OZARKS TRANSPORTATION ORGANIZATION

TECHNICAL PLANNING COMMITTEE MEETING MINUTES

July 22, 2010

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30-2:30 p.m., at the Missouri State University Plaster Student Union (3rd Floor, Room 317).

The following members were present:

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| Mr. David Bishop, R-12 Schools | Mr. Roger Howard, BNSF |
| Mr. David Brock, City of Republic | Mr. David Hutchinson, City of Springfield (a) |
| Mr. Randall Brown, City of Willard (a) | Mr. Joel Keller, Greene Co. Planning Dept. |
| Mr. Steve Childers, City of Ozark | Mr. Pat Lloyd, Willard (Chair) |
| Mr. King Coltrin, City of Strafford | Mr. Frank Miller, MoDOT |
| Mr. Larry Combs, Missouri State University (a) | Mr. Duffy Mooney, Greene Co. Highway Dept. |
| Mr. Travis Cossey, City of Nixa (a) | Mr. Bill Robinett, MoDOT |
| Ms. Carol Cruise, City Utilities | Mr. Ralph Rognstad, City of Springfield |
| Mr. Jim Dow, Springfield R-12 Schools (a) | Mr. Shawn Schroeder, Airport |
| Ms. Dawne Gardner, MoDOT | Mr. Dan Smith, Greene Co. Highway Dept. |
| Mr. Rick Hess, City of Battlefield (a) | Mr. Terry Whaley, Ozark Greenways |

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

The following members were not present:

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| Mr. Mokhtee Ahmad, FTA | Ms. Diane May, SMCOG |
| Mr. Rick Artman, Greene Co. Highway Dept | Mr. Bradley McMahon, FHWA |
| Mr. Bob Atchley, Christian Co. Planning | Mr. Ryan Mooney, Chamber of Commerce |
| Mr. Brian Bingle, City of Nixa | Mr. Kent Morris, Greene Co. Planning Dept |
| Mr. Don Clark, MSU | Mr. Andy Mueller, MoDOT |
| Mr. Ron Effland, MoDOT (a) | Mr. Earl Newman, City of Springfield |
| Ms. Diane Gallion, City Utilities (a) | Mr. Daniel Nguyen, FTA (a) |
| Mr. Mike Giles, City of Springfield (a) | Ms. Ann Razer, City of Springfield (a) |
| Mr. Martin Gugel, City of Springfield | Mr. Mark Roy, Airport (a) |
| Mr. Jenni Jones, MoDOT | Mr. Mark Schenkelberg, FAA |
| Mr. Kevin Lambeth, City of Battlefield | Mr. Mike Tettamble, Jr., O & S Trucking |
| Mr. Pat Lloyd, Willard (Chair) | Mr. Dan Watts, SMCOG |

Others present were: Mr. Tim Conklin, Ms. Sara Edwards, Ms. Natasha Longpine, and Mr. Chris Stueve, Ozarks Transportation Organization; Ms. Stacy Burks, Senator Bond’s Office; Mr. Carl Carlson, Scott Consulting Engineers; Mr. Jason Haynes, City of Springfield; Mr. Steve McIntosh, Congressman R. Blunt’s Office; Mr. David Rauch, Senator C. McCaskill’s Office.

## Pat Lloyd called the meeting to order at 1:36 p.m.

## Administration

# Introductions

# Approval of Technical Committee Meeting Agenda

Item II.H. STP-Urban Report was added to the agenda. Carol Cruise made the motion to approve the Technical Committee Agenda and Bill Robinett seconded. The agenda was approved unanimously.

# Approval of the May 19, 2010 Regular Meeting Minutes and the June 1, 2010 E-Meeting Minutes

There were several corrections to the Minutes. On Page 6 of the May 19 Regular Meeting Minutes, in the 5th paragraph, it should not state “Mr. Lloyd,” as he was not present. Also, on page 9, under Section F, on the fifth line, it should state “trail” and not “trial.” Ms. Cruise motioned to approve the meeting minutes as amended and Terry Whaley seconded. The Minutes from the May 19, 2010 and the E-Minutes from the June 1, 2010 meetings were approved unanimously.

# Public Comment Period

None

# Executive Director’s Report

Tim Conklin stated that staff had been support for the Springfield Strategic Planning Transportation Committee. A draft was completed on July 16, 2010. The work from this committee will be incorporated into the OTO Long Range Transportation Plan.

