OZARKS TRANSPORTATION ORGANIZATION

TECHNICAL PLANNING COMMITTEE MEETING MINUTES

May 19, 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. Bob Atchley, Christian Co. Planning  | Mr. Rick Hess, City of Battlefield (a)  |
| Mr. Randall Brown, City of Willard (a)  | Mr. David Hutchison, City of Springfield (a)  |
| Mr. David Brock, City of Republic  | Ms. Jenni Jones, MoDOT  |
| Mr. Steve Childers, City of Ozark | Mr. Joel Keller, Greene Co. Planning Dept. |
| Mr. King Coltrin, City of Strafford | Mr. Bradley McMahon, FHWA |
| Mr. Larry Combs, Missouri State University (a) | Mr. Frank Miller, MoDOT |
| Travis Cossey, City of Nixa (a) | Mr. Duffy Mooney, Greene Co. Highway Dept.  |
| Ms. Carol Cruise, City Utilities | Ms. Ann Razer, City of Springfield (a) |
| Ms. Dawne Gardner, MoDOT | Mr. Mark Roy, Airport (a)  |
| Mr. Mike Giles, City of Springfield (a)  | Mr. Dan Smith, Greene Co. Highway Dept |
| Martin Gugel, City of Springfield |  |

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

The following members were not present:

|  |  |
| --- | --- |
| Mr. Mokhtee Ahmad, FTA  | Mr. Ryan Mooney, Chamber of Commerce |
| Mr. Rick Artman, Greene Co. Highway Dept | Mr. Kent Morris, Greene Co. Planning Dept  |
| Mr. Brian Bingle, City of Nixa | Mr. Andy Mueller, MoDOT |
| Mr. David Bishop, R-12 Schools | Mr. Earl Newman, City of Springfield |
| Mr. Don Clark, MSU  | Mr. Daniel Nguyen, FTA (a)  |
| Mr. Jim Dow, Springfield R-12 Schools (a)  | Mr. Bill Robinett, MoDOT  |
| Mr. Ron Effland, MoDOT (a) | Mr. Ralph Rognstad, City of Springfield  |
| Ms. Diane Gallion, City Utilities (a) | Mr. Mark Schenkelberg, FAA  |
| Mr. Roger Howard, BNSF | Mr. Shawn Schroeder, Airport |
| Mr. Kevin Lambeth, City of Battlefield | Mr. Mike Tettamble, Jr., O & S Trucking. |
| Mr. Pat Lloyd, Willard (Chair)  | Mr. Dan Watts, SMCOG |
| Ms. Diane May, SMCOG  | Mr. Terry Whaley, Ozark Greenways  |

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; Ms. Stacy Burks, Senator Bond’s Office; Mr. Carl Carlson, Scott Consulting Engineers; Mr. Jason Haynes, City of Springfield; Mr. Adam Humphrey, MoDOT Traffic Operations Engineer; Garrett Tyson, City of Republic.

## Administration

# Introductions

# Approval of Technical Committee Meeting Agenda

Ms. Cruise made the motion to approve the Technical Committee Meeting Agenda.

Ms. Jones seconded and the agenda was approved unanimously.

# Approval of the March 17, 2010 Regular Meeting Minutes

Ms. Cruise made the motion to approve the March 17, 2010 Technical Committee Meeting minutes. Ms. Jones seconded and the minutes were approved unanimously.

# Public Comment Period

None

# Executive Director’s Report

Mr. Conklin stated that a subcommittee meeting for the STP Funding By-law Amendment had been held since the previous Technical Committee meeting. The Travel Demand Model was revised as part of the update to the Long Range Transportation Plan. The Missouri Transportation Alliance held two event in the area, one in Springfield and one in Branson. Staff provided MTA with the OTO recommendations regarding the MoDOT 10-year Investment Scenario, which included a recommendation to consider flexibility, I-44, and a shorter time period for the scenario.

OTO is providing staff support for the Springfield Strategic Planning Transportation Committee. The Springfield Plan will be incorporated into the OTO Long Range Plan, as will the plans from other OTO jurisdictions. OTO held a brainstorming workshop on April 8 for the LRTP update, of which many TPC members attended. Also since the previous TPC meeting, staff presented the OzarksCommute.com website to the Environmental Collaborative.

