OZARKS TRANSPORTATION ORGANIZATION

TECHNICAL PLANNING COMMITTEE MEETING MINUTES

March 17, 2010

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30-2:30 p.m., at the Missouri State University Plaster Student Union (3rd Floor, Room 317).

The following members were present:

Mr. Pat Lloyd, Willard (Chair) Mr. Mike Giles, City of Springfield (a)

Mr. Kent Morris, Greene County (a) Ms. Carol Cruise, City Utilities

Mr. Bill Robinett, MoDOT Mr. Joel Keller, Greene Co. Planning Dept. (a)

Mr. Steve Childers, City of Ozark Mr. Terry Whaley, Ozark Greenways

Mr. Frank Miller, MoDOT Mr. Dan Smith, Greene Co. Highway Dept.

Mr. David Brock, City of Republic Mr. Don Clark, MSU

Ms. Jenni Jones, MoDOT Mr. Dan Watts, SMCOG

Mr. Ralph Rognstad, City of Springfield Mr. Brian Bingle, City of Nixa

Mr. Josh Bird, Christian County Planning (a) Mr. Eric Claussen, City of Springfield (a)

1. *Denotes alternate given voting privileges as a substitute for voting member not present*

The following members were not present:

Mr. Jim Dow, Springfield R-12 Schools (a) Mr. Andy Mueller, MoDOT

Mr. Mark Schenkelberg, FAA Mr. Bradley McMahon, FHWA

Mr. David Bishop, R-12 Schools Mr. King Coltrin, City of Strafford

Mr. Daniel Nguyen, FTA (a) Mr. David Hutchison, City of Springfield (a)

Ms. Ann Razer, City of Springfield (a) Ms. Dawne Gardner, MoDOT

Mr. Roger Howard, BNSF Mr. Ryan Mooney, Chamber of Commerce

Mr. Mike Tettamble, Jr., O & S Trucking. Mr. Duffy Mooney, Greene Co. Highway Dept.

Ms. Diane May, SMCOG Ms. Diane Gallion, City Utilities (a)

Mr. Mokhtee Ahmad, FTA Mr. Kevin Lambeth, City of Battlefield

Mr. Mark Roy, Airport (a) Mr. Rick Artman, Greene Co. Highway Dept.

Mr. Shawn Schroeder, Airport Mr. Ron Effland, MoDOT (a)

Mr. Bob Atchley, Christian Co. Planning Mr. Randall Brown, City of Willard (a)

Mr. Rick Hess, City of Battlefield (a

Others present were: Mr. Tim Conklin, Ms. Sara Edwards, Ms. Natasha Longpine, Ms. Debbie Parks, and Mr. Chris Stueve, Ozarks Transportation Organization; Mr. Steve McIntosh, Congressman Roy Blunt’s Office; Mr. David Rauch, Senator Claire McCaskill’s Office.

Mr. Lloyd called the meeting to order at 1:33 p.m.

## Administration

# Introductions

# Approval of Technical Committee Meeting Agenda

Ms. Cruise made the motion to approve the Technical Planning Committee Agenda. Mr. Robinett seconded and the motion was carried unanimously.

# Approval of the January 20, 2010 regular meeting minutes

Mr. McIntosh stated that on page one there should be a correction to read Senator Bond’s Office and not Congressman Bond’s Office.

Mr. Morris made the motion to approve the January 20, 2010 minutes. Mr. Brock seconded and the motion carried unanimously.

# Public Comment Period

None.

# Executive Director’s Report

Mr. Conklin stated that the US Senate did vote on what is called the Hiring Incentives to Restore Employment Act which extends SAFETEA-LU through the end of the year and restored the level of funding that was in place previous to the rescission. There are handouts from AASHTO. Staff will let the TPC members know if there is additional funding as part of this. It is believed that there is just funding for the current transportation program and not necessarily a second stimulus bill with additional funding. Staff will let everyone know once others analyze it.

The TIGER Award Funding was announced last month. Fifty one projects were selected in Missouri, $5 million went to the I-49 Corridor or what is also called the Bella Vista Bypass, $50 million went to the Kansas City area for the Green Impact Zone Project, which is transit, some streetscape, and pedestrian improvement type projects. That information is out there as well as the application at the MidAmerica Regional Council website. A lot of the selected projects were transit related. There was one in Tucson for $63 million for four miles of light rail and trolley system.

