Missouri Transportation Planning Committee
Meeting Notes
May 2018

The Missouri Transportation Planning Committee (TPC) Meeting was held in the East-West Gateway Council of Governments (EWG) offices on Wednesday, May 9, 2018 at 2:00 pm.

Members in Attendance
Rich Bradley, City of St Louis
Amanda Brauer, St Charles County Transit Authority
Mike Henderson, Missouri Department of Transportation (Telephone)
John Hicks, St Louis County
Jason Jonas, Jefferson County
Grace Kyung, Bicycle & Pedestrian Advisory Committee
Jessica Mefford-Miller, Bi-State Development
Wesley Stephen, Missouri Department of Transportation (Telephone)
Ron Williams, Franklin County
Steve Ables, Municipal League of Metro St Louis (for Pat Kelly)

Members Absent
Maurice Falls, City of St Louis
Pat Kelly, Municipal League of Metro St Louis
Chris Poehler, Bi-State Development
Greg Smith, St Louis Regional Chamber
Craig Tajkowski, St Charles County

Others in Attendance
Alice Stanley, Bi-State Development

EWG Staff
Ajdin Hamzagic, Ryan Hatch, Paul Hubbman, Dan Hutti, Peter Koeppel, Jason Lange, Marcie Meystrik, Anna Musial, Rachael Pawlak, Sonya Pointer, Josh Schwenk, Melissa Theiss

CALL TO ORDER
The meeting was called to order by John Hicks, Chair.

ITEMS
Metro Reimagined – Jessica Mefford-Miller (Bi-State Development) gave an update on the Metro Reimagined MetroBus network redesign plan. The plan is revenue neutral, meaning the goal is for current resources to be leveraged in a more cost-effective way to better serve riders, with no new revenue sources anticipated. 12 existing routes carry over half of Metro's passenger boardings each day. These routes will be altered to follow major corridors and upgraded to 15-minute frequency or less. These higher-frequency routes will be supplemented by supporting local service with 30-minute frequency on most routes. Additionally, all-day express service is proposed to connect some major corridors with suburban communities. In

some areas, Metro proposes utilizing community mobility solutions tailored to the needs of particular geographic areas. These include demand-response, shuttle, and fixed-route deviation services.

Small transfer hubs will be created to allow transfers between local and frequent service without the need to travel to a transit center. Additionally, Metro is continuing the rollout of their Gateway Card stored-value fare card, and working to roll-out a messaging platform and mobile ticketing options. In 2019, Metro will begin updating its fleet to introduce 40' and 60' electric buses. Having conducted public outreach around the draft plan, Metro will be revising the plan during the month of May, with a revised draft plan to be brought to the public in June. The goal is for the plan to be finalized this fall and for implementation to begin in 2019 with new signage and branding unveiled alongside the launch. More information about the draft plan can be found at www.metrostlouis.org/reimagined/.

Ron Williams asked about the funding of the network enhancements and capital improvements. Mefford-Miller reiterated that the plan is cost-neutral, meaning that enhancements will be funded at the expense of some less-frequent service, reduced coverage, or the replacement of some service with less expensive options such as the proposed community mobility solutions. Capital improvements will continue to rely on the same funding sources currently relied upon, such as the Section 5310 program, but increased costs for some items, such as electric buses, will be offset by reduced costs on other items, such as smaller vans for community mobility areas. No assumption of increased funds from additional ridership is expected. However, improved service is necessary to maintain current ridership.

John Kohler asked if specific sites for enhancements such as bus stops have been identified. Mefford-Miller responded that some intersections have been identified, but Metro is looking to work with their partners to identify corridors for enhanced amenities as well as traffic signal prioritization.

Missouri Great Streets Call for Projects – Marcie Meystrik (EWG) discussed the current call for projects for the Great Streets Initiative. The Great Streets Initiative is a multidisciplinary effort to analyze the connections between transportation, green infrastructure, and land use. Projects this round may have a maximum project cost of $500,000, including a 20% local match. Applications are due May 23, 2018, with project selection continuing through the end of June, followed by consultant selection through October. The project may begin in October or November and must be completed by June 2019. More information about the program, as well as the application, are available at www.ewgateway.org/transportation-planning/great-streets-initiative/call-for-projects/.

