OZARKS TRANSPORTATION ORGANIZATION

TECHNICAL PLANNING COMMITTEE SPECIAL MEETING MINUTES

July 20, 2011

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30 p.m. in the Greene County Archives Building.

The following members were present:

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| Mr. Randall Brown, City of Willard (a) | Mr. Frank Miller, MoDOT |
| Mr. David Brock, City of Republic (Chair) | Mr. Duffy Mooney, Greene County Hwy Dept |
| Mr. King Coltrin, City of Strafford | Ms. Ann Razer, City of Springfield (a) |
| Ms. Carol Cruise, City Utilities | Mr. Bill Robinett, MoDOT |
| Ms. Hollie Elliott, Springfield Chamber (a) | Mr. Shawn Schroeder, Springfield-Branson Airport |
| Mr. Rick Hess, City of Battlefield | Mr. Dan Smith, Greene County Hwy Dept |
| Ms. Jenni Jones, MoDOT | Mr. Terry Whaley, Ozark Greenways |
| Mr. Larry Martin, City of Ozark | Mr. Todd Wiesehan, Christian County (Chair Elect - 2012) |
| Ms. Dawne Gardner, 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. Joel Keller, Greene County (a) |
| Mr. Rick Artman, Greene County Hwy Dept | Mr. Kevin Lambeth, City of Battlefield (a) |
| Mr. David Bishop, R-12 School District | Mr. Brad McMahon, FHWA |
| Mr. Don Clark, Missouri State University | Mr. Ryan Mooney, Springfield Chamber |
| Mr. Travis Cossey, City of Nixa | Mr. Kent Morris, Greene County Planning Dept. |
| Mr. Rick Emling, R-12 School District (a) | Mr. Ralph Rognstad, City of Springfield |
| Ms. Diane Gallion, City Utilities (a) | Mr. Mark Roy, Springfield-Branson Airport (a) |
| Mr. Jonathan Gano, City of Springfield | Mr. Mark Schenkelberg, FAA Representative |
| Mr. Martin Gugel, City of Springfield | Mr. Shawn Schroeder, Springfield-Branson Airport |
| Mr. Jason Haynes, City of Springfield (a) | Mr. Andrew Seiler, MoDOT |
| Mr. Roger Howard, BNSF | Mr. Garrett Tyson, City of Republic (a) |
| Mr. David Hutchison, City of Springfield (a) | Mr. Dan Watts, SMCOG |

Others present were: Presiding Commissioner Jim Viebrock, Greene County; Mr. Carl Carlson, Olsson Associates; Ms. Debbie Parks, Ms. Sara Edwards, Ms. Natasha Longpine, Mr. Michael Sparlin, Mr. Curtis Owens and Mr. Chris Stueve, Ozarks Transportation Organization; Ms. Megan Hammer, Senator Claire McCaskill’s Office. Ms. Stacy Burks, Senator Kit Bond. Mr. Nick Maddux, Congressman Billy Long’s Office.

## Administration

# Introductions

Mr. David Brock called the meeting to order at 1:36 p.m. and asked for introductions of those attending the meeting. Ms. Edwards introduced Mr. Curtis Owens and Ms. Debbie Parks of OTO. Mr. Nick Maddox of Congressman Long’s office introduced himself.

# Approval of the Technical Planning Committee Meeting Agenda

Mr. Brock asked for a motion to approve the Technical Planning Committee meeting agenda as presented. Mr. Martin made the motion to accept the Technical Planning Committee meeting agenda and was seconded by Mr. Duffy Mooney. The motion carried unanimously.

# Approval of the May 18, 2011 & June 16, 2011 E-Meeting Minutes

Mr. Brock asked for a motion to approve the May 18, 2011 and June 16, 2011 E-Meeting Minutes. Mr. Martin made the motion to approve the Technical Planning Committee Minutes. Mr. Hess seconded and the motion carried unanimously.