For the LRTP, six public input meetings have been held.

Mr. Conklin thanked members for paying their dues, especially those who did so before the end of the fiscal year, as that helps the OTO with cash flow.

Staff has held one TIP subcommittee meeting and a Fleet Management subcommittee meeting. The Audit Committee has selected an auditor. The first OTO audit will take place during the next few months. There was a special TPC meeting in June to move forward several Safe Routes to School Projects.

Debbie Parks has taken a position in Hot Springs, AR and is no longer with OTO. Interviews have been scheduled for her replacement.

Staff is still monitoring the new Ozone Standard with EPA. The current level for the region is 67 ppb and EPA is looking to set the standard between 60 and 70 ppb. Staff is also reviewing the potential requirements for TMAs regarding Greenhouse Gas Emission Reductions.

There is a TIGER II program which has been funded with $600 million for this year. Future legislation may contain a TIGER III program. OTO is submitting an application this year, which is later on the agenda. The due date will be August 23 and the pre-application is due July 26.

# Bicycle and Pedestrian Committee Report

Ms. Longpine reported that BPAC met in July after the conclusion of the Public Input Meetings. The committee reviewed the public input and reviewed/modified the Goals and Objectives for the Bike/Ped portion of the Long Range Transportation Plan.

# New Business

1. **Amendment Number Six (6) to the FY 2010-2013 Transportation Improvement Program**

Sara Edwards presented the three items included as part of TIP Amendment Number Six to the FY 2010-2013 Transportation Improvement Program.

1. The City of Nixa is requesting an amendment to add additional STP-Urban and local funding to the Northview Road improvement project. The additional $49,748 will be used for right-of-way acquisition.
2. City Utilities is requesting the addition of a Job Access and Reverse Commute project to continue fixed route service for the City of Springfield for fiscal years 2010, 2011, 2012 and 2013.
3. City Utilities is requesting the addition of a New Freedom project to provide projects or services beyond the requirements of the American with Disabilities Act for fiscal years 2010, 2011, 2012 and 2013.

Jason Haynes asked Ms. Cruise to talk more about the New Freedom projects. This project is a coordination between City Utilities and the City of Springfield. CU has access to the federal funding which the City is matching. Specifically these improvements provide sidewalk to the bus stops, as they need more than just a pad. Mr. Robinett asked if this funding was out of SAFETEA-LU or if it was committing future funds? Currently, the Local Coordinating Board for Transit has not selected projects prior to funding being available. It is understood that out years of funding will require prioritization selection.

David Brock motioned to approve Amendment Number Six to the FY 2010-2013 Transportation Improvement Program. Ralph Rognstad seconded and the motion was approved unanimously.

1. Approval of the FY 2011-2014 Transportation Improvement Program

On an annual basis, OTO staff develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, fund sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year’s TIP, a financial constraint analysis, and description of the public involvement process. The draft TIP was posted on the website and advertised for public comment on July 1, 2010.

Ms. Edwards made a presentation to the Technical Planning Committee on the FY 2011-2014 TIP. The TIP is smaller than in prior years. It is divided into sections by mode, then acronyms, then process. It is a four-year improvement program, in which any project with state or federal funding is required to be included and it must be fiscally constrained.

Currently, Enhancements have no new funding available, though new funding is expected with the new transportation bill. The projects listed are utilizing previously awarded funding and total $2.5 million.

The Roads section mostly contains ITS, Safety, and Maintenance, and Scoping projects. Ms. Edwards outlined several of these projects. Greene County is purchasing right-of-way for NN and J. Nixa has programmed funding for Main Street, Gregg and 14, and Northview Road. Projects from the Springfield area include James River Freeway and Campbell, Chestnut and 65, the 65 Sound Walls, Chestnut and Sherman, and the Eastgate Relocation.

Transit includes programming for Human Service Vehicles and several City Utilities projects. CU has programmed $9.7 million, $2 million of which is federal, for fixed route and paratransit operations and maintenance. CU is requesting funding to purchase replacement buses at $10 million. Also programmed are the transfer station and the maintenance campus extension. MSU has requested discretionary funding for IDEA Commons and the JQH transitway, while OATS has programmed maintenance funding for vehicle replacements and $3.4 million for an operations facility.

Ms. Edwards next reviewed the financial constraint portion of the TIP. The total available funding was over $135 million. Programmed funding, including Operation and Maintenance, Suballocated, and Earmarks/Costshares, totaled $64.5 million, leaving $10 million unprogrammed. This is then available for contingencies, as projects are no detailed in the outer years and for potential cost overruns.