Mr. Conklin provided the Technical Committee with information on the Hiring Incentives to Restore Employment (HIRE) Act. This legislation included a repeal of the SAFETEA-LU rescission. The American Power Act was released on May 13, and would have MPOs set green house gas emission reduction targets, as well as lists additional factors which must be considered. The American Clear Energy and Security Act also requires TMAs to set green house gas emission targets. The Oberstar Transportation Authorization Act of 2009, also sets out green house gas emission targets. That makes three different bills legislating green house gas emission reduction targets and changing the planning process for the Long Range Transportation Plan, specifically for MPOs over 200,000 in population.

At the April Board Meeting, staff shared information on the Sustainable Communities Planning Grant Program. This is a collaborative effort between DOT, EPA, and HUD. Grant awards may be up to $2 million for the creation of a regional sustainability plan, or the execution of that plan. Staff has been meeting with the City of Springfield, Ozark Greenways, MoDOT, and others to discuss the potential of a project addressing Jordan Valley/Center City/Vision 20/20. In addition to this grant opportunity, up to $600 million in TIGER II grants will also be available. The deadline for TIGER II grants is August 23. OTO hosted an informational webcast which indicated that the program would be similar to TIGER, in that typical highway projects would not be the most competitive, and there will be competition. With TIGER, only $1.5 billion was available, and 1400 applications worth $60 billion were submitted. Unlike TIGER, TIGER II will require a 20 percent match. For rural areas, which are not required to have a match, $140 million has been made available. Urban and rural are defined relative to the Census urbanized area. Competitiveness will be improved for those applicants who can demonstrate multiple partners.

Staff would also like to recognize Natasha Longpine of the OTO for receiving an award from the Springfield/Greene County Choose Environmental Excellence for her work with the Ozarks Clean Air Alliance.

# Bicycle and Pedestrian Committee Report

Ms. Longpine stated that the Bicycle and Pedestrian Advisory Committee has been working on the Bicycle/Pedestrian plan element of the Long Range Transportation Plan. Using the input from the April 8 meeting and what was in the previous plan, the committee has started looking at the goals and objectives that will be included in the update. Those will be continually reviewed as staff continues to conduct the public input during the process.

The City of Springfield was recognized as a Bicycle Friendly Community. There are only three in the state – Columbia, St. Louis, and now Springfield. It is a four year designation, from the American League of Bicyclists.

# New Business

1. **Amendment Number Five (5) to the FY 2010-2013 Transportation Improvement Program**

There are four (4) items included as part of TIP Amendment Number Five to the FY 2010-2013 Transportation Improvement Program.

1. MoDOT is requesting the addition of a pavement treatment project on Route 174 in Republic in the amount of $776,000. The project will begin at US 60 and continue into Lawrence County.
2. MoDOT is requesting to add construction funds to the James River Freeway (US 60)/Campbell Avenue (US 160) interchange improvement project. The total requested project cost is approximately $7 million. The request is to utilize STP-Urban funds ($800,000 City of Springfield and $1,000,000 Greene County) in conjunction with other federal and state funds.
3. The next amendment is in Christian County and this one is the Riverside Bridge Replacement. Christian County is asking to use their BRO funds for the construction of a new bridge over the Finley River. That was to replace the existing Riverside Bridge which is a one lane bridge. The plan is to update the existing bridge for pedestrian use only. That is a $4 million project.
4. The City of Ozark is requesting to develop to preliminary design and construction cost estimates for Third Street also known as State Highway 14. That includes the Jackson and Church intersections in the amounts of roughly seventy thousand dollars and they will be utilizing their STP-Urban funding as well.

Mr. McMahon interjected that the MPO is to be commended as is the City of Springfield in achieving the Bike Friendly Designation. The integration of Bike/Ped accommodations into transportation facilities and the alternative modes of travel that the City has here in Springfield are amazing.

Mr. Smith made the motion to recommend the approval of TIP Amendment Number Five for the FY 2010-2013 TIP to the Board of Directors. Mr. Hess seconded and the motion was carried unanimously.

