

COLUMBIA AREA TRANSPORTATION STUDY ORGANIZATION (CATSO)

DRAFT MINUTES

AUGUST 28, 2025

Members Present

Barbara Buffaloe (Mayor, City of Columbia)
Matt Unrein (for Chair De'Carlton Seewood)
Andrew Devereux (for Justin Aldred, Boone Co Commission)
Lee White (for Shane Creech, City of Columbia Public Works)
Machelle Watkins (MoDOT Central District)
Jeff McCann (Boone County Public Works)
Mike Henderson (MoDOT Central Office)

Staff

Mitch Skov

I. CALL TO ORDER

MS. BUFFALOE: Good afternoon. I'll go ahead and call this meeting of the Columbia Area Transportation Study Organization to order. It is August 28, 2025.

II. INTRODUCTIONS

MS. BUFFALOE: We'll start with introductions. I'm Barbara Buffaloe, Mayor of Columbia. And we'll go this way.

MR. UNREIN: I'm Matt Unrein, U-N-R-E-I-N, sitting in for De'Carlton Seewood.

MR. HENDERSON: Mike Henderson, MoDOT Central Office Transportation Planning.

MS. WATKINS: Machelle Watkins, District Engineer with MoDOT Central District.

MR. DEVEREUX: I'm Andrew Devereux with Boone County Planning. And I'm here for Justin Aldred.

MR. MCCANN: Jeff McCann, Boone County, Chief Engineer.

MR. WHITE: Lee White, City of Columbia Public Works, in for Shane Creech.

MS. BUFFALOE: And then Mitch.

MR. SKOV: I'm Mitch Skov. I am with the Community Development Department. I am CATSO staff.

III. APPROVAL OF AGENDA.

MS. BUFFALOE: We have an agenda that's been posted and shared out on the bulletin

board. Are there any changes to the agenda?

MR. SKOV: I have none.

MS. BUFFALOE: All right. Seeing none, I'll entertain a motion to approve the agenda.

MR. MCCANN: So moved.

MS. BUFFALOE: Do we have a second?

MR. UNREIN: Second.

MS. BUFFALOE: All those in favor of approval of the agenda, say aye.

(Unanimous voice vote of approval.)

MS. BUFFALOE: Any opposed?

IV. APPROVAL OF MINUTES.

MS. BUFFALOE: All right. The meeting minutes for the May 22nd meeting were submitted and attached to this agenda. Are there any changes or amendments to that? Seeing none, I'll entertain a motion to approve the minutes as posted.

MR. MCCANN: Move to approve as posted.

MS. BUFFALOE: Do we have a second?

MR. WHITE: Second.

MS. BUFFALOE: All those in favor of approval of minutes, say aye.

(Unanimous voice vote of approval.)

MS. BUFFALOE: Any opposed?

V. PUBLIC HEARING: PROPOSED FY 2026 – 2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

MS. BUFFALOE: All right. Up first is the public hearing for proposed '26 to '29 Transportation Improvement Program. Do we have a staff report?

MR. SKOV: Yes, Ms. Buffaloe. The TIP, of course, is our annual update. It's the Transportation Improvement Program for a four fiscal year period, starting with fiscal year 2026 and going up through 2029 for the CATSO MPA. The project list format of this, or portion of the TIP, is similar to that of the MoDOT's State Transportation Improvement Program, or a STIP, as they call it. The TIP lists

the federal funds, specifically transportation-related federal funds program for the various entities that make up the CATSO organization. Includes MoDOT roadways, the transit system, GoCOMO, Boone County, City of Columbia, as well as some private transit providers, such as Oats. It also does list some anticipated maintenance costs for each of the local agencies that comprise CATSO. Specifically, it focuses on the federal aid system, which comprises 595-plus lane miles in the Columbia MPA. The estimated maintenance costs over the four fiscal year period for those streets in particular is just over \$18,000,000. As usual, the TIP has to be fiscally constrained. The projected revenue that's shown has to be sufficient to cover the projects that are listed. This is a requirement that we have an approved TIP in order for the local jurisdictions to use federal transportation funds for any projects they may have. This year's TIP, this update, includes just over \$617,000,000 in capital project costs over the TIP period. That includes \$57-plus million in federal funding. Most of the federal funds are for MoDOT roadway construction projects and GoCOMO transit projects. This is just a summary sheet from the spreadsheet, which has a specific section for each of the entities. The sections of the financial summary are MoDOT roadways, MoDOT scoping, Boone County, Columbia streets, Columbia sidewalks, rail highway, parking, and transit. This is just, again, a summary -- this is the summary page of all those specific individual sections. Again, total programmed is just over \$617,000,000 in capital projects, plus the \$18-plus million in federal aid system maintenance streets. The total revenue projected here is just over \$768 million, which does, of course, cover it easily as far as the federal stuff. But the funds remaining, of course, will be used primarily for maintenance of all the rest of the street system, as well as some other transportation-related expenses. This is just another table that looks at it in a different way. Again, by section, it lists total projects. The new projects, the total costs, total costs of the new projects, and the total federal funds once again. Again, that's just over \$57 million. There are some major items in the MoDOT construction section. The big one, of course, is the Interstate 70 Improvements Project from the Missouri River near Rocheport to Columbia. The budget for that, I believe, is \$486-plus million. \$4.5 million is budgeted this year, fiscal year 2025. The remainder will be budgeted next fiscal year. There are a couple other major projects I'll just mention. There's a number of projects in there from MoDOT. But there are two bridge improvement projects, just to mention. One is Route 163, of course, which is

