

MINUTES
COLUMBIA AREA TRANSPORTATION STUDY ORGANIZATION
COORDINATING COMMITTEE
May 16, 2013

MEMBERS PRESENT

Mike Matthes	City of Columbia - City Manager
Tim Teddy	City of Columbia - Planning Department
John Glascock	City of Columbia - Public Works
Derin Campbell	Boone County - Resource Management
Angie Hoecker	MoDOT - Central Office Planning
Aaron Hubbard, for Michelle Teel	MoDOT - Multimodal Division
Steve Engelbrecht, for David Silvester	MoDOT - District Engineer

MEMBERS ABSENT

Bob McDavid	City of Columbia - Mayor
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ALSO PRESENT

Mitch Skov	City of Columbia - Planning
Rachel Bacon	City of Columbia - Planning

MR. MATTHES: Thank you for coming to today's CATSO meeting, Columbia Area Transportation Study Organization, for those who might be their first time. That's what we are, and so thanks for coming. We have quite an agenda today with some public hearings, so we'll dive right in.

2. REVIEW AND APPROVAL OF DECEMBER 6, 2012, MEETING MINUTES

We'll review and approve the minutes. Do I have a motion to approve? Is there anything to change?

MR. GLASCOCK: Move to approve.

MR. MATTHES: Second?

MR. TEDDY: I'll second.

MR. MATTHES: All those in favor, please say aye. Opposed the same.

(Unanimous voice vote for approval.)

3. PUBLIC HEARING: PROPOSED AMENDMENTS TO FY 2013-2016 TIP

MR. MATTHES: So Staff, please.

MR. SKOV: Yes, Mr. Chair. There are a number of amendments that have been proposed for the existing approved fiscal year 2013 to '16 document. It includes some additions and some revisions to projects for both the MoDOT sections as well as for the City of Columbia sections, specifically streets, sidewalks, enhancements, and GetAbout. I don't know how much you want me to get into detail about each of the projects. I can certainly go through them and read them for you, but for MoDOT, the amendments are budget revisions to six existing projects, there's one project being removed scoping to

construction, and there's a couple of new projects. For the City there are four new projects. There's one project that will be revising streets and one in enhancements. There's one new project in sidewalk and one in the GetAbout Columbia section. And, again, I can go through the list if you'd like, but I don't know if that's necessary or not. But for the MoDOT stuff, there are six projects that are basically -- I think most of these are overlays. They're pavement improvement projects. There's a couple different ones for Missouri Route 163, which is, of course, Providence Road. There's some budget revisions being made there. There's a Route 63 pavement improvement project, which includes a portion of it within the CATSO Metro Area. The majority of it would not be, but a couple of miles of that would be within our Metro Area. Business Loop 70 pavement improvements, there's a budget revision there. Same thing on Route 763 between Business Loop and Big Bear. And there's some Route B bridge improvements projects, which includes a number -- actually, it's the bridge over Business Loop, specifically. And there is federal money include with that project. The project being moved from scoping to the pavement construction section is Route 63. They're doing a number of safety improvements to a variety of the -- a number of the median crossovers on North 63 between Rangeline Street, Route 763, and Route 24 North. Again, this is something that would have a portion of the project within the CATSO Metro Area. Of course, there's a big increase in budget because previously it was just in scoping at a real minimal amount of money. Now there's money in there for actual construction. And the new project additions, I'll just read them briefly. Again, Route 63 pavements improvements between WW and 763, including the 63 connector, part of PP, about seven miles in length. There's some Route WW pavement improvements. The majority of this would not be within the CATSO area, but a portion of it is. And then WW bridge improvements. There are eight bridges in the Columbia area. That also includes a couple things that are not -- a couple bridges not in the CATSO Metro Area, but we do show the entire budget as it's going to show in the STP. There are a few other additional ones. There's four other additional ones. I don't think I'll read those. Again, various things for guardrail repair and cable improvements, safety improvements on bridges, a payment project for Route 763 enhancement funds, a repayment to the City, and some intersection striping at various locations, very general. For the City stuff, just to be specific, when we originally did the enhancement project or showed it in the TIP, we had the cost estimate number that we had had in our original application for enhancement funds and that number was 710,000, I believe. So this is just an adjustment to reflect the fact that we are -- to reflect what is actually in the City's agreement with MoDOT. The total number there is 824,000, with 659,000-plus in federal funds -- federal enhancement funds, and then the rest, of course, local, split between the City and the University of Missouri, as far as the local match. The streets project revision, I know this project is in flux, but we did an adjustment to the budget to show some local funding for construction. Previously I believe we only had -- we only showed federal STP funds for the construction portion of that project. So there's a little bit of an increase in federal and then a large amount of local funds added for construction purposes. There's four new projects shown. None of these involve any federal money: Fairview and Ash Street signals, Scott Boulevard phase 3, Keene Street pavement improvements, and Broadway pavement improvements. And there are two other new projects: One's in the sidewalk section and one is in the GetAbout Columbia section. Of course, the GetAbout Columbia section is entirely federal money. The sidewalks