1. Consideration of Congestion Management Process Phase III

Ms. Edwards presented the Congestion Management Process Phase III to the Technical Committee. The CMP provides a systematic approach to preventing congestion and OTO, as a TMA with a population over 200,000, is required to develop a CMP per federal law. If OTO were in non-attainment, then projects that increase capacity would need to be derived from the CMP. The development of the CMP must include measures to counteract what OTO has identified as causing congestion. These are called alternative actions. As these actions are implemented, then their effectiveness is evaluated.

OTO has already completed Phases I and II of the CMP. Phase I identified congestion and outlined strategies. Phase II, analyzed the decisions in Phase I, and using traffic volume and accident data, identified where congestion was occurring. Based on this data, strategies were developed that would mitigate that congestion. Phase II was completed in 2005. Phase III monitored the roadways analyzed in Phase II to determine the effectiveness of the congestion mitigation strategies. The CMP network includes those roads on the National Highway System, plus Battlefield, CC, Hwy 14, Sunshine, Campbell, and National as they are major arterials that do get congested and can affect the total OTO network.

The first measure of congestion was peak hour volume-to-capacity ratios. The volume was measured at the peak hour and this was compared to capacity. Anything over a level of Service D was considered to be congested. The data came from MoDOT and the City of Springfield. MoDOT collects data on a three-year rotation. Each road gets data collected every third year and MoDOT applies factors to it. MoDOT started in 2008, so many of these volumes are factored. There might not be an actual count, but the factored counts have been modified to follow along with roadways in the state. This information is not 100 percent accurate, but that is what was available to staff. The results that staff found are that the freeway systems have lower volumes as of October 2008. This is when gas prices were high and the economy was having some issues, so this is just a snap shot in time. If staff did the same thing for another date, the results would vary. Ms. Edwards stated that the volumes in Christian County were also lower during this time, and some of the arterials have higher volumes like West Bypass/Kansas Expressway and Kearney.

The second measure that staff used for congestion was the accident rate for each for each road type – arterials and freeways. The threshold for congestion was anything over 150 percent of the average accident rate. Several areas had increases in accidents, mostly in places where there were higher road volumes.

The next measure is average travel speed. The Traffic Management Center conducts the travel time runs. During the peak hour, TMC staff runs the corridor with GPS units and measures the average speed and how long it takes to travel the corridor. If the speed along the corridor is 20 mph less than the posted speed, then the facility is considered congested. The freeway system again flows very well with some areas actually moving above the posted speed. There was an issue on every one of the arterial networks, where cars dropped to the 20 miles and below.

Another measure is intersection level of service. There is sophisticated software that measures delay for intersection level of service. The TMC gives the OTO the numbers and anything that is level of service F at an intersection is a problematic intersection. When looking at 2008, there are many more intersections that staff was able to capture data for this time, compared to 2005. It is difficult to see a difference at this point in time, but this will be a good tool in the future.

If all of these measures are combined, some key locations of congestion can be determined. Kansas Expressway has several points of congestion. Route CC is a new area that came up congested. Campbell from Walnut Lawn to James River Freeway was very congested. Congested locations are outlined in the report, which also reviews the strategies that staff have implemented to address congestion. Staff did a quick count and there are seventy interchange or intersection improvements or turn lanes that have had signal and timing improvements, seventy bus turn outs, and MoDOT has an instant management program to alert drivers to incidents on the road to get them cleared quickly.

It is recognized that continued operational improvements are needed. Staff needs to continue to focus on the programs that reduce demand, such as putting trips on other modes or reduce peak hour trips by shifting work hours, encouraging higher occupancy vehicles through the use of the OzarksCommute website.

Mr. Smith asked if the list of roads that were added to the map that were not part of the National Highway System. Those added were not actually on the Highway System.

Mr. Smith asked what the advantages or disadvantages were of adding those to the system. The advantages were that staff can put a marker on that and measure and see how strategies are working. Staff knows that National and Campbell are major issues in the City. As far as detriments, there probably are not any.

Mr. Smith asked if there were additional paperwork requirements for a network that is on the Congestion Management Process. Mr. McMahon stated that there is no additional paperwork. Mr. Smith stated that there was the concern if there were streets that were not part of the system, does it make it more difficult for jurisdictions to do a project that is needed?

