

COLUMBIA AREA TRANSPORTATION STUDY ORGANIZATION (CATSO)

DRAFT MINUTES

AUGUST 22, 2024

Members Present

Jeff McCann, Boone County Public Works
Thad Yonke (for Boone County Commissioner Justin Aldred)
Shane Creech, City of Columbia Public Works
Barbara Buffaloe, Mayor, City of Columbia
De'Carlton Seewood, City Manager, City of Columbia
Tim Teddy, City of Columbia Community Development
Mike Henderson, MoDOT Central Office
Machelle Watkins, MoDOT Central District

Staff

Mitch Skov

I. CALL TO ORDER

MR. SEEWOOD: It's 2:30, so let's go ahead and call to order the Columbia Area Transportation Study Organization or CATSO with the coordinating committee. And we will start with introductions.

II. INTRODUCTIONS

MR. McCANN: Jeff McCann; Boone County Chief Engineer.

MR. YONKE: Thaddeus Yonke; Boone County Planning. I'm here for Justin Aldred.

MR. CREECH: Shane Creech, I'm the Public Works Director for the City of Columbia.

MR. SEEWOOD: De'Carlton Seewood; City Manager for the City of Columbia.

MS. BUFFALOE: Barbara Buffaloe, Mayor for the City of Columbia.

MR. TEDDY: Tim Teddy; Community Development Director, City of Columbia.

MR. HENDERSON: Mike Henderson; MoDOT Central Office Planning.

MS. WATKINS: Machelle Watkins; MoDOT Central District.

III. APPROVAL OF AGENDA

MR. SEEWOOD: Did everybody get a chance to look at the agenda? Can I get a **motion** for approval of the agenda?

MR. YONKE: Move to approve as written.

MS. BUFFALOE: Second.

MR. SEEWOOD: All in favor?

(Unanimous voice vote for approval.)

IV. APPROVAL OF MINUTES

MR. SEEWOOD: How about the approval of minutes? Any questions? Changes?

MR. YONKE: Move to approve as written.

MR. HENDERSON: Second.

MR. SEEWOOD: All in favor?

(Unanimous voice vote for approval.)

V. CATSO METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE:

MR. SEEWOOD: All right. Next up is a CATSO Metropolitan Transportation Plan update.

MR. SKOV: Yes, Mr. Chair. I think Mr. Teddy wants to say something about this, maybe not. But I did want to introduce our two consultants who are here from CBB Crawford, Bunte, and Brammeier. Mr. Shawn Leight and Mike Albin. I just want you to be -- I know some of you already know them, but I just wanted you to be familiar with them and know that they are in the process of doing our update right now.

MR. SEEWOOD: All right. Thank you.

MR. TEDDY: And I'll just add that CBB has a team of four that's been out this week. They've been doing interviews all week, including intercepting these out in the field, as well as interviews here in the lobby. And we have an open house for the plan scheduled for September 4th, that will be in Room 1A 1B. And then the second open house will be at the Boone County Government Center in the commission chamber on September 30th.

MR. SEEWOOD: Okay.

MR. TEDDY: So things are moving ahead nicely.

MR. SEEWOOD: How do you think the interested parties are?

MR. TEDDY: Very good, very good. I think we've got a lot of good input. I've sat in on a few, Mitch has sat down on some, and other staff have dropped in and I think it went very well.

MR. SEEWOOD: Good. Move to anything else?

MR. SKOV: I don't. Thank you.

VI: PUBLIC HEARING: A PROPOSED AMENDMENT TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

MR. SEEWOOD: All right. First up we have a public hearing for proposed minutes to the FY

2024-2027 Transportation Improvement Plan.