Public comment for the TIP was solicited through a notice in the News-Leader for a 45 day public comment period. Copies of the TIP were available at the OTO offices, the Library Center, and CU Transit. All comments are to be reviewed by the Board of Directors, who will be asked to approve the TIP in August. FHWA should approve the TIP by September 30.

Changes to the TIP document that TPC members received in the mail were handed out. A vehicle for the Southwest Center for Independent Living was awarded after the draft TIP was produced. The Campbell and James River Freeway project as well as Chestnut and 65 needed to reflect STP funding, which impact the financial pages. MoDOT also requested that the numbers be adjusted for the Transit state operating assistance. The $36,000 programmed for FY2011 will likely not increase in future years.

Roger Howard stated that he appreciated the inclusion of the rail projects in the TIP, however, BNSF has not been contacted on all of them. He would like to find a way that the railroad can be more involved in these discussions with MoDOT, since that is who makes the final determination on the safety devices installed at intersections.

Stacy Burks commended on the earmark requests, specifically the one for IDEA Commons. The House is not awarding any earmarks this year and she did not recall this on the Senate list. The requested discretionary funding is for FTA Section 5309. These have to already be in the TIP to make the request for funding. Mr. Robinett stated concerns over including projects in the TIP that do not have funding. Ms. Edwards responded that the projects are programmed as a condition of funding, and the projects have to be in the TIP to apply for funding.

Mr. Robinett motioned to recommend the FY2011-2014 TIP to the Board of Directors subject to corrections from the Federal Highway Administration. Ms. Cruise seconded and the motion passed unanimously.

1. OTO Long Range Transportation Plan Update and Appointment of a LRTP Subcommittee

Ms. Longpine provided a presentation to the Technical Planning Committee on the results of the public input meetings for the Long Range Transportation Plan. A copy of this presentation is included with the Minutes. The April 8 workshop had 55 attendees and resulted in four main themes – regional connectivity and mobility; regionalism, partnerships, and cooperation; land use and development policies; and transportation demand management and system management.

The six regional public input meetings were distributed throughout the region. The format of these meetings were open-house style, with comment cards, regional maps, a numbered dot exercise, a survey, and mail-in cards. From these meetings, 33 surveys were returned. The results were included as part of the presentation that is attached to these Minutes.

The next steps for the LRTP includes the appointment of a subcommittee from the Technical Planning Committee, review of the prioritization process, solicitation of projects, model runs, prioritization, fiscal constraint, and development of a draft plan. Adoption by the TPC and the Board is set for March and April, respectively.

Jim Dow asked how many attended the public meetings and if this was the best way to solicit input. Ms. Longpine answered that attendance could have been better. Mr. Conklin added that this is why it is important that the TPC and subcommittees come together to develop the plan. Mr. Lloyd commented that he would like to thank staff for the efforts in getting public comment. Mr. Conklin responded that inclusion of community plans in this document will allow the committees to address what is good in the region and what needs to be improved.

Mr. Lloyd asked about the appointment of the subcommittee. Ms. Longpine responded that it would be good to have a member from each jurisdiction. Specific volunteers included Frank Miller of MoDOT, someone from Springfield Public Works, Terry Whaley of Ozark Greenways, David Brock of Republic, King Coltrin of Strafford, someone from Springfield Planning, and Bill Robinett from MoDOT Central Office. The remaining jurisdictions will be contacted for their representatives.

1. Appointment of an Enhancement Subcommittee

Mr. Conklin stated that it is staff understanding that the TPC would like to review the scoring criteria for the Enhancement awards. Dan Smith pointed out that during prior rounds of funding worthy projects were not selected as a result of the scoring criteria. Some participants would like to see more emphasis on Safe Routes to School. Mr. Whaley asked how much funding is available for the next round of enhancements. Ms. Edwards answered that about $900,000 was available. Volunteers were requested for the subcommittee and included Terry Whaley, Springfield Public Schools, MoDOT, and a member from each local jurisdiction.

1. OTO Appointment of a Major Thoroughfare Plan Subcommittee

Mr. Conklin handed out the request from Greene County and Springfield to address Farm Road 170. Since the Major Thoroughfare Plan Subcommittee has not met in a year, it was thought that a new group should be reappointed. OTO has been requested to look at the appropriateness of an arterial and the general arterial policy. Greene County and Springfield have received a great deal of material, data, and testimony regarding the topic. The Major Thoroughfare Plan Subcommittee would review this information and would make a recommendation to the Board of Directors for the City and County.

