OZARKS TRANSPORTATION ORGANIZATION

TECHNICAL PLANNING COMMITTEE MEETING MINUTES

September 21, 2016

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. Randall Brown, City of Willard  Mr. King Coltrin, City of Strafford (Chair)  Mr. Travis Cossey, City of Nixa  Mr. Martin Gugel, City of Springfield  Mr. Adam Humphrey, Greene County  Mr. Tom Johnson, Missouri State University  Mr. Kirk Juranas, City of Springfield (Vice-Chair) | Mr. Joel Keller, Greene County Hwy Dept. (a)  Mr. Brad McMahon, FHWA  Mr. Frank Miller, MoDOT  Mr. Jeremy Parsons, City of Ozark (a)  Mr. Shawn Schroeder, Springfield-Branson National Airport  Mr. Kelly Turner, City Utilities Transit |

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. Rick Artman, Greene County Highway  Mr. David Bishop, R-12 School District  Mr. Justin Coyan, Springfield Chamber of Commerce  Ms. Dawne Gardner, City of Springfield (a)  Mr. Nicholas Konen, BNSF  Mr. Kent Morris, Greene County Planning  Mr. Jason Ray, SMCOG | Mr. Mark Schenkelberg, FAA Representative  Mr. Andrew Seiler, MoDOT  Mr. Jeremiah Shuler, FTA Representative  Ms. Mary Lilly Smith, City of Springfield  Ms. Janette Vomund, MoDOT  Ms. Eva Voss, MoDOT  Mr. Todd Wiesehan, Christian County  Mr. Terry Whaley, Ozark Greenways |

Others present were: Mr. John W. McCart, City of Ozark; Mr. Jeremy Pruett, Congressman Billy Long’s Office; Mr. Andy Mueller, MoDOT; Mr. Carl Carlson and Ms. Jane Earnhart, Olsson Associates; Mr. Dave Faucett, Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, and Mr. Andy Thomason, Ozarks Transportation Organization.

Mr. King Coltrin, Technical Planning Committee Vice-Chair, called the meeting to order at 1:31 pm.

* 1. **Administration**

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

Mr. Turner made the motion to approve the September 21, 2016 meeting agenda. Mr. Humphrey seconded and the motion was carried unanimously.

1. **Approval of the July 20, 2016 Meeting Minutes**

Mr. Gugel made the motion to approve the July 30, 2016 meeting minutes. Mr. Cossey seconded and the motion was carried unanimously.

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

Ms. Fields noted a comment came in on the OTO Facebook page. It was placed in the agenda regarding a request for a sidewalk connection from Brentwood south to the Greenway Trail on Lonepine Avenue.

1. **Staff Report**

Ms. Fields stated that Dave Faucett was a new employee with the Ozarks Transportation Organization. He came from the Southwest Missouri Council of Governments. He has been working on GIS projects for the OTO.

She stated that the Governor is holding funding for the Missouri Moves Program. There is an email that will be sent out that MoDOT is officially suspending that program. It is not expected to be reinstated. The Governor has stated he was not expecting it to be reinstated and with the time crunch it would be difficult to move forward, not that it has been suspended. There had been six multimodal applications received for the Missouri Moves Program. There was a total of $3.2 million in funding requested.

Ms. Fields stated that the OTO had received all the jurisdiction applications for the Intersection Cost Share Program. That will be discussed with the TIP amendment agenda item. The 2018 Intersection Cost Share projects are being added to the TIP at this time. 2020 projects will be added later. A TIP amendment for the full amount of those intersection cost share projects will be on the November agenda. The next big project is establishing priorities for the next round of STIP funding. The last round was really rushed in January and February to figure out the recommendations and what the priorities would be for the STIP. The subcommittee will be looking out to 2021, because the first couple years of the STIP have been programmed. The plan is to send out a meeting invitation to the entire TPC. Members who do not want to prioritize projects can decline. The first meeting will look at the list of projects. Staff have taken the priority projects of regional significance, which has established certain corridors and picked projects to prioritize. The subcommittee will look and see if these are the right projects and go forward with the scoring. There is scoring criteria in place from the long range transportation plan. The recommendation from the OTO is to add travel time criteria to that. The Wi-Fi units are up and running. Travel time information can be pulled for that. There should be data for every project. It is exciting to look at a congestion measure that has a lot of information behind it this time. Staff is proposing to add it and go forward. The scores are a starting point, the projects can be moved up and down and the committee can make some judgement calls. The hope is the process will be approved by the Board of Directors in December. There are no guarantees of funding, just looking at what the committee recommends for the next round of funding. Finally, City Utilities received a grant for $3.8 million dollars for the replacement of eleven buses. That was really exciting to get that from FTA.