MR. SKOV: Yes, Mr. Chairman. We have a need to do an amendment to the existing fiscal year 2024-2027 TIP. Just from a timing perspective, we need to do that even though it's only like five weeks left in the fiscal year. The amendment is for the initial -- the first project in the transit project listing, which is the one for GoCOMO operations and maintenance. Specifically, to include additional Section 53.07 operating funds from the federal transit administration. It also includes some additional local funding or at least shows the additional local funding, which I believe has already been budgeted. Each of those amass \$4.6 million. There's also \$125,500 of state funding annually. That one usually changed from the existing TIP, but the amounts shown for both local and federal FTA money was actually a much lower number, 1.1 million in the existing TIP. So there's actually more money available and this amendment needs to be done to reflect that. As usual the TIP, of course, is something that reflects the federal funds, which are programs for all various work activities related to transportation. This specific amendment only relates to transit. There's this -- that's just the actual table of it. It will appear in the TIP across all four years of TIP. It, of course, will extend -- fiscal year 2025 TIP will extend that at '28 -- fiscal year '28. This is, again, just an amendment for -- specifically, it's needed for fiscal year 2024 to show that additional money. Technically, we did review this on our August 7th meeting. They didn't see any issues with it. They did pass a motion to forward it to the coordinating committee, I believe for recommendation of approval after review, after holding a public hearing. So that's my suggestion for you after any review you might have or any revisions you might see as necessary after holding a public hearing. Staff would suggest that you pass a motion to give approval to the proposed amendment of the TIP. Thank you.

MR. SEEWOOD: All right. Are there any questions from any of the committee members? No? We'll move it towards the public. Are there any comments from the public? Hearing none.

MR. YONKE: Move to approve.

MS. BUFFALOE: Second.

MR. SEEWOOD: All right. All in favor?

(Unanimous voice vote for approval.)

VII: PUBLIC HEARING: PROPOSED FY 2025-2028 TIP

MR. SEEWOOD: All right. Next up is our public hearing on proposed FY 2025-2028 TIP.

MR. SKOV: This is our annual update to the Transportation Improvement Program. Take a look at this, it's for fiscal '25 through fiscal year '28. For all projects, capital projects and related ones in the CATSO metropolitan planning area or for that time period. As usual, the project list form is similar to that of MoDOT's State Transportation Improvement Program. And in this federal funds program for the various types of activities, including for transit, MoDOT roadways, Boone County streets, City of Columbia streets, and some private transit providers as well. In addition to the capital project cost, there is a table listing in the anticipated maintenance cost, typically for the federal aid system, breach of the local agencies that comprise CATSO, with those being, of course, Boone County and City of Columbia and MoDOT. This particular TIP estimates or projects that for the federal aid system the estimated maintenance cost, which was the lane miles, will be just over 17 million. As always is the case, the TIP we fiscally constrained, so that the project revenue is shown has to be sufficient to cover the listed projects. And as always is the case, in order for local jurisdiction to use any kind of federal funds for transportation, the projects have to be listed in the approved TIP. This particular TIP includes just over \$632,000,000 in capital projects over the TIP time period of four years. There's \$55,481,692 in federal funds included. The majority of those are from MoDOT roadway construction and GoCOMO transit projects. This is just a table showing the projects by jurisdiction in an area. We got MoDOT roadways, MoDOT scoping, which of course is preliminary engineering. Boone County, which does not have any new projects this year. Columbia streets, Columbia sidewalks, rail highway, which is another category that we don't have any projects this year. We do have a new category, which is called parking because we have an electric charging station, which will include -- will receive some federal funding and that needs to be included in the TIP since it is federal highway administration money. Specifically, that's for four locations, two parking garages, the public library, and, I believe, the Columbia Regional Airport, and then there's the transit system amounts. Again, in total capital project funding is 632.1 million, 55,481,000-plus of that is federal funding with \$17,000,000 in maintenance anticipated for the federal aid system. The total revenue is just over 772 million. That's for all jurisdictions over that fiscal year period. Again, it's the numbers annually which shows you the same thing. It's -- there's 50 new projects. It's quite a large amount of project costs in terms of capital. Again, 55 million-plus in federal funds. Just saw this note, there certainly are a number of really large cost items in the MoDOT section. The one by far the most expensive, is typically

