OZARKS TRANSPORTATION ORGANIZATION

TECHNICAL PLANNING COMMITTEE MEETING MINUTES

November 20, 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 RepublicMr. Randall Brown, City of Willard (a) | Mr. Joel Keller, Greene County Hwy Dept. (a)Mr. Frank Miller, MoDOT |
| Mr. King Coltrin, City of StraffordMr. Travis Cossey, City of NixaMs. Diane Gallion, City Utilities (a)Mr. Jonathan Gano, City of SpringfieldMs. Dawne Gardner, City of Springfield (a)Mr. Martin Gugel, City of Springfield (a) | Mr. Bill Robinett, MoDOTMr. Andrew Seiler, MoDOTMr. Dan Smith, Greene County Highway Dept.Ms. Eva Voss, MoDOTMr. Terry Whaley, Ozark GreenwaysMr. Todd Wiesehan, Christian County |
| Mr. Adam Humphrey, Greene County |  |

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 RepresentativeMr. David Bishop, R-12 School District | Mr. Brad McMahon, FHWAMr. Kent Morris, Greene County Planning |
| Ms. Kristy Bork, SGF (a)Mr. Don Clark, Missouri State University | Mr. Ralph Rognstad, City of SpringfieldMs. Beth Schaller, MoDOT (a) |
| Mr. Doug Colvin, City of Nixa (a) | Mr. Mark Schenkelberg, FAA Representative |
| Mr. Rick Emling, R-12 School District (a) | Mr. Shawn Schroeder, SGF |
| Mr. Jason Haynes, City of Springfield (a)Mr. Rick Hess, City of Battlefield (Chair)Mr. Jay Huff, Missouri State University (a)Mr. Kirk Juranas, City of SpringfieldMr. Kevin Lambeth, City of Battlefield (a)Mr. Larry Martin, City of OzarkMs. Diane May, SMCOG (a) | Mr. Jeff Seifried, Springfield ChamberMs. Cheryl Townlian, BNSFMr. Garrett Tyson, City of Republic (a)Mr. Dan Watts, SMCOGMr. Bob Wilslef, City of Ozark (a)Mr. Chad Zickefoose, MoDOT (a) |

Others present were: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, and Ms. Melissa Richards, Ozarks Transportation Organization; Ms. Stacy Burks, Senator Roy Blunt; Carl Carlson, Olsson Associates; Ms. Melanie Chapman, KOLR10;

Mr. Cossey called the November 20, 2013 Technical Planning Committee meeting to order at 1:30 p.m.

* 1. **Administration**
1. **Introductions**
2. **Approval of the Technical Planning Committee Meeting Agenda**

Mr. Wiesehan made the motion to approve the November 20, 2013 Technical Planning Committee Meeting Agenda. Mr. Brock seconded and the motion carried unanimously.

1. **Approval of the July 17, 2013 Meeting Minutes**

Mr. Robinett made the motion to approve the July 17, 2013 Meeting Minutes. Ms. Voss seconded and the motion carried unanimously.

1. **Public Comment Period for All Agenda Items**

None

1. **Executive Director’s Report**

Ms. Fields stated that there is a possible Initiative Petition Action for a possible 1 cent sales tax in the State of Missouri. The OTO has been asked by MoDOT to eventually come up with a proposed project list for the sales tax. The first step would be to develop a public involvement process and how to engage the public in deciding what projects are most important to the region. The MPO has developed the Priority Projects of Regional Significance so that will be a starting point for any new list. This will be discussed in the coming months and hopefully the process will be developed early in 2014.

Staff has attended training at the Associationof Metropolitan Planning Organizations. There was a conference in Oregon this year. There was discussion on Performance Measures. MoDOT has also given information on the Performance Measures. MoDOT has a schedule in the next 18 months in which Federal Highway will be releasing Measures and Targets that the OTO will be required to hit as far as planning for Safety or Congestion. The OTO already have Performance Measures in place, but suspect that the released will be different from what are already being monitored. Hopefully the data will be available and will be the same as what is already being collected.

The OTO is in a new TIP cycle since the TIP was approved October 1. Ms. Longpine has been working with Olsson on the Travel Demand Model development. This is on track for this year. The TPC will be hearing more from staff on the Congestion Management Process. The OTO has asked SMCOG to do traffic counts since there is some holes in the data. There should be a report issued soon and that will start a new cycle of the OTO data collection effort. Congestion goals was one of the OTO Federal Certification Review items. The OTO needs to not only monitor the Congestion, but also set targets. The Committee will need to discuss that eventually.

On the Transit side, there is 5310 Funding, which is funding for Human Service Organization vehicles capital, this is going beyond ADA requirements. OTO has been working with MoDOT and City Utilities to come up with a MOU which allows MoDOT toadminister the grant for the OTO, other than the City Utilities portion. MoDOT would be able to purchase the vehicles in large quantities and would result in large savings.