project has no federal money involved in it. The NET impact, this will add just over \$13 million into the TIP budget, just 3.4 million of that is federal money. The Tech Committee did review this at their May 1st meeting. They did pass a motion that the TIP amendments be approved as presented, so our recommendation is that they be approved and then we'll forward them on to MoDOT for formal processing, in addition to the state TIP. Thank you.

MR. MATTHES: Any questions by the Board? All right. Well, let's entertain public comment. All right then. Seeing none, we'll move on to the vote. Do these need to be roll call or can we --

MR. SKOV: No.

MR. MATTHES: All those in -- do I have a motion to approve?

MR. GLASCOCK: I'll move to approve the amendments to the TIP.

MR. CAMPBELL: Second.

MR. MATTHES: All those in favor? Opposed?

(Unanimous voice vote for approval.)

MR. MATTHES: It occurs to me I have followed bad form and not introduced the Board to everyone. So perhaps we could do a role call and just introduce ourselves, go around the table.

MR. CAMPBELL: Derin Campbell with Boone County.

MR. MATTHES: Mike Matthes, I'm City Manager in Columbia.

MR. TEDDY: Tim Teddy with the City of Columbia Community Development Department.

MR. GLASCOCK: John Glascock, City of Columbia Public Works.

MR. HUBBARD: Aaron Hubbard, MoDOT.

MS. HOECKER: Angie Hoecker with MoDOT.

MR. ENGELBRECHT: Steve Engelbrecht, MoDOT Central District.

MR. MATTHES: And would you mind introducing yourself as well?

MR. SKOV: My name is Mitch Skov and I work for the City of Columbia Community Development Department and CATSO Staff.

MS. BACON: Rachel Bacon, also CATSO Staff.

MR. MATTHES: All right. Thank you. Good. We don't have a microphone down there, do we? Our trustee recorder, thank you for coming. All right. Well, let's move to Item four then.

4. PUBLIC HEARING: PROPOSED AMENDMENTS TO THE 2030 LONG-RANGE TRANSPORTATION PLAN

MR. MATTHES: Mitch?

MR. SKOV: Yes, Mr. Chair. This is, I think, something that I would technically call a minor revision, but it is an amendment to our existing 2030 Long-Range Transportation Plan. Now, our 2030 plan is actually close to expiration. It technically expires next week on May 22nd, so we will have a period of a few months where we're out of compliance. And the only concern there is that if we're adding projects to the TIP or would want to add projects to the TIP, maybe through amendment process, with federal money included, we would be limited to the specific projects that are listed in the Long-Range Transportation Plan. So even though I would call this a minor revision in most cases, our Federal Highway contact and advisor suggests that we should do this in a very transparent way, specifically, he