Mr. McMahon stated that hopefully it will establish where jurisdictions want to do projects and alleviate congestion as opposed as to the other way where improvements might only be applied to a limited network.

Mr. Miller made the motion to recommend approval of the Congestion Management Process Phase III to the Board of Directors. Mr. Childers seconded. Mr. Brock stated that the packet said to direct staff to prepare a press release for the public review period. Mr. Miller stated he wanted to incorporate that into the motion. Mr. Childers seconded and the motion carried unanimously.

1. MoDOT Update on the Federal Highway Audit and Review Team Audit

Ms. Gardner stated that she was updating everyone on the local federal aid program and the changes that have been made throughout the whole economic recovery process and that all those changes will probably move forward into the entire federal aid program. This is going to effect the entire transportation enhancement, the STP-Urbans, the BROs and everything. On a national level, each state has been audited. Federal Highway is finding that requirements are not being met by the local agencies, however in Springfield, that is not the case. The second point of contention is the use of proprietary products. These are not allowed on federal aid projects. Because of never really being audited on the federal side it is not something that MoDOT has enforced but now will. A jurisdiction has to give an option of at least three other equivalents or the jurisdiction can choose to go ahead and use the proprietary item and just not be federally reimbursed for it.

Ms. Edwards asked about the TMC and the fact that some of their equipment only networks with certain other equipment.

Ms. Gardner stated that the agency could conduct a public interest finding to show it is in the best public interest to use that equipment or item. Then the agency can go ahead and use the proprietary item and receive federal reimbursement. On a nationwide level, it has been found that prevailing wage has not been followed. This has happened on a few projects locally. The next item is huge and it has affected a lot of projects locally. Any steel or coating on steel has to have a Buy America Certificate. The Buy America requirement has always been in contracts but MoDOT has never asked for a certification. MoDOT is now required to get a certification before any of that steel is placed on a project. Whoever is supplying the steel or doing the coating on the steel has to certify that the product was made in America. If a steel product cannot be certified it makes the entire project not eligible for reimbursement – not just that item, but the entire project.

MoDOT District 8 was audited on ARRA projects in March. Buy America was the main one for the area, as was the use of federal wage rate posters, those have to be posted on site. If the state wage rates are higher than the federal wage rates then they have to post those as well.

Jurisdictions also have to have an independent certified materials inspector. It cannot be hired by the contractor, it has to be hired by the local agency or the consultant. Material tickets do not always have all the required information on them. When requesting reimbursement, there needs to be more detailed information.

None of the District’s projects were classified as unsatisfactory, but there were a few that needed improvement.

The Local Public Agency Program is being totally revamped, and now there is a Statewide Local Public Agency Administrator – Andy Mueller. There will be a new training workshop once the Local Public Agency Program has been redone.

Mr. Coltrin stated that this additional project management is not in line with the 10 percent allowed to put toward management. Ms. Gardner stated that the ten percent is more of a state guideline. Mr. Coltrin asked if that was going to be reevaluated. Ms. Gardner stated that there have been a lot of comments at the state level.

Mr. McMahon stated that what is happening with these ARRA projects is not new. The requirements have never changed. Any federal aide project is subject to the same standards, they are just being enforced more fully. Mr. McMahon stated that the way of doing business is no longer acceptable, not because anything has changed, but because now the government is looking closer at those things. Regarding the additional cost to follow these standards, it is assumed that these things are already being done.

Mr. Miller stated that with MoDOT, construction has been running between 5 to 7 percent on the administrative side. On the local side one would expect there to be a few more administrative costs. Mr. Miller stated that MoDOT has had some of the smaller projects go ten or twelve percent.

Ms. Burkes stated that DNR is in the same boat. EPA is checking in on them.

Ms. Gardner stated that District Eight has held Local Public Agency Workshops. Each time there was a series of funding, the District would hold workshops like that and it would be mandatory for anyone who receives funding. Mr. Coltrin stated that there was also inspection training earlier this year.

Ms. Longpine asked if there was a timeline for some of these changes to be implemented or a review process? If someone is getting steel delivered to the site tomorrow do they already need to have that certification? Ms. Gardner stated that the Buy America requirement is immediate. It is something that should have already been done.