# Public Comment Period for All Agenda Items

None

# Executive Director’s Report

Ms. Edwards stated that most of the OTO’s work has been centered on the Long Range Transportation Plan and the Transportation Improvement Program. The OTO selected the consultants SRF out of Minnesota for the Regional Transit Route Study. The contract is under review and should be signed within a week. The revised Transit Route Study timeline has the study completed in February. There will be public meetings and additional information will be available in the upcoming months.

An Operating Reserve Policy was adopted at the June Board of Directors Meeting establishing minimum guidelines for the OTO operating fund reserve at three months worth of monthly expense. The goal is to establish three to six months worth of monthly expenses. The Operating Reserve will guide future discussions on dues. Right now the dues will remain level. The OTO is also continuing the office relocation discussion. This move will necessitate a work plan amendment. Currently a downtown location is being discussed, with approximately 2,500 to 3,000 square feet. The main objective is to find a meeting room where the OTO can hold the Board of Directors Meetings and the Technical Planning Committee Meetings. The goal for the meeting room is to have members know where the meeting will be held and where parking is for the meeting, since it will all be at the same place. The August Board agenda should have a discussion on the OTO relocation.

The OTO is still awaiting a Clean Air Standard announcement. The announcement should be at the end of July and the OTO region will probably be out of attainment. There has been so much discussion and it is still speculation at this point.

OTO staff attended the Missouri MPO meeting with all the state’s MPOs. It was informative on how other MPOs conduct business and receive grants. In addition to the meeting staff has conducted 5310 training for elderly and disabled transportation grant. Staff took applications and the selections for the funding have been made. Typically, OTO has 2 vehicles to award. These grants are reflected in the TIP.

Ms. Longpine, Mr. Whaley, and Ms. Gardner went on a trip to Columbia, MO to see the city’s Bike/Pedestrian program that resulted from the $22 million federal grant. Some lessons were learned from the trip and can be applied to the OTO region. Staff went to a GIS conference, a major annual conference in San Diego. If any jurisdiction needs GIS assistance, OTO staff is available to help.

Finally, the House, Senate and President have been talking about the Transportation Bill over the last couple of weeks. There are different versions all over the place, from a six year bill to a two year bill to various funding levels. Ms. Burks stated that until the Debt Ceiling Limit gets passed there really is nothing to be discussed. Mr. Maddux stated agreement on the House side. Chairman Mica wants a transportation bill passed this session, but this hinges on getting past the Debt Ceiling. Ms. Burks stated that there are several hurdles to get through before there is a transportation bill. There must be a way to pay for a six year transportation bill and right now there is not the funding for it.

Ms. Cruise asked if the six year bill would replace where SAFETEA-LU left off, becoming retroactive. Ms. Burks stated it depends on how the bill is worded. It also depends on whether or not a couple of smaller year bills are put together or if it is a straight six year bill. There is no way to know if it will be retroactive. Ms. Edwards stated that in all versions of the proposed bill are performance measures which staff is incorporating into the Long Range Plan. Funding mandated for enhancements will likely not be included, though those would still be eligible projects.

Mr. Smith asked about the BRO funding and issues with it. Ms. Burks stated that the BRO program works and has established tracking mechanisms. It could have less money or the formula could change but it is one of the programs that works well and has tracking results.

# Bicycle and Pedestrian Committee Report

Ms. Longpine stated that the implementation report for the past year was handed out. This report includes OTO Bike/Ped related activities, as well as others throughout the region. The outline of the goals from the prior plan and the proposed goals from the updated plan are on the first page. The following pages list accomplishments that have been tied back to the goals. The accomplishments are divided between BPAC, Community Support, infrastructure, and Safe Routes to School. The report is not exhaustive, but provides a summary of activities over the past year.

Staff also visited Columbia, MO. The main lesson learned is that it does not necessarily take a lot of money to have a good bike network. Paint on the road can make a big difference, and doesn’t cost too much. Even if it is just “share the road” on the pavement as opposed to on signs. The whole town is practically covered in sharrows. Columbia has more bicyclists as a result of that. There is a difference in the number of bicyclists between Springfield, MO and Columbia, MO, based on the number seen throughout the day. Springfield does not seem to be far behind, but the region does need more bike lanes and sharrows.

