OZARKS TRANSPORTATION ORGANIZATION

TECHNICAL PLANNING COMMITTEE MEETING MINUTES

January 16, 2013

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30 p.m. in the OTO Conference Room.

The following members were present:

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| Mr. David Brock, City of Republic  | Mr. Duffy Mooney, Greene County Hwy |
| Mr. Don Clark, Missouri State UniversityMr. King Coltrin, City of Strafford | Mr. Bill Robinett, MoDOTMr. Ralph Rognstad, City of Springfield |
| Mr. Travis Cossey, City of NixaMr. Martin Gugel, City of Springfield (a)Mr. Nick Heatherly, City of Willard | Ms. Shelia Schmitt, City UtilitiesMr. Andrew Seiler, MoDOTMr. Dan Smith, Greene County Highway Dept. |
| Mr. Kirk Juranas, City of SpringfieldMr. Joel Keller, Greene County Hwy Dept. (a) | Ms. Eva Voss, MoDOTMr. Terry Whaley, Ozark Greenways |
| Mr. Larry Martin, City of Ozark | Mr. Todd Wiesehan, Christian County (Chair) |
| Mr. Frank Miller, MoDOT |  |

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

The following members were not present:

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| Mr. Mokhtee Ahmad, FTA Representative | Mr. Ryan Mooney, Springfield Chamber |
| Mr. Rick Artman, Greene County Hwy (a) | Mr. Kent Morris, Greene County Planning Dept. |
| Mr. David Bishop, R-12 School District | Mr. Troy Pinkerton, MoDOT (a)  |
| Mr. Randall Brown, City of Willard (a) | Mr. Mark Roy, Springfield-Branson Airport (a) |
| Mr. Rick Emling, R-12 School District (a)Ms. Diane Gallion, City Utilities (a) | Ms. Beth Schaller, MoDOT (a)Mr. Mark Schenkelberg, FAA Representative |
| Mr. Jonathan Gano, City of SpringfieldMs. Dawne Gardner, City of Springfield (a)Mr. Jason Haynes, City of Springfield (a)Mr. Rick Hess, City of BattlefieldMr. Jay Huff, Missouri State University (a) | Mr. Shawn Schroeder, SGFMr. Jeff Seifried, Springfield ChamberMs. Cheryl Townlian, BNSFMr. Garrett Tyson, City of Republic (a)Mr. Dan Watts, SMCOG |
| Mr. Kevin Lambeth, City of Battlefield (a)Mr. Brad McMahon, FHWA | Mr. Bob Wilslef, City of Ozark (a) |
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Others present were: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, and Ms. Melissa Richards, Ozarks Transportation Organization; Mr. Carl Carlson, Olsson Associates; Mr. Jered Taylor, Congressman Billy Long’s Office; Ms. Stacy Burks, Senator Roy Blunt’s Office.

Mr. Cossey called the January 16, 2013 Technical Planning Committee meeting to order at 1:30 p.m.

## Administration

# Introductions

Mr. Cossey stated that Mr. Hess was not able to make the meeting so he would be the Chair.

# Approval of the Technical Planning Committee Meeting Agenda

Mr. Juranas made the motion to approve the January 16, 2013 agenda and the additions to the agenda. Mr. Smith seconded and the motion carried unanimously.

# Approval of the November 14, 2012 Meeting Minutes

Mr. Rognstad made the motion to approve the November 14, 2012 Meeting Minutes. Mr. Juranas seconded and the motion carried unanimously.

# Public Comment Period for All Agenda Items

None.

# Executive Director’s Report

Ms. Fields stated that the electronic TIP is completed and is being processed by the software company. It should be online within the next two to three weeks. At the next Technical Planning Committee meeting, Ms. Longpine will give an overview of how that works. The next TIP document should be electronic.

The Travel Demand Model RFP went out this week and will be due back in February. The Census is still looking at May to release the Census Transportation Planning Package. There is not a super fast timeline, but the goal is to have the consultant selected and under contract when that comes out.

Ms. Fields stated she was working on the Community Focus Report that will come out at the end of the year. She is the Chair of the Transportation Section so will be in contact with members of the TPC probably around March. OTO has started the Congestion Management Process. OTO hired CJW to conduct travel time runs which are now complete. Staff has not analyzed the data yet. If any member needs the travel time data, staff has the information available. Staff will be contacting several jurisdictions in regards to Growth Trends data. The Growth Trends report is produced every six months.