Ron Williams asked for clarification on the amount of funding available per project. Meystrik noted that there was $500,000 available ($400,000 award plus $100,000 local match) for one project.

***Connected2045* Update –** Sonya Pointer (EWG) presented on the update to EWG's long-range transportation plan, *Connected2045*. The plan must be updated every four years, and the current plan was adopted in 2015. The current update will include federal performance

measures and EWG's performance targets. A draft plan will be available in March 2019 with the final plan submitted to the Board for approval in June 2019. An online survey is available to gather public feedback. More information, as well as the survey, can be found at www.ewgateway.org/connected2045.

Section 5310 Project Recommendations (ACTION ITEM) – Melissa Theiss (EWG) announced staff recommendations for Section 5310 funding. Section 5310 is a program of the Federal Transit Administration (FTA) which provides funding for transportation projects related to seniors and people with disabilities. Federal law requires 55% of funds to be spent on Traditional capital projects including acquisition of vehicles. The remaining 45% may be used on New Freedom projects including capital or operating projects. Nonprofit organizations, local governments, and public transit operators are eligible to apply. EWG released a call for projects in January 2018 and applications were due March 5, 2018. 24 applications were received with a combined total of federal funds requested of approximately $3.5 million. Approximately $2.2 million was available to award. After evaluating the projects based on EWG's Coordinated Human Services Transportation Plan (CHSTP), staff recommended the approval of 30 vehicles requested by 13 providers totaling $1,236,302 in Traditional funds and five projects totaling $1,029,318 in New Freedom funds. These projects will be submitted to the EWG Executive Advisory Committee and Board of Directors at their meetings later this month.

Motion to Approve: Move – Jason Jonas, Second – Ron Williams.
-Motion carries – All in attendance voting in favor.

BUILD Discretionary Grant – Jason Lange (EWG) provided information about the recent replacement of the federal Transportation Investment Generating Economic Recovery (TIGER) program by the Better Utilizing Investments to Leverage Development (BUILD) program. About $1.5 billion is available through the US Department of Transportation (USDOT). The minimum award for a project is $5 million while the project maximum award is $25 million. 30% of funds must be allocated to rural areas and $15 million is available for high-impact projects. Funds must be spent by September 30, 2020. A webinar will occur May 24, 2018 to provide additional information. Additional information on the grant program, as well as registration for the webinar, is available at www.transportation.gov/BUILDgrants.

John Kohler asked whether staff were aware of any project submittals being considered in the region. Lange responded that he was not aware of any.

Reasonable Progress – Josh Schwenk (EWG) informed the TPC that out of $91,503,922 programmed for FY 2018, $20,969,573 had been obligated by the April 30, 2018 update, bringing the number of obligated projects to 45 out of 147. Additionally, another nine projects obligated a combined total of $6,596,244 in the beginning of the month of May. Staff distributed the one-time extension request form to eligible sponsors in mid-April, and the form will be due June 1, 2018 for sponsors who will not be able to meet the September 30, 2018 obligation deadline.

Other Business –
Jason Lange (EWG) reminded TPC members that applications for revisions to the functional classification of roads are due by May 31st. More information, as well as applications, are available at www.ewgateway.org/FuncClass.

Jason Lange (EWG) also reminded TPC members that project applications for STP-S and CMAQ are due June 14, 2018. More information, as well as project applications, are available at www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/.

John Kohler (City of St Louis) gave an update on the roll-out of the bike share program. 750 LimeBikes have been deployed in the city, while ofo plans to launch the same number as early as this week. Both companies may increase their number by up to 250 bikes per month until reaching a cap of 2,500 bikes per company. Grace Kyung stated that roughly 11,000 rides had taken place so far on LimeBike. A bikeshare FAQ has been posted at www.stlbikeshare.org/faqs.html. John Hicks and Amanda Brauer stated that the companies had begun discussions on potentially expanding into St Louis County and St Charles County.

MEETING ADJOURNED: Motion – Ron Williams, Second – Jason Jonas.