said, for the Scott Boulevard extension project and the Interstate 70 interchange, which would be part of that project. When the 2030 plan was done, the listing of projects for city of Columbia included a Scott Boulevard extension. It was simply an extension from its current terminus near Broadway on up to the Sorrels overpass. It did not include the full scope of the project as has been identified with the access justification report and the environmental assessment. So, again, Federal Highway wanted us to adjust the plan to reflect the fact that this is a much greater project in scope than the way we depict it in the plan now. Again, we have it in there as an extension; it has an \$8 million cost. The estimated cost now would be between 65 and 70 million, based upon the studies that have been done for this. Of course, that would include a full interchange at I-70, along with connections to Broadway and Route E. The environmental assessment has been approved by Federal Highway. They've issued a finding of no significant impact. What we're doing with this project, we're removing the project we have in there now, which shows the \$8 million which is part of what we presume could be funded under the budget shown in the existing 2030 plan, and we're adding this -- or revising it to be purely illustrative. There's no funding that's been identified for the construction of this project, so we're showing it now as illustrative. And we did make -- again, at Federal Highway behest, we did make administrative revision to the TIP back in January to reflect the expanded scope of the project. And, again, note that it's purely illustrative. So Tech Committee did review this proposed amendment at their May 1st meeting. They did recommend approval of it. We did post this to the CATSO website early in April with some reports. I believe you have in your packet a revised listing that shows the project as it is now or as it will appear in the revised page -- pages in the 2030 plan. We did not receive any public comments on the proposed amendments. I'd be glad to answer any questions.

MR. MATTHES: All right then. Let's entertain public comment. Seeing none. Any comments from the Board? Motion?

MR. GLASCOCK: Move to approve the Revised Long-Range Transportation Plan.

MR. CAMPBELL: Second.

MR. MATTHES: All those in favor? Opposed?

(Unanimous voice vote for approval.)

5. 2040 LONG-RANGE TRANSPORTATION PLAN UPDATE AND OVERVIEW

MR. SKOV: Okay. Well, I mentioned this briefly, but, again, we will be out of compliance technically starting on May 22nd. I don't see this as a crisis situation. It -- we have a large number of projects in the existing 2030 plan, enough to suffice for a number of years, but specifically, again, as I mentioned, during the noncompliance period, when we're out of compliance by virtue of the fact that the plan has expired, we could not do any TIP amendments that would include any federal money, other than those that are already specifically shown in the existing long-range plan. This shouldn't be an issue, but we did -- Staff has worked directly with Federal Highway Administration contact and our advisor and our MoDOT representatives and contacts. We met with them directly a couple of weeks ago and went over a work program. We did come up with an action plan, a work schedule. This has been formally now provided to Federal Highway, Federal Transit Administration, and MoDOT via a letter which we sent recently. We have gotten a response -- a tentative response from the administrator at Federal Highway

that they would send us some kind of a formal response. But we did in the letter was request approval of the CATSO work schedule for the plan, and our tentative date, and the date we anticipate being done with the update is December of 2013. So we do anticipate that the schedule will be approved, given that we went over it directly with MoDOT and Federal Highway representatives recently. Again, we do anticipate that December 2013 will be the date when we actually come up with the update. It could be revised if we need some additional time, but -- I will mention one thing that the Census Transportation Planning Package is an integral part of what's necessary for the model update and that has not been released yet, so that is why -- that's really why we're late is the fact that this package has not been delivered. It's actually provided, I believe, to AASHTO, the American Association of State Highway and Transportation Officials. It's -- I checked the website here this morning. There's no mention of it being actually delivered, although it's scheduled to be delivered next month. But at that point, once that is received, it will take a number of additional months to update the model and that is something we'll have to add at a later date. But in the interest of being timely, we will proceed with the updates of the rest of the components of the plan by December of this year. And then I don't -- I have no estimate for when the modeling will be complete, but I would presume a year at least. But there's no issue with updating that separately, we were advised. So that will be an amendment effectively at some later date, but I just wanted to advise the committee that we are working on this and we do anticipate an update without the modeling components being finished by December. The only concerns I have are that we meet the public input requirements. That's, I think, one of our concerns. We may need a special meeting of the committee this fall to accommodate that process. But we don't need any formal action from the committee at this point; it's not necessary for you to pass a motion to approve our plan. It's fine if you would like to, but I don't think it's necessary.