Staff has been working on a new website that should be coming soon, as well as a new logo. There should be a display of the new website at the next meeting.

Ms. Fields stated that there is still a six month continuing resolution through March 31. Half of the funding is available and Congress will need to act on the other half. An email was sent about the release of the Blue Ribbon Panel Report, which essentially states that there is a need for more money, but no real answer.

Ms. Fields stated she would be out on maternity leave for February and most of March. Ms. Longpine and OTO staff would be available to assist in her absence.

# Bicycle and Pedestrian Committee Report

Ms. Longpine stated that the Bicycle and Pedestrian Committee had a meeting earlier this month where the BPAC priorities were discussed. One item discussed was the annual review of the bike/ped projects out of the LRTP. Everyone is reviewing the list of projects that were submitted in the planning process and seeing what needs to be completed or added as far as future needs are concerned. In addition, MoDOT is seeking a specific list of ready to construct needs, which could be utilized if money became available.

# New Business

1. OTO In-Kind Match Letters

Ms. Parks stated that new in-kind letters were needed for the TPC positions. There are two types of in-kind letters. The first one is the Volunteer Rate Form. This applies to anyone who is an elected official for a jurisdiction or a volunteer who works on behalf of the jurisdiction, but is not an actual employee. The Volunteer In-Kind Rate changed this year so even if a form has been filled-out previously, members are requested to complete a new one.

The second letter is for employees of the jurisdiction. This needs to be completed with hourly rate and the hourly rate with benefits. The OTO is allowed to put the combined hourly and benefit rates on the In-Kind spreadsheets.

Since this program started, OTO has received $40,829 in-kind funding to match OTO’s federal funding. This helps build up the OTO reserve balance. The time spent during OTO meetings is submitted. The forms are kept confidential and the auditors do compare the forms to the amounts that are submitted.

Ms. Parks directed MoDOT staff and federal employees to ignore the forms, as their time cannot be submitted for OTO’s use as in-kind.

1. OTO Technical Committee Appointment

Ms. Parks stated that if there had been changes of the members assigned to the Technical Committee a new letter would be needed from the Mayor or Executive Director of the organization per the OTO By-Laws. If a letter had been turned-in with the past couple months a new letter was not needed. An example letter has been included in the agenda.

1. On System Bridge (BRM) Selection Process

OTO annually receives a suballocation of On-System Bridge Replacement fund and Rehabilitation Funding. This has not been awarded for FY 2012 or 2013 and there is a prior balance. OTO appointed a subcommittee at the last TPC meeting who met to decide how to distribute the funding. Only two entities even had bridges eligible for the funding. The subcommittee thought it would make sense to base the decision on the actual deficiencies of the bridges. In this case, since there were only two eligible entities, the subcommittee decided to let the City of Springfield and MoDOT discuss the best use of the funds, considering what is in the pipeline for construction. The recommendation is to share the funding on the Battlefield and 65 Interchange. It is a new cost share project that both are partnering on. Both jurisdictions would be able to take credit for using the money and reduce the local share that would be part of the project. The proposal is to award the balance of $1,189,657 to the Battlefield and 65 Interchange project.

Mr. Brock inquired how bridges qualify. Ms. Longpine stated that the bridge has to be on-system and to be a certain amount deficient based on the bridge inspections. Ms. Fields stated that other jurisdictions obviously have bridges on the system but that the bridges were not deficient enough to qualify for the funding right now. Mr. Miller stated that it needs to be Collector or higher. Mr. Brock asked how often the bridges were inspected. Mr. Miller stated every two years, though some of the major bridges are inspected annually. Mr. Juranas stated that the City of Springfield bridges were inspected this summer.

Mr. Juranas made the motion to approve awarding the funding for the Battlefield and 65 Bridge Project. Mr. Smith seconded and the motion carried unanimously.

1. Enhancement Project Selection Process

Mr. Cossey stated there was a handout of the amendment proposed on the selected project. Ms. Longpine stated that the Enhancement Subcommittee met after reviewing all the applications and the scores were averaged for each project. It was decided to award funding on the ranking of the scores. Since the ranking, the City of Springfield has found out that one of the projects that was awarded funding may not have the right-of-way that was previously thought. The City of Springfield is proposing to move down to the next project on the list which also happens to be a City of Springfield project.