Mr. Martin asked if there was anything that could be done to keep the bike lanes clean, for example a volunteer program. The bike lane down Trafficway was full of debris and glass. He inquired if Columbia has a program in place for debris removal. Ms. Longpine stated that when the streets are swept the bike lanes are included in that. There were a lot of bike lanes on busy roads and traffic kept the road clean. Columbia has done a lot with Pedways, but it is basically a wide sidewalk which bicyclists are allowed to ride on.

Mr. Whaley stated that the STAR Team would have a PowerPoint to show at the STAR meeting at 5:30 p.m. The presentation would highlight Columbia vs. Springfield Bike/Pedestrian slides.

Ms. Burks stated that Columbia received federal money back when earmarks were allowed, however, it was not really an earmark. The Transportation Committee at the time had committed a pool of funds to pilot bicycle projects across the nation. There were four that were put together at that time and there was room for one more. Senator Bond was the chair of the committee and the committee asked if there was a community that had a plan in place ready to go. Columbia had the plan in place and was completely ready to go so that is how the federal funds were received. Springfield would have been considered at the time, but the area did not have as comprehensive plan ready to go.

Ms. Longpine stated that originally Columbia was awarded $25 million, but Columbia actually received $22 million and $17 million of that was spent on infrastructure. There have been a lot of pilot projects, study and evaluation done. There is a lot of inconsistent treatment because of the pilots. It is an advantage to the OTO region to see what works and does not work well.

Ms. Gardner added that Springfield was not far behind as far as infrastructure, but Columbia has really done a lot for Safe Routes to School and the Walking School Bus. Ms. Burks stated that Columbia was denser. Ms. Edwards stated that Columbia was still on the neighborhood school system like Springfield.

# New Business

1. **FY 2012-2015 Transportation Improvement Program**

Mr. Owens summarized the TIP for the TPC. The TIP is the three year transportation plan of federal and state funds. These are the projects put into one document to get a good overview of what is happening in the OTO area. Mr. Owens described the process to solicit projects for the TIP. The recommended TIP will go to the Board of Directors on August 18 for final approval. Federal Highway should approve the TIP by September 30, 2011. There is a comment process. Press releases were sent to the Springfield News Leader and Community Free Press with an August 17 deadline which equals a 38 day period of public comment. The Draft TIP is also located on the OTO website, at the OTO office and the South Campbell Library Center.

Some Aviation projects have been added to this TIP. Most of the Aviation Section is funds coming back as pay back into the TIP in the amount of $2.4 million. There are $2.8 million programmed in enhancements. The largest project was the Kearney Street Improvements and HWY 13. Ms. Edwards stated that there was no new Enhancement money. These funds were projects from last year that needed to be carried forward since they had not been obligated yet.

Mr. Owens discussed financial constraints on the roadways as outlined in the TPC packet. The Local Coordinating Board met and awarded the 5310, 5316, and 5317 funds for approval by the Board of Directors. Mr. Brock stated that the draft went out to all the jurisdictions with a chance to submit changes. Ms. Edwards mentioned that the OTO had passed out the comments received thus far for consideration. The comments were from community members about the projects they feel are important to the community. The projects discussed are currently unfunded, but it is important for the members of the OTO to know what is important to the community. Mr. Brock stated there was correspondence from the superintendant of Willard Schools wondering if there was anything new on US 160. Mr. Miller stated that US 160 was currently being scoped.

Mr. Martin made the motion to recommend approval of the FY 2012-2015 TIP to the Board of Directors. Ms. Cruise seconded and the motion carried unanimously.

1. OTO Long Range Transportation Plan (LRTP) Update

Ms. Longpine stated that the LRTP Subcommittee had been working on the performance measures and a copy was included in the packet. Included in the front is a list of what the Subcommittee has worked on to date. The next step is to write the plan in a way that makes sense to the public. It is currently being pulled together by staff in the OTO office. Once the draft is together, the Subcommittee will meet and review the plan. Ms. Edwards mentioned that performance measures will likely be in the new transportation bill. Funding will be based on those performance measures and targets in some manner. Staff felt it would be important to be proactive and incorporate the proposed performance measures into the plan.