the Interstate 70 Safety Capacity Improvements section for the Missouri River in Columbia, so the western side of Columbia. That's going to have a budget of over \$486,000,000. Four and a half million of fiscal year '25. The remainder is in fiscal year '26. And another large one I'd like to -- is the Route 63, Route AC interchange. That's 15.7-plus million that's budgeted for fiscal year '25. Those will be the two biggest projects in terms of individual cost, I believe. Certainly the one — the I-70 projects by far are larger than anything else that's in the TIP. The committee has the option of adopting the TIP as presented with any revisions you might like to make or you think are appropriate or necessary. Once it's approved, it will be provided to the Federal Highway Administration and Federal Transit Administration, and MoDOT once the coordinating committee give its formal approval. The TAG committee did review it at their August 7th meeting. We had some general discussion about it. We did pass a motion recommending the coordinating committee give its formal approval, subject to any necessary revisions that might be better in the meantime. So suggested is a coordinating committee action is after you hold a public hearing and review, we suggest you pass a motion to give approval for the proposed fiscal year 2025-2028 TIP.

Thank you.

MR. SEEWOOD: Thank you, Mitch. Any questions or comments from the committee? If not, we'll open it up to public for any comments or questions from the public.

THE WITNESS: I'm Dee Dokken. I'm representing the Sierra Club. I'm just glad to see more charging -- electrical vehicle charging stations in the budget.

MR. SEEWOOD: Thank you. Any comments from the committee? Now, can I get a motion?

MR. YONKE: Move to approve.

MS. WATKINS: Second.

MR. SEEWOOD: All in favor?

(Unanimous voice vote for approval.)

VIII. PUBLIC HEARING: PROPOSED FY 2025 UNIFIED PLANNING WORK PROGRAM (UPWP)

MR. SEEWOOD: Okay. Next up, public hearing on proposed FY 2025 Unified Planning Work Program.

MR. SKOV: Yes, Mr. Chairman. Of course CATSO being the MPO, Metropolitan Planning Organization for the Columbia metropolitan planning area, we do receive federal consolidated planning

grant funds for planning related work -- transportation planning related work. And the CATSO unified planning work is one of the documents produced in the transportation planning process and the federal law has required new UPWP updated annually. It updates — it identifies all the work tasks and all the consultant studies funded with CPG funds and the related local match. As it is typical to draft under the proposed FY 2025 UPWP narrate describes all the CATSO and transportation planning related work activities for the upcoming fiscal year, which begins October 1st and ends on September 30th of 2025. This year we have a total budget of \$1,268,245. That includes local match, consolidation plan, planning grant share. This is \$978,314. CPG funds are a combination of Federal Highway and Federal Transit Administration Planning and Funding. Again, we'll do a 25% local match. This is just a budget spreadsheet with a number of different work activities, land-use planning, short-range technician planning, which would include the TIP, for example. Long-range technician planning, which includes, of course, our annual -- or our current Metropolitan Transportation Plan Update, which is ongoing. Transit planning, safety planning, grant management, which would include the production of the UPWP annually. And information systems, which is GIS and map related for the most part. Moving on, this is a larger request than in recent years and it was this case last year too, but we were rolling some over from fiscal year 2024. Because of course, we're in the process now of doing an update of the Metropolitan Transportation Plan, specifically the consultant services. We were receiving CBG. The total amount of that contract is \$285,000. \$228,000 of it is CBG funding. 57,000 in local match. We're extending that into fiscal year 2025, at least in the first quarter. There's certainly an extensive amount of public engagement going on with that, as well as a lot of input from Christian represented groups. There's more attention focused on climate change and the format is designed to be better and easier for the public to read and understand what the current Long-range Transportation Plan is. We've also continued the Comprehensive Transit Route Study, which is ongoing. That may be done here in the next month or two, but we're anticipating it'll go into fiscal year 2025. Specifically, that's a total of \$200,000 with the \$160,000 in CPG funding. Again, that's specifically for the GoComo Transit System. And we're also rolling over in the public engagement portion of the Comprehensive Plan Update, which is -- actually, that's to cover the CATSO Metropolitan Planning Area, anticipating \$76,000 in CPG funds with local match of 20,000. Again, that's something that's has been delayed, but we fully anticipate doing an RP in fiscal year 2025 and moving on with that.