Staff continues to work on the Congestion Management Process Update with MoDOT staff. MoDOT staff has been invaluable, providing data to OTO to complete the staff work. OTO is updating the Travel Demand Model to begin the process of updating the Long Range Transportation Plan. Staff will be leading a brainstorming session on April 8th and cards were sent out to everyone to save the date. It will be held at the Lake Springfield Boathouse. The idea behind the brainstorming session is to give everyone very brief updates of where the OTO area is with population, funding, rail, and transit, but the main purpose of it is to hear from the area leaders and to kickoff this update by understanding what they think needs to be focused on and considered over the next twenty-five years. The new Transportation Improvement Program will start to be developed in April. This will require applications to be submitted along with the projects. FHWA has encouraged OTO to have a project application other than just an email with the project to add to the TIP. There will be a page and half application to fill out.

Staff attended several public meetings including the Highway CC design project. The Republic Road also known as Farm Road 170, Extension project, the Campbell six-laning project at Plainview, the Route 66 corridor management plan and the East/West arterial.

OTO made a presentation to the City of Ozark Board of Alderman. Staff had the opportunity to present to the League of Women Voters. All three presentations were great, there was a lot of information that staff as an organization could get out there in regards to needs and funding issues to communicate to the elected officials and organizations. Staff attended the Salute to the Legislature that the Chamber put on in Jefferson City followed by the Missouri Chamber Transportation Conference. Staff presented the Ozarks Commute Web based ride matching website to the Environmental Collaborative. Just a reminder that the STP-Urban Funding Formula Subcommittee Meeting is on March 24 in the Busch Building Springfield City Hall.

Staff has sent out an email in regards to the Missouri Transportation Alliance two upcoming meetings for this area on March 26. There is a handout in regards to those two meetings. They will be down in Branson 10:30 to noon at the thousand Hills Resort and at the Springfield Chamber of Commerce from 2 to 4.

# Bicycle and Pedestrian Committee Report

Ms. Longpine stated that BPAC had been working over the last few meetings on updating the Bicycle and Pedestrian Plan. This will be incorporated into the Long Range Plan update so it will all be consolidated. Also, BPAC has been soliciting projects for MoDOT related to bicycle and pedestrian activities. The Missouri Bicycle and Pedestrian Federation meet with MoDOT and they really wanted to see more effort in implementing bicycle and pedestrian projects. MoDOT asked for projects that would be along MoDOT routes to be identified. BPAC is not sure what has happened with those yet. But the idea is that when a project gets done or scoped along these routes then that information will be there up front instead of having to solicit it later. BPAC submitted fifteen or sixteen projects from the whole district. BPAC does not have the results yet or knowledge of how the projects fit in with the rest of the state.

# New Business

* 1. **Amendment Number Four (4) to the FY 2010-2013 Transportation Improvement Program**

Ms. Edwards stated that there are two changes included as part of TIP Amendment Number Four to the FY 2010-2013 Transportation Improvement Program.

1. The City of Battlefield is requesting to add a project utilizing STP-Urban funds to design approximately 325 linear feet of sidewalk to tie two sections of sidewalk along Cloverdale Lane together in the amount of $1,000, for a project total of $1,200.
2. MoDOT is requesting to add a project to install new lights at the Hampton Avenue Rail Crossing in Republic.

Mr. Miller stated that a correction needed to be made to the TIP sheet, so that the project total is $37,334.00.

Ms. Jones stated that MoDOT will follow up to make sure it is the final set of numbers.

Mr. Brock made the motion to recommend approval of TIP Amendment Number Four to the FY 2010-2013 TIP to the Board of Directors. Mr. Rognstad seconded and the motion was carried unanimously.

* 1. Update on EPA Review of Ozone Standards and Impact to OTO

Ms. Longpine stated that in light of new information that is coming from EPA staff thought this would be an appropriate time to update the Board on the impact of air quality non-attainment, specifically relating to OTO’s responsibilities.

Ozone is unique in how it is regulated since it is actually the result of a chemical reaction, so the specific regulations apply to ozone precursors – Volatile Organic Compounds and Nitrogen Oxides. Ozone is a major ingredient in smog and is also seasonal in nature, occurring mostly during the summer. The 1990 Clean Air Act Amendments placed greater emphasis on transportation sources and connections between air quality planning and transportation planning.