The OTO has identified eleven performance measures, which cover a variety of things from roadways, safety, bicycle and pedestrian and transit. The targets are based on the end year 2035 of the Long Range Plan. The targets will be reassessed each time the plan is updated to see if the OTO is on track. Each performance measure includes a description. It explains how it ties to each of the Long Range Plan goals and then it includes information on current trends. The plan includes as much data as available for the past decade or so.

The performance measures include vehicle miles traveled per capita. This allows the OTO population to grow and the VMT/C to grow with the population. The plan encourages that to slow down. It also looks at mobile balance and how to reduce the number or people driving alone.

The plan also looks at the completion of the Bicycle and Pedestrian Network, including both sidewalks and trails. This is just for the OTO region, so where the Frisco Highline Trail goes outside of the OTO, that is not included in the plan. The plan looked at disabling injury and fatal crashes, per million vehicle miles traveled for the crash rate. Trend wise there were a couple of high years, but the current trend is that crashes have been decreasing. The plan also looks at the on time performance of the transit system and looks at the number of housing units within a quarter mile of the bus routes. This shows the whole OTO area as well as the CU service areas. Right now the commute time is 22 minutes, which is pretty good, for Greene and Christian Counties. Peak travel time is using information from the Congestion Management Process. This looks at each direction from A.M. and P.M. peak time of travel and makes a recommendation based on the overall system for it. Staff looked at the percent of roadways in good condition and this is looking at the State roads where there is actual data. The target for that is in line with what MoDOT has set for the entire state wide system.

The plan also sets bridge conditions for the area and looks at total bridges, state and non-state. The plan looks at the Ozone level. When the standards get lower and it is uncertain how the region will be from one year to the next, the target is to be able to stay in transportation conformity.

1. Review of 2011 FHWA Discretionary Federal Grant Programs

Ms. Edwards stated that the Missouri MPO meeting had discussions about the disappearance of earmarks and how funding is now available through discretionary programs. The last notice was on May 6 stating that applications were due on June 3 for the 11 programs. The OTO Federal Highway Representative stated it is typical of how the 11 programs will continue. Without knowing where the transportation bill stands, continuing resolutions are funding these programs. These are the kinds of applications that the OTO region needs to be ready for. Most of the programs require match money and have different requirements. Future applications might have a short 30 day time frame so jurisdictions need to be ready and anticipate projects. If jurisdictions have projects then perhaps the OTO can put together a master list and have a data base of projects that might fit.

Ms. Burks inquired if Greene or Christian County has anything that fit into the National Scenic Highway or protected lands. Ms. Edwards stated that if the state designated it a Byway it would qualify. Mr. Miller stated that MoDOT put in a couple applications, one for public lands and highway fund for bike/pedestrian improvements near the Republic High school. The other application was for TCSP for the Kearney Street Resurfacing and Sidewalks, which is currently in the planning stage.

1. TIGER III Discretionary Grant Information

Ms. Edwards stated that as of July 1st, TIGER III funds are available. Preapplications for the TIGER III grant are due October 3. There was a webinar on Monday and the required match is twenty percent. The Webinar stated that the average local match that had been awarded in the past was 70 percent with 30 percent federal funding. That is the average and what it takes to compete. Looking at those figures the OTO would be excluded from the program at the $20 million level, however, the region will continue to talk. The average grant size was $20 to $25 million. The criteria is innovative, complicated, new/different, the last leg of a larger project and ready for construction and obligated by July 2013. The grant will not be awarded until January. There will be no funding of right of way acquisition. Basically the project has to be ready to go to receive the funding. To be highly competitive, it needs to be multimodal and needs to be not really eligible under any other federal programs. Coordinated investment needs to tie in with some Presidential priority.