The Community Focus Report for Springfield/Greene County was released in October and is available on the Springfield Greene County Library website. There is a Transportation Section that several TPC members worked on.

The OTO did not get the TIGER grant. Several different federal representatives have volunteered to do a debriefing. The representatives will tell the OTO where improvements can be made in the application and what is missing.

1. **Bicycle and Pedestrian Committee Report**

Ms. Longpine stated that BPAC has been working on setting priorities, partly to feed in the larger discussion of the OTO region multimodal priority list. The Committee also is trying to refine the area of focus. The Committee wants something regional in nature, but a same times provides a lot of smaller projects, depending on the type of funding.

The BPAC will bring it to the TPC mapped out with details. The two priorities that BPAC has set at this point is the Route 66 Corridor form the OTO East Boundary to the OTO West Boundary along or near historically designated Route 66, including trails, sidewalks, streetscapes, and bike accommodations. The second priority is Jordan Valley, Wilsons Creek, Schuler Creek or some road equivalents along that corridor from downtown Springfield to downtown Republic. The idea is to have some long connective projects for a future TIGER Grant, but there are still gaps there.

1. **New Business**
2. **Amendment Number 1 to the FY 2014-2017 TIP**

Ms. Longpine stated that the 1st TIP Amendment involves six items. The first one is adding additional scope and funding to the ADA accommodations along Glenstone and Sunshine, with Springfield cost sharing with this project. The project was originally a MoDOT project, which focused on curb ramps, but the additional Springfield funding will go to some gaps in those corridors.

The second is the City of Battlefield Weaver Road widening. The city is increasing the amount of programmed funding for the project to help pay for some utility relocation. The Republic Road bridges over James River, going ahead and programming construction for the project. The next project is Republic Road and Farm Road 107 intersection that is a MoDOT and City Utilities project for intersection improvements.

A new project was added for scoping at the Glenstone and Pythian Intersection. Finally, a project that complements an existing project, the Kansas Expressway Pavement rehabilitation between I-44 and Mt. Vernon. It involves some concrete repair in addition to some asphalt overlay that was slated for the entire Kansas Expressway Corridor.

Mr. Gano made the motion to recommend approval of the Amendment Number 1 to the FY 2014-2017 TIP to the Board of Directors. Mr. Smith seconded and the motion carried unanimously.

1. **Federal Functional Classification Map Change Request**

Ms. Longpine stated that the OTO maintains the Federal Functional Classification System for the local region. The OTO asks for changes to the local roadways and submits the changes through MoDOT to the Federal Highway Administration. There are five different requests included here. MoDOT requested four, basically for cleanup. One is Chestnut Expressway from the US 65 ramp to Eastgate Avenue. There was a short segment that is being changed to match the rest of the corridor, form Minor Arterial to Major Collector. The next two changes have to do changing the newly relocated Weaver Road at Campbell to local. On West ByPass from I-44 to chestnut Expressway from Principal Arterial to Freeway/Expressway. The road is now slightly wider and more access controlled. The City of Springfield made the request, for Olive Street just north of the OTO from St. Louis to Main, to be become a Major Collector from Minor Arterial.

Mr. Whaley made the motion to recommend approval of the proposed Federal Functional Class Changes to the Board of Directors. Mr. Gano seconded and the motion carried unanimously.

1. **Annual Listing of Obligated Projects**

Ms. Longpine stated that the Annual Listing of Obligated Projects or ALOP is required to be published annual and is a list of projects where federal funding was applied in the previous federal fiscal year. The report only shows federal funds. It does not show the local or state share and the remaining funds listed on each project is the remaining federal share.

A lot of projects have been completed or closed out on the list. Some projects are just getting started, like the CC relocation where some engineering funding has been obligated. The report is supposed to be published by 90 days after the end of the federal fiscal year. It will go to the Board of Directors in December and be marked final on the OTO website.

Mr.

Ms. Gallion inquired about the Transit Grant, she thought was overstated by $3 million. Ms. Longpine stated that the TIP shows the amount programmed for the project. There is more included in the TIP Project then just the purchases made during the past year. Ms. Gallion stated that she thought there was only $258,000 left in the grant. Ms. Longpine stated she would research the TIP, but thought the project was programmed with a bunch of buses that were included and then the scope was adjusted. Ms. Gallion stated the buses ended up on another grant. Ms. Longpine stated that a far as the TIP goes that was how it was programmed, that the grant funding was probably adjusted in the next TIP.

Mr. Brock made the motion to recommend approval of the Annual Listing of Obligated Projects to the Board of Directors. Mr. King seconded and the motion carried unanimously.