The top six projects were recommended to receive full funding amounts. That includes the City of Strafford Transportation Enhancement Project, which includes sidewalks from the south side of OO towards the school; the Willard sidewalk project, which connects with the trail system; the Jordan Creek Trail at West Meadows, which takes it from the Butler Rosenberry parking lot over to Fort; Route 14 ADA accommodations in Nixa and Ozark, which includes replacing or adding ADA accessible ramps for the sidewalks that exist there; Jefferson Avenue Streetscape Phase I; and Mill Street Streetscape Phase I. Mill Street is the one that the City of Springfield would like to withdraw and replace with Commercial Street Streetscape.

The City of Willard project is actually up for a Safe Route to School Grant. It is unknown at this time if the funding will be awarded. The committee made the recommendation to have a project on-deck if Willard is awarded the Safe Routes to School funding. So the next project after Commercial Street Streetscape Phase V would be the Phelps Street Streetscape Phase I. In summary, the City of Springfield is requesting to drop Mill Street, Commercial Street would become partially funded with the remaining funds and Phelps Street would be the on-deck project if the City of Willard receives the Safe Routes to School funding.

Ms. Fields stated that with the TPC approval, if one of the entities decided not to go forward then the next project on the list would automatically get the funding. Mr. Miller asked to clarify if Mill Street was the project that did not have the right-of-way. Ms. Longpine confirmed.

Mr. Miller made the motion to approve with the change as submitted by Mr. Gugel. Mr. Mooney seconded and the motion was carried unanimously.

1. **Amendment Number Three to the FY 2013-2016 TIP**

Ms. Longpine stated that the Amendment also includes the Enhancement Projects that were just approved. In addition to the Enhancement Projects, there are five additional items. Three of the items are the bridge replacements in Greene County: one on Farm Road 66, two on Farm Road 141, and one on Farm Road 102. The next items would include the BRO funding that was approved earlier on 65 and Battlefield and the McDaniel Lake Bridge. This is part of a program that allows a jurisdiction to turn a bridge slated for demolition over to a nonprofit who would then use the BRO funding to use it for maintenance, in exchange for taking ownership of the bridge.

Items six through 12 are the Enhancements, but Mill Street needs to be removed, Commercial bumped to funded, and Phelps added per the motion that was just made.

Mr. Martin made the motion to approve Amendment Number Three to the FY 2013-2016 TIP with the changes the City of Springfield submitted for Mill Street. Mr. Miller seconded and the motion was carried unanimously.

1. Functional Class and Urbanized Area Boundary

Ms. Longpine stated that the Functional Class Changes discussed at the last meeting are being brought back. The subcommittee decided during the November 14 subcommittee meeting to move forward with MoDOT’s requested changes. After discussion it was decided to downgrade Kearney to the old terminal to a minor arterial.

MoDOT also sent information on changes to the Urbanized Area Boundary for the Springfield Area. The Census releases the data about two years after the Census every ten years. MPOs have the ability to smooth the boundaries of the Census released urbanized area. MoDOT’s Central Office has reviewed the Census released boundaries and recommended several changes that basically clean them up.

Looking at some of the maps, there might be a skinny line that fills in the gap. Most of these are minor. Included is information on what can be affected by smoothing the Urbanized Area, including the Highway Functional Classification, the highway performance monitoring system, and distribution of STP funds. This really impacts the amount of what must be spent in a rural area. The amount of change here would be so insignificant that a difference probably would not be seen in the STP funding. There were seven changes proposed by MoDOT and an additional one proposed by the committee. Most of the changes are minor, but the final one, shows a line going down 65 south of Ozark outside the MPO boundary. Apparently that got changed within the MODOT system. If it was not removed it would require a change of all the OTO boundaries. Since the source of the change is unknown the subcommittee is recommending going back to the previous boundary.

In addition to the Urbanized Boundary Changes there was an additional review of the Functional Classifications that follow these boundary changes. Maps have been included in the agenda. The maps are hand written because that is how the OTO received the maps. OTO concurred with most of the eight changes requested. Some of the changes have options to choose between. There is one change that the OTO is recommending to not follow the MoDOT recommendation.