Mr. Robinett asked if there was a priority for rural programs. Ms. Edwards stated that the dollar amount has been lowered to $1 million dollars. There have been better match ratios on the rural side than on the urban side. Mr. Smith asked if federal funds could be used to match past the twenty percent local funding. Ms. Edwards stated it might be used as leverage in the application, but probably not as highly rewarded as having a non-federal match. It was hard to tell what was counted in the 70 percent. It could not be work already completed. The OTO project failed last time because it was a grouping of unrelated projects. Several projects failed because the right of way was not acquired. If the region could find a multimodal project it would need to be $12.5 million dollars and could not be a grouping of miscellaneous items. The OTO could look at a regional trail network made up of pieces. Greene and Christian counties have bridges that belong to the bicycle and pedestrian system that could be included. The OTO has a DUNS and CCR number from the last application and would be willing to apply for the grant if something could be put together.

Mr. Smith asked if it was only for infrastructure. Ms. Edwards stated that it was only infrastructure. Mr. Brock stated if there was interest in the grant to contact Ms. Edwards.

1. HUD Sustainable Communities Regional Planning Grant Information

Ms. Edwards stated that HUD released notice on June 20th that there was funding for the sustainable communities regional planning grant. There is not a deadline yet. It is a planning grant that integrates housing, land use, economic, workforce development, and transportation and infrastructure investments. The OTO probably has a better chance at this grant if it was included in a sustainability plan. St. Louis and Kansas City both got over $4 million on the last round of funds. The grant seems focused in the direction of MPOs and Councils of Governments by looking at the list of awards. MARC and East West Gateway press releases on the grant have been included in the packet.

Staff was wondering if there was interest in a $1 million dollar grant towards sustainability and if anyone had any ideas. Given the current economic climate the jurisdictions would need to consider the communities’ feelings on these issues as well. Mr. Brock asked if it could be used to fund work performed by the OTO staff or something that might be contracted out. Ms. Edwards stated that the OTO is funded and staff has a full work load. The OTO would hire consultants or additional staff to do it.

1. OTO Growth Trends Report

Mr. Stueve reported on the December 31, 2010 Growth Trends Report. There is an in-depth analysis of regional and national building trends and socio economic data. The information included in the report came from the census bureau and from the OTO jurisdictions. OTO staff would like to express its thanks for the help from the jurisdictions. If a jurisdictions map is not included in the report the data still is in the report.

There are three main sections. The first section looks at building permit activity locally, regionally, and nationally. The second section covers population and socioeconomic data, locally, regionally, and nationally. The third section is a series of maps that show where the hot spots are in terms of building activities in the different cities. Springfield is now the largest Springfield in the United States. In the population section all of the local jurisdictions are experiencing phenomenal growth over the past year, especially over the past 10, 15, 20 years, doubling, tripling and quadrupling populations.

Mr. Brock requested the report be sent to the jurisdictions as a PDF. Ms. Longpine stated it would be put on the OTO website in order to not clog mailboxes. Ms. Edwards stated that if there was additional information that the jurisdictions would like to see included in the report to just let staff know. This was the first report and there is more data that could be included.

## Other Business

# Technical Planning Committee Member Announcements

Mr. Whaley announced the STAR Team meeting with the PowerPoint presentation of the Columbia, MO trip.

Ms. Edwards asked about the TPC Meeting Location. TPC members agreed that the Greene County Archives Building would be the new meeting location.

Mr. Martin stated that there was another Livable Streets Seminar. It is about building public advocates towards pedestrian, recreation, trails, joggers and bicyclists. It is about the public. Anyone in Southern Greene County and Northern Christian County will be welcomed and appreciated. Ms. Longpine stated that the Missouri Liveable Street Committee is doing a design workshop. It will be at the MoDOT Southwest District Office. It will a facilitated workshop, so then everyone does not have to travel to one location, but still gets the benefits of hands on. There will be lunch served. There will be more information on that, but the seminar will be more on the livable streets design guidelines.

Mr. Martin stated that if there were any bike racks that are not in use or in workable condition, the public works department has some young volunteers from the first Livable Streets meetings that would like to rebuild, repaint or install the bike racks throughout Christian County.

1. Transportation Issues For Technical Planning Committee Member Review

None

1. Articles for Technical Planning Committee Information

No discussion

## Adjournment

Mr. Robinett made the motion to adjourn at 2:43 p.m. Ms. Jones seconded and the meeting was adjourned.