As usual with fiscal year 2025, you have UPWP adopted as written or with any revisions the committee might want to make. UPWP is the basis for the Consolidated Planning Grant contract agreement between MoDOT and City of Columbia. That contract agreement, it should say fiscal year 2025 there on that second to last paragraph. That's been sent to the Columbia City Council. It has its first reading of it, August 19th council meeting, and it will — at least, it's scheduled to receive approval at the September 3rd council meeting. Technically, they didn't produce this at their August 7th meeting. The CATSO head committee passed a motion to recommend to the coordinating committee that the UPWP be approved contingent on the narrative that would be provided at a tech committee membership in the meantime, and make any technical corrections that were found to be necessary. So as with the previous documents, I suggest to the according actions, review and propose fiscal year 2025 TIP, suggest any revisions you might make appropriate, hold a public hearing, and after that, pass a motion giving formal approval to the proposed fiscal year 2025 Unified Planning Work Program. Thank you.

MR. SEEWOOD: Thank you, sir. Do I have any questions or comments from the committee?

Any questions or comments from the public? Can I get a motion?

MR. YONKE: I so motion.

MR. SKOV: I just want to make sure from --

MR. YONKE: If that counts as a public hearing, then I move that we approve it.

MS. BUFFALOE: Wow. I asked -- I sent a second email. Deedee or Lacy, would either of you like to come? They both said no.

MR. YONKE: So now I move to approve it.

MR. TEDDY: Second.

MR. SEEWOOD: All in favor?

(Unanimous voice vote for approval.)

IX. OTHER BUSINESS.

MR. SEEWOOD: Other business?

MR. SKOV: Well, I do have a certification that needs to be signed by Ms. Watkins and, you, Mr. Seewood.

MR. SEEWOOD: Okay.

MR. SKOV: Of course, I left them in the printer upstairs but I will bring it right back down.

MR. SEEWOOD: All right.

MR. SKOV: It's part of the TIP appendices and this is typically always something that is required to be signed in order to have the TIP totally approved. So again, I just wanted to mention that.

MR. SEEWOOD: Thank you, we'll get it signed.

MR. SKOV: Otherwise, I have no other business.

X. GENERAL COMMENTS BY PUBLIC, MEMBERS, AND STAFF:

MR. SEEWOOD: All right. Any comments from the public? All right. Anything from any committee members?

MR. YONKE: We had our master plan ritual open house last night and they mentioned that the open house for the Master Plan Update is happening on the -- is it the third or the fourth -- I can't remember but they've got the date. They actually integrated that into their presentation, so that we make sure that both are being integrated.

MR. TEDDY: Ours is the fourth.

MR. YONKE: Yours is the fourth.

MR. TEDDY: And in the master plan, did you mean --

MR. YONKE: Your metropolitan plan into our master plan to notify so that we're getting cross notification of people.

MR. TEDDY: Thanks.

MR. YONKE: And you've put CBD in touch with what order to make sure that all of the comments that come in for our master plan that are related to transportation get forwarded to the major plan comments.

MR. SEEWOOD: Excellent.

MR. TEDDY: And you have the --

MR. YONKE: September.

MR. TEDDY: September 30th. And then, yeah, we have an actual in-person open house on the 5th over in the commission chambers. So the day after the open house for the transportation on our plan.

MR. SEEWOOD: All right. Any other comments from the committee? Anything else from staff?

MR. SKOV: No, sir.

XI. NEXT MEETING DATE

MR. SEEWOOD: All right. Next meeting date?

MR. SKOV: Next meeting date will be on Thursday, December the 5th, 2024, here at 2:30 PM as usual.

MR. SEEWOOD: All right. Move to adjourn.

MR. YONKE: Seconded.

(The proceedings concluded at 2:50 PM.)