Change number one is to downgrade from principal to minor arterial between the US 65 northbound ramp and Blackman Road on Sunshine. OTO actually recommended keeping that a principal arterial all the way to Blackman as it is now. Change number two was to downgrade National Avenue south of Republic Road to a minor arterial from a principal arterial. The subcommittee agreed with that recommendation. Change number three had a few different options. The option that the subcommittee recommended was to upgrade Norton Road from a major collector to a minor arterial between Kansas Expressway and Glenstone and to upgrade Grant to a minor arterial between I-44 and Norton, but north of Norton to downgrade it to local. Staff talked to Greene County and it actually helped with one of the bridges by making it local. Changes four and five that were recommended were to go between major and minor collectors but in the urban area, it goes by the general collector classification so the subcommittee felt there was no change necessary. Change number six, recommendation was to actually down grade route P in Republic south Miller Road from a minor arterial to a collector, but after reviewing the area, the OTO recommended keeping it a minor arterial. Change number seven, the subcommittee had a few options for where the line was drawn here. The subcommittee recommended changing the functional classification of Route 174 between what is considered the west urban limit and Kansas Street, going ahead and changing it from a minor arterial to a collector. Change number eight is on Business Route 65 in Ozark from 65 to 14, going ahead and upgrading it to minor arterial.

Mr. Martin made the motion to recommend approval of the proposed Functional Class and Urbanized Area Boundary changes to the Board of Directors. Mr. Heatherly seconded and the motion was carried unanimously.

Mr. Brock asked if the motion was to follow the subcommittee’s recommendations. Mr. Cossey stated yes it was as submitted.

1. MoDOT’s On The Move Initiative

Mr. Miller presented an overview of MoDOT’s On the Move Initiative. MoDOT is conducting outreach with the citizens of Missouri to talk about the transportation needs of the state. It is similar to the Blue Ribbon Panel information that the panel had sent out. The emphasis of this initiative is that MoDOT is trying to create a broader group of stakeholders in the state and to remind people that transportation is relevant. There is a window for MoDOT to raise the level of awareness about transportation amongst stakeholder groups and also there is a lot of interest at the State and Legislative level in transportation. There are some opening statements that the current legislature had about what they are looking to achieve during the coming legislative year. Transportation is on the agenda.

Part of the message is that Missouri is a big transportation state. Transportation is very relevant. Missouri has the seventh largest highway system in the nation with 33,000 miles of highways. There are 213 bridges statewide that are over 1,000 feet. In the OTO area, that is principally the railway overpass over Kansas Expressway and some flyover bridges. But looking beyond the OTO there is the Missouri and Mississippi Rivers. In the Southwest District there are six major lakes with bridges spanning those lakes. There are over 10,000 bridges of all sizes. There are 4,800 miles of track that carried 410 million tons of freight in 2010. Missouri has the fourth greatest volume of freight in the state. Locally, this can be seen with the BNSF lines bringing coal from Wyoming to take it to the southeast power plants. Also containers come from the port of Los Angeles through Springfield up towards St. Louis and down towards Memphis. It is pretty significant. In the other part of southwest Missouri, over in Joplin and up to Nevada, there is the Kansas City Southern Line that carries freight from the northern part of the United States to Mexico, where Kansas City Southern actually owns the railroad.

Kansas City and St. Louis are the second and third largest rail hubs in the nation. Seven million transit trips occur in the state. Transit is significant in the State of Missouri. Eighty-one percent of the travel occurs on 17 percent of the roads. These are major roads, the ones that MoDOT focuses on resurfacing in the State, the principal arterials. There are 125 airports. The Springfield-Branson National Airport is an important airport for the region. The Branson airport has flights going to other parts of the United States and Joplin Regional Airport also has commercial flights going to Dallas. There are 14 public ports. There are the Missouri and Mississippi Rivers, so freight transportation on the rivers is very important. Right now the water level on the Missouri River is low. It is starting to cause problems. There is a concern about getting the freight from point A to B if the rivers cannot be relied on to do this.