1. **MoDOT Update**

Mr. Miller stated that the Intersection Cost Share was not impacted by the Governors decision. That funding has already been programmed in the STIP. MoDOT has been working on an Asset Management Plan. The first edition of the plan was last completed this spring. The purpose of the plan is to look at the condition of the roads and bridges. Principally, along with the ADA Transition plan and getting the sidewalks that MoDOT is responsible for into compliance. Basically, to give the district a base line of what it takes to take care of the system, keep it in good condition and bring the sidewalk system into ADA compliance as well. The reason that this is significant is that for districts that have money left over after the system is taken care of and addresses ADA, then other types of projects can be done. The OTO gets an allocation of funding and it looks like there will be money left over to do some projects that were prioritized for the future. It looks like the cost estimates might be slightly higher than what was given last year, but along the same lines, the last STIP eliminated the Small-Urban Program and the On-System Bridge funding. That will make up for some of the gap that is needed to take care of the system. Moving year to year, when the suspended Cost Share Program funds are distributed that will bring some additional funds to the area. There are some projects that have been added that can look to address congestion or reginal needs, based on what MoDOT is seeing so far. The Asset Management Plan will be finalized before October 1. The revenue forecasts will also be updated in the fall. It might actually depend on the election. That will set the tone for how much money that is projected to develop the next program, both at the state and metro level in the spring.

Ms. Fields added that Hillary Clinton has spoken on maybe another stimulus. Last time it ran through the STP-Urban program. Everyone needed a project ready to go really quickly. That should be in the back of the minds of the jurisdictions, if there was an influx of funds to be spent quickly, which may or may not have to be matched.

1. **Legislative Reports**

Mr. Pruett stated it was quiet in Washington D.C. right now. There is still work on appropriations and that discussion. The Continuing Resolution is not coming up. Congressman Long has been working directly with Senator Blunt’s Office on the Table Rock Lake Shoreline Management Plan with the Army Corp of Engineers. If there are rumors, the Congressman and Senator are trying to introduce legislation to help with that.

Ms. Fields asked if there had been movement on trying to get the deed restriction for the Riverside Bridge in the City of Ozark removed. Mr. Pruett stated that as far as he had heard there had not been, but would check into that.

1. **New Business**
2. **OTO Technical Planning Committee Chair Rotation**

Ms. Fields stated that the Technical Planning Committee Chair rotation had been established in 2003. Every jurisdiction gets to serve as a chair. The City of Ozark had a resignation, and will not be able to fulfil the rest of the year. The idea was to go ahead and appoint the Chair and Chair-Elect for this year and the rest of next year. Mr. King Coltrin who was the Chair-Elect would be moved to the Chairmanship. Someone from the City of Springfield would be the Chairman-Elect for the rest of the year and next year. Mr. Juranas inquired if it could be split. Ms. Fields stated it was not prohibited in the Bylaws. Mr. Juranas stated he would be the first Chair-Elect. Ms. Fields stated that Mr. Juranas would be the Chair the first six-months and Mr. Gugel would Chair the second six-months.

Mr. Brock made the motion to elect King Coltrin as the Technical Planning Committee Chair and Kirk Juranas as Chair-Elect for the remainder of this year and six-months of the next year. Mr. Gugel will be Chair-Elect for the second six-months. Mr. Brown seconded and the motion was carried unanimously**.**

1. **Amendment Number One to the FY 2017-2020 TIP**

Ms. Longpine stated that the TIP timeframe starts October 1 and there are some amendments. She outlined the projects included in the FY 2017-2020 TIP Amendment One.

Mr. Brock asked if it this was for the scoping on the Intersection projects and if there would be another TIP amendment as the projects move forward. Ms. Longpine stated that the goal is to come back in November with the TIP amendments.

Mr. Humphrey made the motion to recommend approval of FY 2017-2020 TIP Amendment to the Board of Directors. Mr. Turner seconded and the motion was carried unanimously.

1. **Administrative Modification Number One to the FY 2017-2020 TIP**

Ms. Longpine stated that staff is allowed to make administrative modifications to the TIP as prescribed in the public involvement process. There are several projects from the Enhancement funding that need to move forward to the new fiscal year. The projects are moving from the prior TIP to the next. It was thought the projects would be obligated by October 1, but with the end of the fiscal year that time frame is a little short. She outlined the projects included in the TIP Administrative Modification Number One.