In 2008, the standard was reduced from 80 parts per billion (ppb) to 75 ppb. The 2005-2007 design value for the Springfield region was 77 ppb. The 2006-2008 design value was 73 ppb and the 2007-2009 design value was 69 ppb. The current standard of 75 ppb is now under review by EPA for a value between 60 and 70 ppb. The lowest design value in the state of Missouri is 67 ppb.

Mr. Lloyd asked how the area reduced the parts per billion. Ms. Longpine stated it was due to good weather. Mr. Lloyd asked if it was strictly weather related. Ms. Longpine replied that it was the cool summers. Also that gas prices were really high in 2008 and VMT nationwide went down. The modeling has not been done but weather was the main factor.

Mr. Smith asked what design value referred to. Ms. Longpine stated that it is a three year value. Each year the region takes the fourth highest ozone day. The area may peak out one day at ninety six, as long as the fourth number is lower that would be the one that the region uses. There are monitors at Hillcrest and Fellows Lake and they take the higher of the two monitors to come up with that value and measure the resulting ozone.

Ms. Longpine stated that although transportation accounts for a significant portion of emissions, it is also where the most improvement has taken place. Since 1970, emissions, in tons, from every mobile source pollutant have declined. Emissions reductions continue to be influenced by technological changes, including reformulated gasoline, more efficient engines, on-board diagnostic systems, and catalytic converters. Emissions will continue to decline over the next twenty years due to Tier II Vehicle Standards, Heavy-Duty Engine Standards, and Low-Sulfur Diesel Fuel Rules. An example from Washington, D.C. demonstrates the impact these technological changes can have.

Transportation conformity is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity determinations apply to transportation plans, transportation improvement programs (TIPs), and projects funded or approved by FHWA or FTA in areas that are considered non-attainment or maintenance. A conformity determination shows that the total emissions projected for a plan or program are within the emissions limits set for the region.

Transportation conformity for the Springfield region is required to be made by OTO. Currently, the non-attainment area for the region would consist of Greene, Christian, Stone, and Taney Counties. The area outside of the MPO is called the donut area. OTO is the lead agency responsible for determining conformity for the donut area as well.

Ms. Longpine stated that it comes down to approving projects. It is an interagency consultation process that involves everyone. When it comes down to the end of the day and the region cannot show conformity, it can impact which projects can go forward. Regional emissions analysis determines if projected emissions for a plan or TIP exceed emissions limits established by the State Implementation Plan (SIP). The analysis is conducted using MOVES, an EPA approved mobile emissions model. Inputs to the model must be based on a conforming travel demand model, of which the current OTO model is not, though staff is aware of what changes are needed for the next model update. A conformity determination is also coordinated through interagency consultation, among which OTO, MoDOT, DNR, FTA/FHWA, and EPA are included. The public is to be involved as well.

Conformity is required in new non-attainment areas one-year after the effective date of designation. The potential designation date for the Springfield region is August of 2011, and then the conformity determination would be due August of 2012. After the initial determination, conformity is required every 4 years and prior to approval/acceptance of the transportation plan, TIP, and certain plan/TIP amendments. It is also required prior to approval of federal projects involving FTA/FHWA approval/funding, as well as within 24 months of EPA actions, such as EPA acceptance of emissions limits (budget) in the initial SIP submission or if the emissions budget is revised in the SIP. The date of conformity determination is based on the date of final finding by FTA/FHWA.

Projects exempt from transportation conformity include safety, mass transit, air quality, intersection channelization, interchange reconfiguration, and traffic signal synchronization projects.

A maintenance area is any geographic region of the U.S. previously designated as non-attainment, and then redesignated as attainment. Transportation conformity requirements also apply to maintenance areas. To be considered in maintenance, an area must develop a 10-year maintenance plan that provides for the maintenance of the Ozone standard. After another 8 years, an area must submit a revised maintenance plan for the 10 years following the expiration of the first plan. If an area is still in attainment after that 20-year period, an area goes from maintenance to attainment, and at that point no longer has to perform transportation conformity determinations.

OTO is preparing to deal with the potential effects of non-attainment by attending training, seeking to bring more training to the region, and by being aware of potential budget/funding issues. OTO is working on bringing the course on Transportation Conformity to the region within the next year. NTI has not sat down to look at their schedule yet for the next year, but OTO has let them know that the region is really interested in hosting it.