Providence Road over Hinkson Creek. And then also I-70 Drive Southeast over Hominy Branch Creek, that'll also be a bridge improvement project that's included in the TIP. I'll just mention, because the City has more federal funding for streets than we typically do, we do have the following street-related projects, which have federal funding. Five of them are funded in part with the Safe Streets for All grant. Those five are an examination of the Complete Streets Policy, Vision Zero Plan Update and Analysis, the preparation of a Pedestrian Level of Comfort Map, a Highway Safety Manual Analysis of CATSO Plan Projects, and a Traffic Signal Examination, specifically to look at the potential limitation of leading pedestrian intervals at signals. There's also a Business Loop 70 Corridor Study listed, which is funded with the Federal Reconnecting Communities and Neighborhoods grant. There are two sidewalk projects, which are funded with federal transportation money, specifically the Transportation Alternative Program federal funding, Broadway Sidewalk, Maplewood to West Boulevard, and the St. Charles Road sidewalk from Clark Lane to Demaret Drive. And there are also a couple of notable GoCOMO bus system capital projects with federal funding. The big one is the new Maintenance and Operations Building at the existing Lakeview Avenue site. That will be funded with a DOT BUILD grant. Formerly it was called the RAISE grant. They've changed the name, so it's got a new acronym. There's also a project for the purchase of four vans for the Para Transit Service. That's utilizing Federal Transit Administration funding from Section 5339. That is a project we just amended the existing TIP back in May, I believe, to add that specific project. As usual, the draft TIP can be adopted as presented or with any revisions or amendments suggested and approved by the committee. Once it's approved by the coordinating committee, it will be sent on to Federal Highway, Federal Transit, and MoDOT for their review -- for their processing, I should say. The Tech Committee did look at this at their August 6th meeting. They had general discussion, as always. And they did pass a motion recommending that the Coordinating Committee give formal approval to the proposed TIP, subject to any necessary revisions. So, again, after review and any suggestions members may have for any changes, and after holding a public hearing, Staff suggests the committee pass a motion to give approval to the proposed fiscal year 2026-29 TIP for CATSO. Thank you.

MS. BUFFALOE: Are there any questions from the committee for Staff? I guess I just

have one, and this might be more of a MoDOT question. So the I-70 -- the investment in I-70 things, I'm assuming normal years, those numbers won't be as high? I think you said it's the I-70 numbers that are really impacting that.

MR. SKOV: Yeah, the I-70 number for the reconstruction project there between the River bridge at Rocheport, and I believe it goes to Route B overpass, it's the specific terminus. Obviously, they're completely reconstructing it. It's a massive amount of money compared to what, typically, you would see for one project.

MS. BUFFALOE: Okay. I was like, it's a really big dollar amount on there. But it's not necessarily for all of our other MoDOT roads in Columbia all of a sudden being rebuilt, which would -- yeah, okay.

Just wanted to confirm. All right, any other questions? All right, would anybody from the public wish to speak on the proposed fiscal year 2026-'29 Transportation Improvement Program? Seeing none, I'll close the public hearing. I don't have a gavel. That feels weird. Any other committee discussion? All right. If not, I'll entertain a motion to approve the proposed fiscal year '26-'29 Transportation Improvement Program.

MR. UNREIN: So moved.

MS. BUFFALOE: Do I have a second?

MR. HENDERSON: Second.

MS. BUFFALOE: Second, all right. All those in favor, say aye.

(Unanimous voice vote of approval.)

MS. BUFFALOE: Any opposed?