Volunteers for this subcommittee include Dan Smith, Carol Cruise, Roger Howard, MoDOT, Springfield Public Works, Rick Hess, Pat Lloyd and Steve Childers.

Mr. Lloyd questioned if it would be appropriate for certain jurisdictions to be involved. Mr. Smith mentioned that a variety needed to be involved for knowledge of the project as well as an independent opinion.

Mr. Miller asked if the Major Thoroughfare Plan update is tied to the Long Range Transportation Plan. Mr. Conklin stated that he hesitated to connect the two because of the timeliness of the discussion. Mr. Coltrin asked if this review was just for the one issue. Jason Haynes asked if this was a high level view. Mr. Conklin answered, yes, this subcommittee will be reviewing the appropriate spacing for the region and the policies needed to complete a grid and arterial system. David Brock asked what the end result would be? Mr Conklin stated that it would be responding to the request letters and answering if it is good to preserve these corridors, is the spacing appropriate, is the region growing, and where will this growth occur. Mr. Conklin does not think this discussion should involve the 60/65 development. He has told the City and County that OTO will not determine an alignment, but will review the logic of connecting roads, especially since OTO does not approve zoning or local jurisdiction street plans.

Public input will be sought on this issue. The subcommittee meetings will not be public hearings, but will be open to the public. The Technical Planning Committee offers public comment time, and the location of that meeting will be made to allow for accommodation of the public. Mr. Howard recommended discussin the public input topic at the next TPC meeting after the first subcommittee meeting.

1. MoDOT’s Transportation Investment Scenario for Transit

MoDOT is currently developing scenarios outlining what could be accomplished with additional state transportation investment. MoDOT’s scenario assumes $7.53 billion in funding with a 10-year planning horizon. The proposed scenario is equivalent to a 1 percent statewide transportation sales tax which equates to approximately $289 million available to the OTO area for additional transportation projects; specifically $40 million for “Other Modes” was identified earlier this year.

The OTO Technical Planning Committee and Board of Directors adopted the OTO Priority Projects to submit to MoDOT for transit improvements and enhancements. MoDOT has requested OTO provide a project list for three scenarios utilizing additional funding for transit within the OTO area. The scenarios include using 10%, 15% and 20% of the additional statewide investment for transit. MoDOT has asked OTO to apprise them of how this additional funding would be allocated. They are not asking for a recommendation on the percentage to be utilized for transit investment.

Mr. Conklin attended a videoconference with Mr. Miller and Ms. Cruise to determine what CU might do with the funding. At the 10 percent scenario, CU would replace buses, and then add technology and the maintenance campus. At 15 percent, they would accelerate the 10 percent, and then add 5 bus rapid transit buses. At 20 percent, they would do the previous, and then add BRT stations, BRT operating costs, a center city shuttle, trolley buses, increased headways, and the operating costs to make that happen. This does not preclude expanding the system beyond Springfield, but the operating source of funding needs to change to go beyond the utility customers.

Ms. Cruise clarified that this was developed within a short time frame. Scenario 1 is what is already in the TIP. The BRT and regional system have been topics of discussion, as had increased service in the downtown area. There are concerns about the developed scenarios, but MoDOT has requested the information. This is a starting point for discussions around the state.

Mr. Rognstad recommended approval of the MoDOT Investment Scenario for Transit and Mr. Smith seconded. The motion was approved unanimously.

1. **Review and Endorsement of the OTO TIGER II Projects**

OTO intends to submit a TIGER II Grant Application to the US Department of Transportation. Current projects being considered for inclusion in the TIGER II Grant Application are:

* BNSF New West Wye – New west connection and turning wye between the Fort Scott and Cherokee Subdivisions of the BNSF Railway.
* Chestnut Expressway Enhancements and Adaptive Signal Technology – Pedestrian and bicycle enhancements along Chestnut Expressway, including adaptive signal technology from College Street to US 65.
* The Link – Plan and construct a series of on-street links between existing and planned linear park trails to provide a more comprehensive bicycle and pedestrian system on streets with low-volume vehicular traffic. The project also includes a multi-use trail under the Chestnut Expressway Railroad Viaduct to connect Jordan Valley to Ozarks Technical Community College and Drury University.
* US 160 and Hunt Lane Signalization – Signalization and pedestrian and bicycle improvements at US 160 and Hunt Lane in Willard.
* Strafford multi-use trail from Chestnut and Farm Road 185 to OO to Strafford. This would be a 10-foot multi-use trail with downtown enhancements.