Other MPOs around the area have spent $300,000 to $0.5 million developing these travel demand models that are constrained, showing the traffic throughout the system, producing data that can be used to plug into the EPA based model. The OTO will need to match those federal funds for the additional costs and that will have to be worked out. The MPO is either in or out depending on the value. If the OTO is in attainment, the area might be okay for another three years. When staff was up in Kansas City, it was somewhat surprising to learn about that donut area, that the MPO by federal law is required to account for that. Staffing for that first year is something that will need to be examined.

Mr. Robinett mentioned that if an area is not in non-attainment, it is eligible for CMAQ funds.

Ms. Longpine stated that Mr. Robinett brought up the Congestion Mitigation Air Quality Funding and the OTO would become eligible for that but there may be some issues. CMAQ is funded through the transportation bill, but the air quality districts are set by EPA with no consideration for costs. The last time EPA lowered the standard to 75, that added 350 new non-attainment areas on top of what were already there, if they lower the standard again that is almost the entire country. CMAQ funding is distributed by statewide formula and within each state it is distributed among non-attainment areas. Potentially the State of Missouri would get less as well.

Mr. Conklin stated that Mr. Neidigh with Drury’s sustainable center and he stated it was 67. Mr. Smith stated that with the natural levels occurring in Missouri would it even be possible for the region to be in attainment. Ms. Longpine stated that if everyone is working on lowering it there would be less transport so potentially OTO would be able to get it. Mr. Childers asked what the OTO partners need to do.

Ms. Longpine stated that it will be interesting to see how these technological advances affect the out years because the region is currently not able to control the VOC emissions. The OTO is what is called NOx limited. NOx is the only thing that can be effective in reducing the emissions. The OTO region is sitting at 35 tons per day, which is what Kansas City is hoping to get to. When the EPA talks about doing air quality, the OTO is just one piece of the total emissions budget set for the region. There is also point source, which is the power plant, and then there are the area sources which are the little things that pollute and add up. As far as what the communities can do, anything that mitigates congestion, that is finding ways to move traffic and sequence the lights.

Mr. McIntosh asked what was the OTO’s stand on the EPA’s proposed reduction. Does the OTO prefer to stay at 75 as opposed to dropping down to 65 and has the Board taken an official stand? Mr. Conklin stated that the OTO has not taken an official policy position on the EPA ozone level. Mr. McIntosh stated that maybe the organization will need to take a look at that.

Mr. Watts stated that SMCOG is currently developing a statement that SMCOG is trying to get all the RPC’s on board to sign to keep it at 75 ppb. He also asked when the comment period was over. Mr. Conklin stated he would take a look at that. He stated that the OTO has not historically taken a lot of positions. Mr. Smith stated it is such a dramatic impact that it should be carefully considered. Mr. asked if the other COG’s in the state are considering a statement.

Mr. Watts stated that the COG’s are currently coming up with a statement as part of the comment and are asking all the other COG’s to sign on. It is one COG that has leading the charge Southeast Missouri. Mr. Lloyd stated that this is something worth considering.

Mr. Conklin stated that once there is a travel demand model the MPO is required to use that model. The model needs to be constrained, which means that the amount of traffic that is assigned to roadway networks cannot exceed the capacity of the network. When the OTO looks at the travel demand model there are many areas where it is over capacity. Staff would have to work on the model to make it meet that criteria. Little Rock spent around $500,000, which includes software in running the model, calibrating it and testing to make sure it works.

* 1. OTO Long Range Transportation Plan Update

Ms. Longpine stated that the OTO is getting ready to update the Long Range Transportation Plan. The OTO last adopted that plan in April 2006. The goal is to have it adopted again by April 2011. There is a brief outline of the plan and all the elements that staff wants to discuss in the plan development. Like the previous plan, at the end there will be a list of projects that will need to be fiscally constrained and prioritized. That will be all part of this process as well. OTO has partnered in the past with Springfield with the Vision 20/20 and will do that again to work with Springfield as they update their plan. Staff is working with a smaller committee with the City of Springfield to work on what the City hopes to achieve which is a ten to fifteen page broad based plan. That will be chaired by David Roling and Kelly Turner. Then there will be a planning workshop on April 8th. That committee as well as the OTO Board and other interested parties have been invited to that workshop. Springfield wants the plan to be regional and the OTO plan is regional so it makes sense to combine the effort. As far as the updated Long Range Plan, the Technical Committee will be the committee for the LRTP.