VI. PUBLIC HEARING: PROPOSED CATSO FY 2026 UNIFIED PLANNING WORK PROGRAM (UPWP)

MS. BUFFALOE: All right, moving on. Proposed fiscal year 2026 Unified Planning Work Program. Do we have a staff update?

MR. SKOV: Yes, Ms. Buffaloe. The Metropolitan Planning Organization for the Columbia area is CATSO, of course. We are the recipient of federal so-called Consolidated Planning

Grant funds, CPG for short. And the Unified Planning Work Program is one of the documents that we do as part of the Transportation Planning Process. And the federal law does require that document to be updated annually. And it identifies all the work tasks and consultant studies to be funded with CPG funds and the related local match. The narrative for the draft 2026 fiscal year to UPWP describes all the CATSO transportation-related work activities for the upcoming fiscal year, which for us begins on October 1st of 2025 and goes through September 30th of next year. The budget does include a total of \$1,186,296 in funding. That includes the local match. The Consolidated Planning Grant federal share of this is \$952,599. That's an 80-20 split between the federal amount and the local. This is just the budget sheet. It just displays it a different way. There's different categories, of course, land use planning, a couple of transportation planning categories. There's transit planning, safety planning, grant management, and information systems, which is primarily GIS. Again, \$952,599 is the federal amount of funding with local match at \$233,697. And just over \$1.1-plus million in terms of the entire project budget. There are some studies included in the fiscal year 2026 UPWP budget. I thought I would talk in a little bit more detail about one of them, specifically the Sub-Area Major Streets Study. The motivation for that, of course, rose out of the Ash Street Improvement Project, which is, I believe, currently on hold. There was a lot of public interest in that and a lot of questioning as to whether the designation of Ash Street as a major collector is appropriate. So there is a plan for us to move forward with a consultant contract to do a major street study in a specific sub-area. The estimate is that it might be up to \$300,000 total. We hope it's less than that. But we did include \$300,000 in the budget, which would be \$240,000 in CPG funds, federal, and the local match would be \$60,000. Specifically, it would look at major streets in a sub-area of the Metropolitan Planning Area to examine the CATSO Metropolitan Transportation Plan and its component, the Major Roadway Plan, and make some recommendations on whether the existing roadway designations are indeed the optimal ones for the transportation network. I think the idea among staff was that the sub-area would, generally, be bounded by College Avenue on the east side, Stadium on the south, Fairview Road on the west, and Interstate 70 on the north. I will mention the consultant will be asked to make any recommendations on that sub-area boundary and whether we should do something different than those general boundaries. There are a number of major streets to be looked at in this area,

looking at their functionality, including Ash, of course, Worley, Rogers, Fairview, Stadium Boulevard -- which, of course, is Missouri Route 740, Rollins, College Park, Garth, Clinkscales, Providence -- which, of course, is Missouri Route 163, College Avenue -- which is Missouri Route 763, Rangeline Street, West Boulevard, Business Loop, Interstate 70. Stewart Road will be included. That's probably less of a major street, it's a neighborhood collector. But anyway, the point will be to examine those and see what potentially changes in any designations, if any, might be appropriate as far as the Major Roadway Plans classifications. It will have to coordinate with the I-70 Improvement Project. The changes to access and other impacts of that, I think there'll be more known in December of this year because I believe that's when the schedule is. It's presumed that there'll be -- I believe, a MoDOT -- some kind of a -- MoDOT will come up with, I think, a consultant. I don't know if they'll actually go out to bid then, but they will have more information about that specific section of 70 that we mentioned. Specifically, again, from Rocheport -- the Missouri River Bridge of Rocheport to Columbia. And at that point, then, we can move forward. We may actually be able to put out an RFP late in December, I don't know if that's going to happen. But at some point early in calendar year '26, I believe, we'd proceed with hiring a consultant, hopefully in the first quarter of the calendar year. And it will be asked to provide some guidance for the long-term needs for all modes of transportation, not just motor vehicles. The other consultant plan that specifically would be included in this, hopefully anyway, is the public engagement element of the transportation component of the Comp Plan Update. And the Comp Plan Update does cover the CATSO Metropolitan Planning Area. That is the scope. We're showing \$76,000 in CPG funds and local match at \$20,000. It is being rolled over from this fiscal year. We think that, potentially, a revised RFP can be prepared and sent out in the first or second quarter of fiscal year '26, possibly before the end of calendar year '25, and proceeding with hiring a consultant for this particular project, the Comp Plan Update. Again, the public engagement portion related to transportation of the Comp Plan Update. Hopefully, again, at some point early in calendar year '26. UPWP can be adopted as written or with any revisions, as the committee may approve. It is the basis for the CPG contract agreement between MoDOT and the City of Columbia. The CPG contract has been sent to the Columbia City Council. It had its first reading at the August 18th meeting. And it is scheduled to have final approval of the September 2nd City Council meeting coming