1. **Amendment Number One to the Long Range Transportation Plan**

Ms. Longpine stated that in looking at the Bicycle and Pedestrian Facilities map in the long range transportation plan, it was noticed and through discussion that there were not sidewalk connections on Hwy CC and Hwy 14 between the City of Ozark and City of Nixa. Knowing that those are important economic corridors for both of those jurisdiction, staff needed to make sure that this was addressed and highlighted in the plan map. There is a map highlighting both of the corridors in the agenda. Hwy 14 has a smaller connection. Hwy CC goes all the way across. There are two priority sidewalk corridors being proposed to the bicycle and pedestrian map in the long range transportation plan.

Mr. Juranas made the motion to recommend approval of Amendment Number One to the Long Range Transportation Plan to the Board of Directors. Mr. Cossey seconded and the motion carried unanimously.

1. **Performance Measures Report**

Ms. Longpine stated that there were eleven measures that were adopted with *Journey 2035* and maintained with the *Transportation Plan 2040*. The Performance Measure Program will be reviewed as staff gets additional guidance and sets targets in partnership with MoDOT for those that were included in MAP-21 or the FAST ACT. These are the eleven measures that currently have targets. The Travel Delay Measure has not been updated in the past couple of years because it is part of the Congestion Management Process. There are new numbers. There are differences between how the calculations were done this time versus the prior reports. This was previously done with Travel Time Runs, which is a person driving a car route one time on one day. This time the Acyclic Wi-Fi units were used and there is also access to Ritis data, which uses cell phone information that gets processed, so that was used for the freeways. Local units were used for the arterials. She presented the 2015 Performance Measures Infographic.

Mr. Coltrin asked if the Ozone level was going to be set or will the region continue to chase a target down until it is impossible to meet. Ms. Longpine stated that the EPA is required to review the science every 5-years. There is a committee that has a huge number of people. They review all the cases and reports, emergency room and environmental data, including emissions data. It is a very detailed process. That is how it is decided to be left the same of to lower it. It is doubtful it will move the other direction. It used to be 75 and the OTO was over 77. It dropped from 80 and the region was at 84, then the region dropped to 74. It is now set at 70 and the region is down to 61. A lot of credit goes to City Utilities for the emission changes made in the plants. A lot of technology and switching to natural gas. Mr. Coltrin stated that was the question, the emission curve from the utilities have gone down but the cases of asthma have gone up. There is not a direct correlation, but it appears that the EPA is trying to tie all of these things together.

Ms. Longpine stated that it does not take into account PM 2.5. It is thought that PM 2.5 might actually be a bigger issue for the area than ozone, because everyone likes their fireplaces in the winter and other things.

Mr. Juranas asked if it was credited to the reduction in coal use? Ms. Longpine said it was that and the weather. Mr. Turner stated it was not just eliminating coal, it is the environmental upgrades to the generation of the whole plant.

Mr. McMahon stated it was the EPA. Federal Highway and the FTA do not have a say in it. The agencies take what the EPA gives and works with everybody to catch up or maintain. Ms. Longpine stated that the weather is a huge part of it. Ozone is produced by heat in the afternoon, so the rainy afternoons help. Mr. McMahon stated that the OTO needs to be commended because there is one nonattainment and a maintenance area in Missouri. The St. Louis area puts a lot of work there. The OTO is not in a non-attainment area. The OTO’s proactive approach to all this is really a great model to portray to the industry. Ms. Longpine stated that there is the Clean Air Alliance and the area is members of both the Ozone and PM Advance program with the EPA to get those numbers down. Next to Branson, the Springfield monitors are the lowest in the state. That is lower than background monitors. That is important to note for a populated area like this.

Mr. Brock asked what caused the 2 ½ minute change in the City of Willard’s commute. Ms. Longpine stated that it was American Planning Survey Data which is self-reported in a small sample size and gets contributed to the community. The roadways have not necessarily changed. Mr. Brown stated that some of the people have figured out that because of the congestion on 160 to use the bypass route AB south to go to the James River Freeway.

1. **Regional Trail Investment Study**

Ms. Fields stated that every year the OTO region is allocated Transportation Alternative Program funding. MoDOT supplemented that with statewide money until fiscal year 2016. MoDOT did not have to do that but chose to. With the funding issues, MoDOT has chosen to not to do that anymore. The allocation dropped from $600,000 to $400,000. With the last solicitation, the OTO intended to award FY 2015 and FY 2016, but everything was an estimate. It turns out because of the change in FY 2016, half of FY 2017 was awarded as well. The subcommittee initially thought of awarding the money for the remainder of FY 2017 and FY 2018. The discussion was instead to wait on awarding and instead do a regional trail study to see if there were some opportunities to do some larger trail projects instead of many small sidewalk projects. The recommendation was two-fold.