1. OTO STP-Urban Funding By-Law Amendment

Mr. Conklin stated that at the December OTO Board Meeting the Cities of Willard, Republic, and Strafford requested that the OTO Board to look at how STP Urban funds are suballocated by the OTO Bylaws. Currently only those jurisdictions within the urbanized area as defined by the US Census receive those suballocations. Three cities out of the nine are not receiving any funds. The Board voted to form a subcommittee made up a Board of Director Members and Technical Planning Committee Members. The subcommittee contained a member from each jurisdiction. They met on March 24th and recommended that the STP Urban funding formula be distributed to all nine jurisdictions based on the decennial census population. The current one for right now would be the 2000 Census until the 2010 numbers come out.

Staff did prepare three different scenarios that were sent out to the subcommittee that did include distributing it to population. Distributing half the funds by population, and half of the funds on the OTO part projects of regional significance, divide the OTO region into thirds and distribute within each geographic area. The bylaws currently state after OTO became a TMA the funding is only distributed or suballocated based on the jurisdictions in the urbanized area. On the second page the proposed amendment would change the bylaws to base it on the population on the decennial census within the MPO.

There was also discussion with the subcommittee regarding the Small Urban funding, like Republic was receiving as a city with a population over 5,000. Though the program does not appear that it will continue to receive funding, if it did, that amount would count toward Republic’s STP-Urban allocation, and would not be in addition to it.

Currently the By-laws require a 100 percent vote of the MPO jurisdictions in the Urbanized area for any changes. The recommended By-Laws amendment would change this to be a 100 percent vote of all MPO jurisdictions.

Federal law has language regarding the use of formulas in the distribution of funding and states that funding should be distributed based upon the needs defined by the transportation planning process. Projects that are funding must come from the Long Range Transportation Plan, and history has shown the region to be successful in working together to place funds on priority projects, in implementation of the LRTP. Now the allocation expands to the entire region.

Ms. Cruise asked if there was 100 percent agreement with the subcommittee. Mr. Conklin stated that the subcommittee voted and this was their recommendation.

Mr. Childers made the motion to recommend approval of the By-law amendment to the Board of Directors. Mr. Smith seconded and the motion was carried unanimously.

1. Hiring Incentives to Restore Employment (HIRE) Act

Mr. Conklin stated that the Hiring Incentives to Restore Employment did restore the $3.5 million that was rescinded by the OTO Board of Directors in December. This was not placed on the agenda as an action item of the Technical Committee or the Board. Staff is restoring the money in the way it was rescinded in December.

Mr. McMahon asked if the restored funds matched the obligation limits. Ms. Edwards stated that OTO was not notified that the restored funding could not be spent.

Mr. Conklin stated it did restore the Highway funding amounts for MoDOT back to the 2009 levels, which was a really big issue for the State of Missouri and OTO. What it did not do is provide additional funding like ARRA did.

 Ms. Edwards stated that staff would get everyone an updated balance report, likely by mid-June, once MoDOT is able to work through some software issues.

1. OTO Long Range Transportation Plan Update

Ms. Longpine provided an update on the Long Range Transportation Plan. Staff handed out a sheet that outlines the tentative themes that were caught from the April 8 Workshop and the visioning questions. One is regional connectivity and mobility. A lot of that discusses the grid system of the arterial streets, expanding the bus system and trail system and complete streets, looking to maximize the utility of the system. Another theme was regionalism, partnerships, and cooperation. This revolves a little around the Regional Transit Authority. There was discussion on land use and development policies, balance was the word that was heard, trying to develop the growth in the region and where the jobs and services are located to maximize the land use that is employed. Also addressed was transportation demand management and transportation system management to improve the efficiency of the system that is already in place, using ITS and looking at bus rapid transit or transit ways, perhaps even using some alternative fuel infrastructure. Some of these are things the region is already trying to implement.

For clarification, as well, staff is helping with the transportation element of the Springfield Strategic Plan. That is really is not different from when OTO has helped the other jurisdictions in their transportation plans. Springfield’s just happens to be coinciding with OTO’s planning process. They actually have a July 16 draft deadline. Their process will conclude before OTO’s.