up. Tech Committee did review the UPWP at their August 6th meeting. After their review, they did unanimously pass a motion to recommend to the Coordinating Committee that the proposed UPWP be approved contingent on making any necessary technical corrections. Suggested Coordinating Committee action: This is a public hearing item. You need to hold a public hearing and do any further review of the UPWP. Again, suggesting any revisions you may think appropriate after holding the public hearing. Pass a motion giving formal approval to the proposed fiscal year 2026 Unified Planning Work Program. Thank you.

MS. BUFFALOE: Are there any questions for staff from the committee? Seeing none, I'll go ahead and open up the public hearing. Would anybody from the public wish to speak on the proposed fiscal year 2026 Unified Planning Work Program? Seeing none, I'll close the public hearing, come back to our committee comments. I think just one clarification. You said the scope of work for the RFP for this sub-area review is both for recommendations as well as all modes of transportation, long term planning?

MR. SKOV: That was the intent. My understanding from discussions I've had with staff people who would be directly involved is that they want that to look at not just motorized modes, but non-motorized as well.

MS. BUFFALOE: Okay. Appreciate that. Any other committee questions or comments? All right, seeing none, I'll entertain a motion to approve the proposed fiscal year 2026 Unified Planning Work Program. Do I have a motion?

MR. WHITE: So moved.

MS. BUFFALOE: Moved by Lee. Do I have a second?

MR. MCCANN: Second.

MS. BUFFALOE: All those in favor of approval of the proposed fiscal year 2026 Unified Planning Work Program, say aye.

(Unanimous voice vote of approval.)

MS. BUFFALOE: Any opposed?

VII. METROPOLITAN PLANNING PROCESS CERTIFICATION

MS. BUFFALOE: All right, moving on. Metropolitan planning process certification.

MR. SKOV: Yes, this is actually an annual thing that we do. It's actually a component of the appendices of the TIP. But it was suggested to us in the past by our federal highway contacts that we adopt it as a separate item on the immediate agenda just to call attention to its presence and the fact that it is something that we do annually with the TIP update. If it's given approval by the Coordinating Committee, the self-certification would be signed by the CATSO chair. Obviously, De'Carlton is the CATSO chair, and then by MoDOT district engineer Machelles Watkins. And this is something we do every year when we update the TIP. But again, we're doing it as a separate document this year just to call attention to it. This is a certification. It's not easy to see. I did look through the federal register to see if there's any updates to this as far as the components. I couldn't locate anything that was different. The components of this certification are the same ones as I can find online. So apparently, this is the one we've been using for the past couple of years. It's apparently still up to date. So our suggested action for the committee is pass a motion giving approval to the metropolitan planning process self-certification. And that is contingent on it being signed by the CATSO chair and by the MoDOT district engineer.

MS. BUFFALOE: Any questions from the committee for staff? Seeing none. Do you do public comment on all parts?

MR. SKOV: This is not a public hearing. This is an action item.

MS. BUFFALOE: Okay. Thank you. All right, so no questions came. All right, I'll entertain a motion to give approval to the metropolitan planning process self-certification.

MR. UNREIN: So moved.

MS. BUFFALOE: Do we have a second?

MR. MCCANN: Second

MS. BUFFALOE: All right. All those in favor, say aye.

(Unanimous voice vote of approval.)

MS. BUFFALOE: Any opposed?

VIII. OTHER BUSINESS

MS. BUFFALOE: All right, going on. Mitch, is there any other business?

MR. SKOV: I just wanted to mention to you, we are going to start working on a update to

the Coordinated Public Transit Human Services Transportation Plan. We did one in May. And we mentioned that we had some analysis that needed to be updated. And we updated everything else. But we have that, and we anticipate bringing that to the committee in December, just as an FYI. But other than that, I have no other business.

IX. GENERAL COMMENTS BY PUBLIC, MEMBERS AND STAFF

MS. BUFFALOE: All right. Would anyone from the public wish to speak? Would anyone from the committee wish to speak? Staff, you already did yours.

X. NEXT MEETING DATE

MS. BUFFALOE: All right. When is our next meeting date?

MR. SKOV: December 4th, 2025.

XI. ADJOURNMENT

MS. BUFFALOE: Seeing no other business or conversation that needs to happen. Then I'll go ahead and adjourn our CATSO quarterly meeting. So thank you, Coordinating Committee.