The first recommendation is to do the study and the second to hold off on releasing that application for this fiscal year and pick it back up this fall. There are some good ideas behind that. It is easier for an agency to administer fewer projects. Everyone knows that a federal aid project takes a lot of time and resources. A lot of small projects take a lot of time on the staff of OTO, the communities, and MoDOT administering the little projects. There also has not been a competitive TIGER Grant Project. This might give the region a project that could be competitive. There is not guarantee of funding in the future, there is no guarantee of emphasis areas but it would be nice to have a Regional Project to put forward. That is the idea. There is not really a problem to wait since there is only $210,000 available this year. Staff made a map to look at what a regional trail system would look like. The solid lines are what are there already. The dashed lines are what are being proposed. The idea would be to have consultants look at the feasibility of the alignments as proposed and maybe propose a change if the location was not feasible. The second idea is to have the consultants come up with funding estimates. There are not good estimates on these sections to put together any type of grant application or what makes sense to focus on first.

The OTO is proposing to use planning funds, which the OTO uses for operations, but can also use for plans and studies. The OTO would match the planning funds with some of the OTO’s reserve funds. The OTO is not asking for contributions at this time, but it is unsure how it might look in the future as far as if additional studies were needed. Right now there is the funding to do that.

Ms. Longpine stated that this map cannot look at every trail that has been proposed in the region. The darker lines highlight the proposed trails to be put in the study. Ms. Fields stated it highlights regional connections. Ms. Longpine stated that a lot of the discussion at the last Bicycle and Pedestrian Advisory Committee meeting was connecting main street to main street. Down in northwest Arkansas they talk about the square. Not everyone in the region has a square, but there are downtowns and that could be connected to the benefit of those regional trails.

Mr. Brock asked if there was a certain dollar amount that was associated with it. Ms. Fields stated hopefully $150,000. It is unknown until after the solicitation if that will work. If it could not be done for that amount then the OTO would have to ask for help, but if it can be done then great.

Mr. Brock made a motion to recommend funding a Regional Trail Investment Study and Postpone awarding Transportation Alternatives funding until Fall of 2017 to the Board of Directors. Mr. Gugel seconded and the motion carried unanimously.

1. **Amendment Number One to the UPWP**

Ms. Parks stated that there is an amendment to the Unified Planning Work Program. This is for the current fiscal year. There are two parts. She outlined the reduction in the printing budget and increase in the professional services line items in the Appendix A. There is no change to the Consolidated Planning Grant funds as a result of this change. There is no longer the staff with expertise at the OTO to produce graphics. The OTO will outsource the graphic design needs. The OTO has moved to the electronic agendas so there is not a need for as high a printing budget.

The second part of the amendment is the Regional Trail Investment Study. It is going to increase by $150,000. It is added to the UPWP document text under Task 3 and also the OTO Appendix A. It will increase the Consolidated Planning Grant reimbursement from $799,349 compared to the previously approved amount of $679,349. This is an increase of $120,000 in CPG funding. The OTO has a carryover balance of federal funds in the amount of $964,605. The proposal will utilize $120,000 in CPG funds for the Regional Trail Investment Study and will bring the overall reserve balance down to $844,605 in federal funds.

Mr. Cossey made the motion to recommend approval of the UPWP Amendment One to the Board of Directors. Mr. Brown seconded and the motion carried unanimously.

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

Mr. Turner mentioned the FTA grant award. It was a competitive discretionary pot of money. There was about $211 million available for bus and bus facility for the whole country. There were $1.6 billion in requests. City Utilities Transit knew it was a good application, but the odds were not in the favor of the application. He thanked MoDOT, OTO, the City of Springfield’s Mayor MSU, the legislative offices and a lot of individuals who wrote letters of support on behalf of the CU Transit’s behalf. Mr. Coltrin asked if there was something on the news recently about City Utilities Transit. Mr. Turner stated that there was a lot of discussion in the community where transit has come up due to the Zone One Blitz, the Impacting Poverty Commission and all those different initiatives. There was a task force that was a spinoff of the Impacting Poverty Commission that looked at what could be done for transportation for the under resourced.

The real charge of that commission was to consider public transportation but to look at what else could be done. It was recounted in the impacting poverty commission, someone had said that if City Utilities could be doing something, the utility would be doing it, what else could be done for transportation. There were some good things that came out of the commission.

1. **Transportation Issues for Technical Planning Committee Member Review**
2. **Articles for Technical Planning Committee Member Information**
3. **Adjournment**

Mr. Juranas made the motion to adjourn the meeting at 2:25 p.m. Mr. Cossey seconded and the motion was carried unanimously.