Locally, looking at the past ten years MoDOT has accomplished many things in the area. MoDOT has six-laned Highway 65, completed improvements at the 60/65 interchange and the I-44/65 interchange. MoDOT has completed three diverging diamond interchanges. One is under construction, two are planned. MoDOT has done interchange improvements on non-DDIs at four interchanges. There has been a lot of bridge work and resurfacing. There was a list of bicycle and pedestrian priorities. MoDOT is getting ready to let two of those pedestrian priorities which are the north Glenstone sidewalks and Kearney Street sidewalks. There has been work done on Hunt Road and 160 in Willard that will include pedestrian accommodations, another identified high priority. Ward Branch Greenway was identified as a bicycle priority, it is moving forward. There are some needs left. MoDOT has the projects of regional significance outlined. There are a lot of unfunded needs. The extension of transit in the region from the OTO study is not funded. There are still bicycle and pedestrian needs left in the region. The funding is now stagnant and is not keeping up with the needs.

As a reminder of the funding, 45percent of the funding comes from the federal gas tax, which is 18.4 cents per gallon. That is not depending on a certain percentage of gas. If gas cost $6.00 per gallon or $1.00 per gallon it is still 18.4 cents for that gallon. It is not a percentage like a sales tax would be. Twenty-two percent of the funding comes from the state gas tax which is 17 cents per gallon, 12 percent of the funding comes from license and registration fees that come back to MoDOT for transportation funding, 12 percent comes from the vehicle sales tax whenever a new car is purchased, and 9 percent comes from the revenue at the state level and most of that goes to other modes such as the little bit that CU and rural transit systems get, as well as the subsidy for the Amtrack service between St. Louis and Kansas City. There is also assistance for small airports. It is really critical for the municipal airports like Bolivar and Monet. Since MoDOT passed the last gas tax in 1992 the revenue has grown 86 percent, but inflation for transportation projects has grown faster. The price of steel in the same period has gone up 100 percent. The price of asphalt has gone up 176 percent and the price of concrete has gone up 199 percent. So the revenues have not kept pace with the inflation.

Part of the case that MoDOT wants to make to the public is that MoDOT is doing a good job delivering projects. In the past ten years, MoDOT has delivered 4,220 projects that are valued at 11.6 billion dollars. Those projects have been 4 percent under budget and 95 percent have been delivered on time.

MoDOT conducts an annual customer service survey that came back with an 85 percent customer satisfaction rate. The people that conducted the survey went back and checked the numbers since it was so high. Apple has an 83 percent customer satisfaction. The next was SAMS Club with an 81 percent.

MoDOT also has the 4th lowest administrative cost in the nation among the DOTs. MoDOT recently made changes in the departments to find more cost savings. The districts were reorganized from 10 to 7. There are now 1200 positions and 131 facilities have been closed. MoDOT has sold 750 pieces of equipment. Right now there is $342 million in savings, with the goal of $512 million in savings. At the last TPC, meeting a TIP amendment to resurface Route 125 and a portion of Route D was because of savings.

MoDOT has made a lot of progress making the roads safer. For the first time since the 1950s, fatalities have been less than 1,000 people per year in the state. Last year there were 823, which is up slightly from 2011, but is good from when there were 1,200 to 1,400 fatalities. MoDOT has done a lot by implementing measures like guardrails, guard cable on the interstates, and most recently with the minor routes in the rural areas putting in two foot shoulders with rumble stripes. MoDOT would like that put everywhere if possible. There is still a lot to be done to make the roads safer.

MoDOT has done a good job taking care of the major routes, where there is 80 percent of the traffic. In the southwest District those routes are 94 percent in good condition. It is going to take most of the resources to keep the maintenance cycle going. In addition to Missouri being a big state for transportation, the actual act of investing in transportation is a real economic benefit to the state. For every dollar invested in transportation, there is a $4 return. For every $1 billion invested there are 34,000 jobs generated. Right now is a good time to move Missouri forward with transportation and have this discussion. Missourians can be reminded again of the importance transportation plays in their lives. Companies need to remember the importance the transportation network plays in how business is done. As there is a slow economic recovery, Missouri needs to be poised strategically to take advantage as a state of transportation with rivers, rail and interstate.

The next step is going to be introducing a website called Missourionthemove.org. MoDOT is requesting that individuals, agencies, and the OTO comment on where MoDOT should be headed. There will be listening sessions around the state. In February, there will be at least one in Springfield and one in Joplin. In April there will be a mobile listening tour. There will be vans wrapped in the new logo and will be going to every county in the state to get input from the citizens of the state. This will be used for the input of the Long Range Transportation Plan Update.