The pre-application deadline to determine eligibility was July 26, 2010. TIGER II Applications are due August 23, 2010. Projects within the urbanized area must provide a minimum 20 percent match, while rural projects have no minimum match requirement. Competitive applications, however, will be those that can demonstrate significant non-federal contributions as part of the overall funding package. OTO staff is working with applicant partners to identify all potential sources of match funding for the listed projects.

The minimum grant size is $10 million. OTO has met with members regarding availability of local match. Non-traditional projects appear to be more competitive and staff has worked to identify these types of projects.

The Strafford Trail project currently has no match identified. Since the smoothed urbanized area encompasses PIC East, this affects the rural eligibility of the Strafford trail.

Even if not successful, this has been a good planning exercise. This region has many great plans that such funding could help implement.

The pre-application will allow OTO to determine if there are any corrections needed for the application before it is submitted in August.

It was asked if transit should be included. Ms. Cruise mentioned that match is an issue. Mr. Miller stated that if the timeline is too long, match could also become unavailable.

Dan Smith asked if these projects were included in one application. Mr. Conklin answered yes. This would be the story of Center City, Jordan Valley, and transportation choices. Staff is still struggling to fit the Willard and Strafford pieces into this story. During the previous funding round, FTA line-item vetoed some projects from applications. For example, Kansas City only received funding for BRT buses, but not operating costs. This round is specific in requesting projects of demonstrated completeness and independent utility.

Mr Rognstad motioned to endorse the OTO TIGER II Projects. Mr. Whaley seconded and the motion was approved unanimously.

1. **STP-Urban Report**

Ms. Edwards presented the STP-Urban Report for 2010. As a region, OTO cannot accumulate more than $12.78 million. The OTO balance is currently $13.6, but after subtracting about $4 million in cost-shares, the balance will come under the $12.78 million limit. The next round of funding, however, will bring an additional $4 million to the region, so more funding will need to be obligated by the fall of 2011.

Mr. Brock asked about the future STP allocations to the outlying jurisdictions. Ms. Edwards stated that this was approved by the Board, but would not take affect until October of 2011, with the new 2010 Census numbers.

## Other Business

# Technical Committee Member Announcements

Jason Haynes mentioned that the ATMS project will start in the next 3 to 4 weeks. This will include closed caption television cameras and changeable message signs. There will be work zones on the highways and arterials, mostly in the southeast portion of Springfield. City of Springfield will communicate the projects to the public through the Public Information Office. Phase II should be out to bid next year, and then there is hope that additional phases for connecting the outlying jurisdictions will receive funding.

Ms. Cruise announced the purchase of 5 new paratransit buses. These replace buses from 1997. They were purchased with ARRA funds. The new buses have 4 stations for wheelchairs, are blue with a wave design, and coordinate with the new bus stop signs. Even with the color scheme, CU will still offer advertising.

Shawn Schroeder reported that the airport has received a notice to proceed from FAA to do their long range plan. This will start with a consulting firm from Denver and there will be two new sections – sustainability and GIS functions. The Springfield-Branson National Airport will be the first in the region to incorporate these new sections. This will be a $675,000 project.

Mr. Miller stated that the MoDOT Cost Share Committee has just met and reviewed 10 applications. Five were from Springfield, four were from Kansas City, and one was from Sikeston. Mr. Miller was asked to quickly prioritize the projects. He used the ranking from the LRTP. Three were marked as high priority, and two were medium. OTO and the District Engineer were comfortable with this. Originally, these came in as 4 through 9, but the Committee then decided to award funding to the highest in each district. The highest local project was the railroad reconfiguration at Chestnut and 65, for $5 million. This is not the elaborate version of the reconfiguration, but will take the road over the tracks. Potentially, this could impact ever having Cherry be grade separated. The remaining four projects will be considered again in October.

# Transportation Issues for Technical Committee Member Review

None

## Adjournment

Mr. Brock motioned to adjourn at 3:29 p.m. and Mr. Bishop seconded. The meeting was adjourned unanimously.

Approved by Technical Planning Committee

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