1. **Federal Funds Balance Report**

Ms. Longpine stated that the STP Balance Report has a new format and title, Federal Funds Balance Report. There has been funding returns and the addition of how the Small Urban is worked so the report has been expanded. IT was more complicated to track so it has been moved to QuickBooks from Excel, so the report format looks a little different. There is still a balance of over $24 million dollars. $1.2 million of that is BRM, bride funding. All of that balance is subject to federal rescission. MoDOT allows the OTO to count program cost shares against that balance. MoDOT requests that the OTO does not have more than three years allocation, but once the cost shares are applied the OTO is within the limit. The front page is a summary of all the different fund balances and the cost shares as well. There are individual community pages and in the back there is an index by project of all the obligations. It is not just split by community but for each project as well.

Mr. Miller stated that looking at this report there are balance for each individual jurisdiction based on the OTO distribution of the funds. He reminded everyone that if jurisdictions are teaming up on projects then the lead jurisdiction needs to obligate all the funds and run the funds through the federal aid process just like it is all the lead agencies funds, since the non-lead agency cannot be reimbursed.

Ms. Longpine stated that OTO staff can handle the split on the OTO paper work. Mr. Miller stated that from MoDOT’s perspective it is all OTO money. Ms. Fields stated that excluding the City of Springfield, jurisdictions with smaller balances can spend in advance since there are so many cost shares out to FY 15 & FY 16 and there is a large balance on the books. If a jurisdiction is interested in doing something quickly then the funds can be spent up front and then the let the federal funds come in. If a jurisdiction has a balance, the agency can talk to the OTO about making accommodations.

Mr. Cossey asked how far out can the funds be advanced. Ms. Fields stated that the cost shares would have to be examined and it depends on the amount and specifics of the project, but probably FY 16.

Ms. Longpine stated the report does not show the allocation for 2014. The government was shut down during the preparation of the report and the funds are still only authorized through January. Hopefully in the next report, staff will be able to show some outer years funding.

1. **Request for Support of I-244 Designation**

Ms. Fields stated that the OTO received a request from the City of Springfield and MoDOT, looking for the OTO to support the designation for James River Freeway/65/60 as I-244. The purpose is to form a complete interstate loop around the City of Springfield. The City of Springfield and MoDOT listed Safety and Economic Development as good reasons for the designation. In regards to safety, if there is an incident on I-44 there can be messages on the dynamic message signs to detour to I-244, making the detour easy for trucks to find. The second reason is access and visibility. In economic development and business recruitment business like to make location decision to sites where there is an interstate of an interstate loop. It would help the area be more competitive during business recruitment.

The TPC would make a recommendation to the Board of Directors then the OTO would write a letter in support of the designation. MoDOT has been working with federal highway and so federal highway would make a ruling on what needs to happen to declare it an interstate. The thought is that it meets most of the requirements, but are not completely sure until the ruling, to see if there are any ramp issues, such as needing a ramp extension. The primary cost of changing over the signs is know from MoDOT’s experience with 49 in Joplin. Once the ruling comes back from Federal Highway the issue would come back to the TPC as a TIP Amendment. Just because there is initial support does not mean it is a foregone conclusion.

Mr. King asked if cost could be known before deciding to support the designation. Ms. Fields stated that the letter could be written that the OTO supports the idea contingent on costs. Obviously there is a threshold where the designation would be unreasonable, and the funding sources has not been identified yet. The first step is finding out how much it costs, then perhaps some Safety funds could be found. Mr. King stated that if the TPC votes on it, there appears to be no going back. Ms. Fields stated that the Technical Committee makes a recommendation to the Board on the TIP Amendments so if it costs too much then the TIP Amendment would not be approved.

Ms. Burks inquired if this would affect the Interstate Maintenance funding. Mr. Miller stated it would not since the Interstate Maintenance funding was replaced with National Highway System funding. Mr. Cossey inquired if this would free up funding since a section of highway was being converted to the Interstate system. Mr. Miller stated it would not. Mr. Brock asked if there was a reason that I-244 was chosen. Mr. Miller stated he did not know where the number designation came from. There were questions about if there are other I-244s out there. There is one in Tulsa, and this number might change if DOT says the number will not work. Ms. Longpine stated that her understanding is that then numbers reset by state, so unless there is another 244 in the state it should be okay. Mr. Miller stated that it is unknown until federal highway comes through and does a survey.