Mr. Conklin stated that the LRTP needs to be fiscally constrained. By next April, staff will present it to the board. OTO will need to look at that $1.2 billion list of needs and see what changes needed to be made to the list.

* 1. FY 2011 Unified Planning Work Program

Mr. Conklin stated that OTO met with the Unified Planning Work Program Subcommittee on March 4th and reviewed the work elements. The subcommittee recommended moving it forward to the Technical Planning Committee. It is divided into seven tasks: Administration, Committee Support, General Plan, TIP, Rideshare, Transit Planning and Special Studies. Also included in this year’s UPWP is an update to the Long Range Transportation Plan. Talking to City Utilities Transit, a fixed route analysis for which City Utilities will provide the local match for those planning funds, is needed. Staff is also talking with the State of Missouri, if MoDOT decides to do a state-wide passenger rail study, and then there is some money to look at the issues related to passenger rail in Springfield. That would be part of a larger state-wide study if funding is available. The budget contains the available 20 percent local match for fiscal year 2011. The budget is around $583,000 with local jurisdiction dues match at $103, 000.

The OTO became independent from the City of Springfield completely on July 1st of last year and now the OTO is working on building up an operating fund balance that the in-kind match is helping to achieve that. Also in the budget is the $14,000 that will go to the fixed route transit study for a total budget around $728,000. Staff did receive comments from Federal Highway late yesterday. Those comments have some minor changes to the UPWP to clarify some of the tasks, work products and end products and staff intends to make those changes if it is approved today between now and the OTO Board meeting in April. For this upcoming year, OTO is no longer contracting with the City of Springfield, that is another change to this UPWP. The work that the OTO would be contracting out would be potential travel time runs, travel studies, along with visualization techniques. There will not be a contract with the City of Springfield. Staff would like to thank Ralph and the City for all their help in moving the OTO to an independent organization.

Mr. Lloyd asked if there were any major departures from last year’s UPWP. Mr. Conklin stated that the differences had been outlined. As an old organization but really a new organization paying all the bills staff is still trying to make sure everyone understand all the costs, from GIS licenses to phones, etc.

Mr. Rognstad made the motion to approve to the Board of Directors the FY 2011 UPWP. Ms. Jones seconded and the motion carried unanimously.

* 1. **MoDOT Funding Outlook**

Mr. Miller presented the MoDOT Funding Outlook for the next five fiscal years.

Mr. Lloyd asked if the reduction in salaried positions would be through attrition and not layoffs. Mr. Miller stated that it would all be through attrition and not layoffs and furloughs. As people retire there will be people moved around to do those jobs. Ms. Cruise asked if MoDOT wanted to get to the low 6,000 by 2012, how many positions will that be?

Mr. Miller stated that would be sixty three positions. Already in District Eight there were ten people lost due to retirements. District Nine in Willow springs will be designing the Chestnut Interchange. District Seven is going to design a resurfacing job on 174 in Republic to Chesapeake for example. District Eight is going to design Route 266 from Springfield to Hall Town. The offices are exchanging work to stretch the labor pool, whoever is available to do the job. MoDOT is going to review some of the MoDOT operational buildings. The main concern locally is going to be some closures of some maintenance sheds, probably mostly in rural areas where there are only two or three people operating out of the shed.

Mr. Conklin stated that the current projections are based on the current SAFETEA-LU levels. Could that change if there was a new transportation bill?

Mr. Miller stated that this is assuming that the SAFETEA-LU levels stayed the same. If there was going to be less than that they would reduce this more. If there was more funding then there might not be a way to match the federal funding.

Mr. Miller’s presentation is available on the OTO website.

## Other Business

# Technical Committee Member Announcements

Mr. Whaley stated that the STAR Team meets this week. Mr. Dan Smith was the recipient of the Missouri Bicycle Federation Bicycle Award back in February for his and Greene County’s efforts in making it safer.

1. **Transportation Issues For Technical Committee Member Review**

Ms. Longpine stated that the Ozone Public Comment period ends at the end of this week.

Mr. Conklin stated that staff would like to research and make sure that as an organization there would not be any conflicts or lobbying associated with taking a public stand on the Ozone.

Mr. McIntosh stated that he thought it would be okay to make a comment on the ozone.

Mr. Robinett stated that MPOs do that all the time.

## Adjournment

Mr. Rognstad made the motion to adjourn and Mr. Robinett seconded. Meeting adjourned at 2:54 P.M.