to move forward and then it didn't, so it's de-obligated and now being re-obligated again. I think that's the Bike Boulevard.

So, yes. All that money is available, and, of course, there's no local match for any of the projects.

MS. JONES: And that's from the safety earmarked from 2005 that the City is still trying to spend down.

MR. ZENNER: I thought some of that pile of money they're working with --

MS. JONES: Yes.

MR. NICHOLS: Actually, in '11, we got another six million, or 12, something like that.

MS. JONES: Something along that line.

MR. NICHOLS: So, these are what we call round two projects when that additional funding came in. So, this pedway is being currently reviewed by MoDOT and should be bid within the next month.

MR. ZENNER: Is there any other discussion? Any other questions?

(No response.)

MR. ZENNER: If there is not, we'll entertain a motion to approve the amendments to CATSO 2017 through 2020 TIP.

MR. YONKE: I move to approve it.

MS. BUFFALOE: Second.

MR. ZENNER: All those in favor, say aye.

(Unanimous voice vote for approval.)

MR. ZENNER: Voice vote, amendment stands approved.

## **VI. FUNCTIONAL CLASSIFICATION MAP REVISION UPDATE**

MR. ZENNER: Next item on the agenda, then, is our Functional Classification

MAP Revision Update.

Mitch?

MR. SKOV: This is just a quick update for you.

You may recall, those of you who were here at the last meeting, that I did bring up -- Staff brought up some potential changes, additions to the Social Application Map for the Columbia Overnight Area. Just to bring you up to speed, I'll remind you, the Federal Highway so-called Functional Classification MAP does serve as a basis for the so-called Federal Highway Program in Columbia and the metropolitan area, and MoDOT is the agency which has the primary responsibility for development of the updating of that system and does actually maintain that map.

This is just a quick look at the map as it currently exists. Our current map was approved in September of 2013, so boundaries of the city may not be exactly as what they are now. But what you're seeing there is, the beige is the city limit as of that time of the map publication and the gray is so-called urbanized area.

Even though it's unincorporated and outside the city limits, it does meet the Census Bureau's and Federally-registered definition of an urbanized area based on population density. So, that's what the -- that's sort of the main geographical basis for this map.

But I just wanted to remind you that, previously, Staff had suggested potential additions for consideration to include on the FC map, one which was an addition of a section of Clark Lane between Ballenger Lane and St. Charles Road. It's a minor arterial, you're all aware, that has been rebuilt in the last few years and does meet minor arterial standards. That's an obvious one to include.

The next two are remediated; the addition of Richland Road between St. Charles and Rangeline as a major collector and the addition of Rangeline, then, from Richland terminus on up to Route Z and I-70 also as a major collector. This was reviewed by the NEC meeting, February 1st meeting, and there was a concern expressed of upgrading Richland at this time from its current local status classification. Otherwise, it's not classified as part of the Family Section Product Soft Match, which is a program that Boone County has used in the past for bridges that are not on the Federal Aid System.

There is a pile of money available for so-called off-system bridges as well as those that are on the Federal system. Anyway, there is a bridge which is presumed to be replaced in the next few years on Richland that it might be more of the County's benefit to utilize the Soft Match process and that pile of money.

So, anyway, the Boone County Works Department's representative is going to look into this further and, as a result of that, the Staff could put those potential

changes on hold, including the Clark Lane one for now, and the NEC will revisit the items that they may need. Potentially, I would expect there would be an action item on making these changes formally on the coordinating meeting in May.

Again, that's for your information sake. There's no action required by the committee on this item.

MR. ZENNER: Any discussion?

(No response.)

MR. ZENNER: Thank you for the update.

## **VII. 2040 LONG-RANGE TRANSPORTATION UPDATE TIMELINE**

MR. ZENNER: And, then, how about our last item, 2040 Long-Range Transportation Plan Update.

MR. SKOV: Yes. We actually had the last update to the Long-Range -- LRTP Transportation Plan in 2014. That's when it was approved by the Coordinating Committee formally. The Federal regulations do require an update of the LRTP every five years. So, technically, the next update is going to be due February 2019, but we have done some preliminary work on that update now that we're in the second quarter of this year, 2017.

As we did in the last couple of updates, we will be seeking some public input as much as possible through online surveys and, also, through at least two scheduled public meetings. I would anticipate we would have a public meeting for the goals and objectives portion as well as the formal public hearing, public meeting for the actual approval.

We did come up with an initial work schedule and presented that at the February NEC meeting. We made some revisions based on the thorough input by the Highway representative at that meeting. I did attach the initial plans and formal agenda of that that I sent out by email. I do not have that included in the PowerPoint, but I do have a draft of the action timeline just to go over very quickly as to what we'd anticipate we'll be doing as far as the tasks and their organization.

First thing we'll do is develop a financial plan, just basically coming up with a presumed amount of revenue available for the scope of the plan period. And, then, we'll also look at what projects that may be in the mill to be done and match up what we presume will be projects that for which there will be actual physical resources available. This, of course, is a course of collecting financial data from all the planning partners, the City, with Boone County, and MoDOT.

It will identify some additional financial strategies, and then, from there, we'll go on to task two which is sort of our general coordination with all of our planning partners; again, MoDOT, Boone County, and to some degree the University of

Missouri for a variety of things, like the major roadway plan; amendments being incorporated; street standards, if there's anything different about those; transit plan updates; any -- any kind of a plan that is under a local jurisdiction here with the City or County.