Staff sent out an e-mail in the week prior regarding the OTO LRTP Public Input Meetings. Staff is looking at Tuesdays and Thursdays in June from 4:30 to 6:30 p.m., June 1st and 3rd, 8th and 10th, 15th and 17th. If there are any other events that are going on that OTO needs to be a part of, in trying to gather the public input, please let staff know that as well. Once the plan is complete OTO will be going back out to the community and public. At the public input meetings, staff will be using the information from April 8th, and then will also have a survey for the citizens to complete and that will be on the website as well. At that July meeting, staff will be asking the Technical Committee to establish an LRTP subcommittee. The subcommittee will start with the goals and objectives and will start working on the prioritization process, looking at high, medium and low priority projects

Mr. McMahon asked what the completion date was for the Long Range Transportation Plan. Completion, as in adoption by the Board of Directors, is targeted for April 2011.

## Other Business

# Technical Committee Member Announcements

Ms. Cruise stated that City Utilities was partnering with Ozarks Greenways in offering free bus rides to passengers with bicycles for Bike/Bus/Walk to Work Week. CU also celebrates a week every June called Communities in Motion Week, taking time to promote the public transit system. One day during that week, June 17, is the day that is celebrated nationally, called Dump the Pump Day, encouraging everyone to not go to the gas station that day, but ride the bus. Bus rides will be free. CU will also be giving away prizes.

City Utilities is partnering with Google for transit trip planning.

Ms. Gardner stated that the displays in the room are complements of Great River Associates. Prior to the meeting the Ozarks Mountain Section of the Missouri APA had their quarterly meeting and Great River presented their corridor management plan that they are in the process of developing for the Corridor 66 Association of Missouri. They are planning on having the plan in place in July. It is really going to be a great piece of work. They are using Scenic Byway funds for the corridor management plan. The next step is to apply for National Scenic Byway Status and that is a big deal.

# Transportation Issues for Technical Committee Member Review

Mr. Conklin stated the OTO Certification Review was handed out, including the Executive Summary, Commendations, and Recommendations. There were no Corrective Actions. Mr. Conklin thanked Sara Edwards, Natasha Longpine, MoDOT and everyone who was here before for meeting the federal guidelines since the last certification period. OTO is Certified through 2013 and once again it was a positive certification review.

Ms. Burkes asked if the TIGER II Grant handout was for informational purposes.

Mr. Conklin stated it is for informational purposes. The link is found on the DOT website. Competitive projects will be those that have match, partnerships, and are multi-modal. For the Springfield region Ozark Greenways, Vision 20/20 Center City, JVIC, Schools, and the Universities potentially could compete.

Ms. Burkes stated that this is not stimulus funding, this is funding through the FY10 appropriations bill which makes it difficult funding. Senator Bond’s Office will likely be writing letters of support if asked, but will have to figure out the process on that. Ms. Burkes has also been in communications with MoDOT in Jefferson City, if they are going to resubmit again for the TIGER II. They have not made that decision yet.

Mr. Childers stated that there has been some discussion about partnerships. Has there been any interest at all about having a meeting to talk about this amongst OTO jurisdictions on potential projects to link some of the outside Bike improvements or is the match absolutely prohibitive?

Mr. Conklin stated that everyone has not been together in one room. OTO has been looking around to see if there was even an interest in doing that type of project. When the notice was sent out at first, responses were for 60 to Rogersville, 160 to Willard widening, typical roadway projects, but then after looking at the Vision 20/20 Center City, Ozark Greenways with 19 years of planning, is there any possibility of a regional alternative transportation network? The Federal Register states they will not fund isolated trails for recreational purposes only. It would have to be a bigger system that is going to move people and change travel. Mr. Conklin would be happy to pull everyone together, but the match is the big issue right now.

Mr. Childers stated that it is never a bad idea to engage potential partners in a planning exercise. There are enough plans out there and enough desire to eventually see multi-modal move beyond Springfield City limits. If it is not 20 percent and becomes 30 to 40 percent then it becomes more difficult. Having a plan is not a bad idea. There is merit in it whether or not it can be afforded.

OTO did register through Grants.gov. The City of Springfield did register for a sustainability grant. If others want to register and do it on their own, it does take about three weeks to get a Duns number and get set up.

## Adjournment

Meeting adjourned at 3:10 p.m.