Ms. Longpine stated it would be similar to St. Louis where the 40 and 64 are on the same. It also puts Nixa and Ozark closer to the nearest Interstate. Mr. King asked if there was a section on James River Freeway that is named something else like Korean War Veterans or something else. Mr. Miller stated it was an overlapping name, there are a lot of roads like that in the area. Mr. Whaley asked if there was a Schoolcraft Highway. Mr. Miller stated that Schoolcraft was the City of Springfield’s name for it. The State Legislature designated it the Korean War Veterans Memorial Highway and I-4 used to be the Payne Steward Highway. Ms. Burks stated it was a symbolic naming.

Mr. Smith stated that he really thought from an economic development standpoint it could have an effect on people looking to move into the area.

Mr. Smith made the motion to recommend support of the I-244 Designation to the Board of Directors. Mr. Brock seconded and the motion carried unanimously.

1. **“On the Move” Presentation**

Mr. Miller presented an update on MoDOT’s new Long Range Plan, “On the Move”. He passed around “On the Move” cards to the TPC. He played a presentation on the MoDOT website. He stated that the cards have the four items that came out of the plan. The items are pretty basic. The number one items is taking care of the system. That really means not just taking care of the roads and bridges but all the transportation services in the state whether it is transit, bicycle/pedestrian or freight.

Safety is the second theme. The third theme was investing in projects that spur economic growth and create jobs, using the transportation system as a way to foster economic development and create jobs for the state. The final theme was about giving Missourians better transportation choices. This is partially about expanding the road system. There is also an interest in other modes like transit and Bicycle/Pedestrian Transportation.

MoDOT has been directing the public to the website to give feedback about two things. Number one is to make sure MoDOT heard everything correctly, is the input that was received reflective of the average Missourian. The second is the plan in the right spot for the Long Range Plan of Missouri. There are several videos on the website as well. The Safety video features the Southwest Missouri a little more with pictures from the area.

The public in Springfield and Joplin are thinking that the roads are pretty good, but there is a desire for additional bike and transit systems. There is still conversations about road projects, especially in the rural areas. People alluded that they want shoulders on roads and wider bridges. These comments were all compiled into a list and narrowed down to 600 needs for the Southwest District. There was about $11 billion dollars of needs in the Southwest Missouri District which was second only to St. Louis.

People also expressed a desire for Amtrak service between St. Louis and Springfield. MoDOT just completed a service survey. One of the questions had to do with passenger rail service satisfaction. Every part of the state was satisfied except Southwest Missouri. The issue would be the cost of bring service down here, but MoDOT needs to talk to the public about it.

MoDOT also incorporated all of the projects in the OTO plan from the constrained plan and all of the high priorities from the regional planning commissions so the SMCOG high priorities were included as well. However, it is still an incomplete wish list. The Long Range Plan is meant to provide MoDOT guidance, if there is a situation like the Initiative Petition where a list might be needed.

1. **OTO Technical Committee Chair Rotation**

Mr. Brock made the motion to elect the Chairman and Chairman-Elect Positions of the 2014 Technical Planning Committee. Mr. Whaley seconded and the motion carried unanimously.

1. **OTO Technical Committee 2014 Meeting Schedule**

Ms. Fields presented the OTO Technical Committee 2014 Meeting Schedule. Ms. Parks stated she would send out Outlook Meeting Appointments.

1. **Other Business**
2. **Technical Planning Committee Member Announcements**

Ms. Burks stated that Senator Blunt, with a bipartisan group of Senators, introduced the Bridge Act (Building and Reviewing Infrastructure for Development and Growth and Employment Act.) This Act would establish an Infrastructure Financing Authority that would produce loans and loan guarantees for infrastructure projects. It will do that by incentivizing the private sector for investment and by leveraging federal funds that go into the initial authority. The initial investment will be from the federal government but eventually would become self-sustaining. The authority will be an independent nonpartisan board with a CEO and a Board of Directors with no more than 4 members from each party appointed by the President and confirmed by the Senate. It will have a broad project eligibility for transportation, water, and energy projects. The minimum project investment will need to be $50 million dollars, and must have national and regional significance. It also gives broad latitude to rural projects. Rural projects will have a minimum of $10 million dollars. The entire IFA will have a minimum of 5% dedicated to rural projects. There are press releases on the Senator’s website and there is a project summary sheet. Ms. Fields inquired if the OTO would be considered urban. Ms. Burks stated that the ACT would have to pass before that would be known for sure.

1. **Transportation Issues for Technical Planning Committee Member Review**

None.

1. **Articles For Technical Planning Committee Member Information**

Ms. Fields stated that MoDOT received the People’s Choice Award for the 802 bridges that were replaced. There was an interesting article by *Nerd Wallet*, named Nixa and second Ozark as the best towns to live in based on Public Schools, affordability, and growth.

1. **Adjournment**

Mr. King made the motion to adjourn the November 20, 2013 Technical Planning Committee Meeting. Mr. Smith seconded and the meeting was adjourned at 2:20 p.m.