MR. MATTHES: Any questions about that from the Board. If I'm following you -- I think I am -- there's no real financial exposure here. We can still work our current plan. We're just out of compliance until we get the 2040 done and we're waiting on AASHTO and others for elements of that and we'll --

MR. SKOV: We -- yeah. We need the Census Transportation Planning Package in order to have the data by traffic analysis zone. That's what we are lacking at this point in order to do the model update. And, again, the TIP is good for four years. We don't have to do another TIP and we are not planning to do a full new TIP this year for that reason because we're out of compliance. But that's one reason we're doing as many amendments as we are right now in this meaning. But, again, the TIP is good for four years. We don't have to do another one. We could wait until 2016 to do another TIP, although most MPOs do one every other year typically. Not everyone does it like we do. But I don't anticipate any fiscal issues as far as programming projects because of this.

MR. MATTHES: Are there questions? All right. Let's move on to the next item.

6. STADIUM AND OLD 63 PROJECT COST SHARE APPLICATION - LETTER OF SUPPORT

MR. SKOV: I'm sure the city employees here are aware that the city has made an application to MoDOT for a cost share agreement for potential intersection improvement project to Old 63 and Stadium. The City Public Works Department requested a letter of support directly from CATSO. We do have a draft letter in the packet. I have a hard copy of it with me here that should the committee give its

approval, we could have the Chair sign and then provide to the City Public Works Department specifically. The letter is attached for your review. It does include the details of the project as anticipated for this intersection. And up to 50 percent of the cost of the project could be shared by MoDOT if this application were successful. So we would need a formal motion from the committee to approve the provision of this letter and authorizing the Chair to sign it.

MR. GLASCOCK: This is a project Ms. Hoppe asked about at the Council meeting and why it hadn't been built yet. Well, the costs have grown substantially over the years and so we're looking at a different way to fund it as a joint City-MoDOT project.

MR. MATTHES: Is there a motion?

MR. TEDDY: I'll move to endorse the letter of support from CATSO.

MR. MATTHES: Second?

MR. GLASCOCK: Second.

MR. MATTHES: All those in favor, please say aye? Opposed?

(Unanimous voice vote for approval.)

MR. MATTHES: That passes. Thank you. I know it's always awkward with that since all of us, I think, are fairly close to that.

7. OTHER BUSINESS

MR. SKOV: Yes, Mr. Chair. We have just a Staff update for you. We just received this week notification from MoDOT that there are some functional classification map revisions that have been approved. These are ones that we've done in recent CATSO meetings. Just go over real quickly: The Lemone Industrial Boulevard extension -- which, of course, is now the Maguire Boulevard extension -- was changed from proposed to existing in the new configuration alignment as it's actually built as shown on the functional classification map or will be once that new map comes out. That was one that was approved. Scott Boulevard being added as an existing minor arterial from its previous terminus north of Route K down to Route K was approved. Also, Bearfield Road between Route AC and Nifong has been reclassified from a local to a major collector. And more significantly, I think, St. Charles Road was not classified north of I-70 previously above up to the local. It's now been reclassified to a major collector from its existing terminus at the eastbound ramp of I-70 east to Route Z. And the last addition was Mexico Gravel Road between its current terminus at -- or the point where the classification terminates at Route PP east to Route Z. That also was classified -- reclassified from a local to a major collector. Those roads, of course, are all included in the CATSO Major Roadway Plan, but that's just an FYI for the committee. And we will have an updated map at some point when the -- that's something that the MoDOT Central Office provides to us. But when the revisions are done, we will provide that.

MR. MATTHES: Okay. Thank you. Any other business?

8. PUBLIC COMMENT

(There was no public comment.)

9. ADJOURN

MR. MATTHES: I will then declare us adjourned. Thank you very much.

(Off the record.)

(The meeting concluded at 2:56 p.m.)