We will also look at the Federal Fast Act standards; Fast Acts being the most recent iteration of the Federal Transportation legislation. There are some things that are slightly different in that from previous transportation legislation. One thing that's very much emphasized now is performance measures for achieving goals and objectives, and that's something the Federal Highway Administration would like us to focus on to some degree in this transportation plan update.

The third thing we will do, which probably will take the longest amount of time, is actually develop goals and objectives. And that's a collaborative phase where we seek a lot of public input at multiple meetings and by online surveys, as I mentioned, and potentially produce new and revised goals and objectives from the existing plan to address issues of concern. I don't think I'll go into every specific thing listed under that task; but, again, we'll have a working draft initially, receive comment on that, and then actually have a public meeting eventually to take more public input on the specific goals and objective statements that will be inputted.

Plan Four is developing implementation strategies and implementation of goals and objectives. Again, I won't go over every element of that that's included here, but one of the elements that could be noted will be to review all things to ensure it's consistently as possible with the new Fast Act provisions for the metropolitan planning organizations.

Number Five will be the actual adoption of the plan, which will include a final plan, public hearing, and, hopefully, would actually result in the adoption of that plan at that point, although we could go back and, if necessary, take more public input, if necessary.

But that's just for your information. Again, there's no action required. If you have any suggestions for changes to this, I'm certainly willing to take those into account and make revisions as necessary. But, again, I don't think I have anything further to add.

MR. ZENNER: Any questions for Mitch?

MS. BUFFALOE: Mitch -- actually, this question might be more for Dave who might know the answer.

I know that Ms. Price just mentioned Transit doing a major update. Will they be done with their transit plan by your deadline of looking at the transit plan by September 30th of --



MR. NICHOLS: I think it's this May.

MS. BUFFALOE: I know you're doing a work session in March. I don't know if you have a longer plan for when to implement --

MS. PRICE: March is just -- just a work --

MR. NICHOLS: I think the final report is due April, May of this year.

MS. PRICE: Yes. And now it's at least a couple months after.

MS. BUFFALOE: I was just looking at that. With the transit program, I know the University has made changes in parking and transit. So, just wondering how it might affect yours. I don't know what their time plan is.

MR. NICHOLS: There will be some updates as you go through those plans.

MS. BUFFALOE: Just a heads-up.

MR. ZENNER: Anything else?

(No response.)

#### **VIII. OTHER BUSINESS**

MR. ZENNER: Is there any other business that we need to cover here?

MR. SKOV: Mr. Zenner, I'll just mention, the CATSO organization is going to be collaborating with the Federal Highway Administration and Federal Highway Transportation staff at the end of March to do a planning process review which is something that typically happens every five years. It's been somewhat longer than that now, so we are due for a so-called review. It's not actually a certification per se, but it's really just a review of the process, how we update our documents and produce them, and the public input process for such.

So, again, just to make you aware of it. It's not public, again, but it will be something that will be happening we're anticipating the week of March 27th, probably a Wednesday, Thursday -- Wednesday and Thursday of that week.

MR. ZENNER: We'll get a report back of the output of that meeting assessment?

MR. SKOV: Right. As soon as we get it -- we will receive it at some point after that -- it will be a day and a half, that's what we have scheduled for -- then we will get a report from the Federal Highway, which, of course, we'll be getting from Federal Transit, which we can release and send out to the members, just in case you have any interest in that.

But there may be some findings; there may be some recommendations. I assume there will be the latter, at least, but we haven't had any major issues in the last couple iterations of the reviews that we've done.

MR. ZENNER: Very good.

#### **IX. GENERAL COMMENTS BY PUBLIC, MEMBERS AND STAFF**

MR. ZENNER: So, we are at a portion now where we'll take comments from the general public or any other members at this point.

Come up, Ms. Price.

MS. PRICE: Back again. Sorry about that. I didn't mention this when I was up here because you all had not brought up the Fast Act yet.

Is the fact that Chairman Shuster of the Transportation Committee is making some changes, is that going to make a difference into how you proceed with looking at the Fast Act and how it approach-- how it, you know, affects us?

MR. SKOV: Are you talking about a gentleman at the Federal level?

MS. PRICE: Yes.

MR. SKOV: Okay. I don't think so, although they're still working on some of the implementation measures of the formal rules, the facts. Many of these have been released in the comment area, but I don't know what about as far as the rest of them. So, I really can't answer your question.

MS. PRICE: I have been getting -- I get quite a few of the newsletters and stuff from that committee, and I had realized that they are making some changes, and I just wanted to make everybody aware that that is happening, or it looks like that is happening anyway.

MR. SKOV: I don't think you could anticipate there being any --

MS. PRICE: -- major --

MR. SKOV: -- major change for the requirement of performance measures --

MS. PRICE: Okay.

MR. SKOV: -- of the Federal Highway Administration --

MS. PRICE: Okay.

MR. SKOV: -- as far as implemental measures of achieving goals and objectives. I don't think there will be anything different about that.

MS. PRICE: Okay.

My name is Cheryl Price, and my address is 511 Parkade Boulevard. I think I forgot that last time, too. Thank you all very much.

## **X. ADJOURNMENT**

MR. ZENNER: Anything else? If not, I'll entertain a motion for adjournment.

MR. YONKE: I move to adjourn.

MS. BUFFALOE: Second.

MR. ZENNER: All those in favor?

(Unanimous voice vote for approval.)

MR. ZENNER: Thank you very much.

(The meeting was adjourned.)