1. FY 2013 Unified Planning Work Program Subcommittee and Project Proposals

Ms. Fields stated the UPWP is essentially the OTO budget with the items that the OTO will be working on the next fiscal year. The fiscal year runs July 1 to June 30. Because of all the federal approvals required, the process has to start now. She requested volunteers to serve on the subcommittee.

Larry Martin, Dawn Gardner, Nick Heatherly, Joel Keller, and Eva Voss volunteered for the subcommittee.

## Other Business

# Technical Planning Committee Member Announcements

Mr. Martin announced that the City of Ozark voted to ask the voters for a 3/8th cent transportation capital improvement sales tax. It will be on the April ballot. It is a five year sunset, much like the Springfield program. It is for road rebuilding, no new road construction, just for maintenance repaving, but the sidewalks can be for new constructions. The city does not have a transportation sales tax yet. Ms. Longpine asked if there was a specific list being proposed. Mr. Martin stated that they have taken their conventional five year plan, which is a sustainable plan. Every year it turns into a new five year plan and the City has incorporated that into an existing versus what we would do in the next five years and overlaying over that a fifteen year plan.

Mr. Rognstad stated that next week, January 22, 2013 at 5:30 the City of Springfield is having a public meeting on the College St. Streetscape and Route 66 Park concept plan. It will be at the Abundant Life Church. The City has gotten to the point where there are three conceptual designs and are asking for input on those. The final plan should be ready in February.

Ms. Schmidt stated that CU had the opportunity to approach Megabus and it stops in Springfield. It just started this month at Boonville. It is an express route to St. Louis.

###### Transportation Issues for Technical Planning Committee Member Review

Mr. Smith stated that Ms. Fields had asked for comments on the BRO. MoDOT is reviewing the program for potential ways to improve it. Greene County likes the program as it is. The reason is that MoDOT has done a good job of managing it for several decades. Greene and Christian Counties have been the beneficiaries of the program. The proposal was for the RPCs to administer it. Greene County understands the funding issues that MoDOT has had. Greene County suggested a small portion of the funds go into administration that would cover the cost. Mr. Miller clarified that the proposal did not actually switch administration to the Regional Planning Commission, just the selection process. The projects would still be administered by MoDOT.

Mr. Smith stated that the current needs based approach looking at the amount of bridges and the classification. Basing the funding on the needs has been very successful. One item that can be improved is that there is a soft match trade program. If there was a way of putting people together who wanted to make trades for soft match that would help to get some of the projects out the door.

Mr. Miller stated as background for the rest of the committee members, the funding that was mentioned gets distributed to the counties. Altogether in Missouri, there are 114 counties. Some of the pieces get pretty small. One county gets $7,500 a year. All of the smaller counties are building their balance up, creating a $72 million balance. Counties have to wait until there is enough funding to build a project. Counties traditionally go two years in the hole. Some counties are comfortable doing that, while some are not. The concept was if counties could pool at a larger level then the county that is ready to go would have enough money to go at that time. Then the next priority project might be in another county. That is the concept.

MoDOT is trying to solve the problem of how to get access to the funding but have the counties be able to complete a project. Ideas would be appreciated and there is an advisory group. Mr. Duffy Mooney is on the advisory group. Ms. Burks stated that she had been to six counties in the last two weeks and there has not been a single commissioner there that has been in favor of the changes proposed. That is not going to help out MoDOT in their endeavor, but it goes back to the issues that were discussed. Mr. Miller stated that the TPC just approved a TIP amendment that will help bring that balance down. Ms. Fields stated she was going to draft a letter with some of the thoughts mentioned and take it to the Executive Committee. She inquired if there was anyone who was not of the opinion that it should be left alone.

Ms. Burks stated that Peter Henry in D.C. has gone over to the Environment and Public Works Committee. That actually is the committee that Senator Inhofe is ranking member on, it is the committee that writes the Highway Authorization Bill. Senator Blunt’s Office will still have a connection with him, and is currently sorting out exactly who is handling transportation issues in D.C.

1. Articles For Technical Planning Committee Information

 Ms. Fields stated that MoDOT got an article in Forbes, about their social technology. MPTA, the Missouri Public Transit Association is lobbying for state funding again. Ms. Longpine stated there was an article about the capital bike share program in D.C. Kansas City also has a program they just started.

## Adjournment

Mr. Martin made the motion to adjourn at 2:26. Mr. Miller seconded and the meeting adjourned.

