OZARKS TRANSPORTATION ORGANIZATION

TECHNICAL PLANNING COMMITTEE MEETING MINUTES

November 14, 2012

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. Joel Keller, Greene County Hwy Dept. (a) |
| Mr. Don Clark, Missouri State University | Mr. Frank Miller, MoDOT |
| Mr. Travis Cossey, City of Nixa  Ms. Hollie Elliott, Springfield Chamber | Mr. Duffy Mooney, Greene County Hwy.  Mr. Bill Robinett, MoDOT |
| Ms. Dawne Gardner, City of Springfield (a)  Mr. Jason Haynes, City of Springfield (a) | Ms. Shelia Schmitt, City Utilities  Mr. Andrew Seiler, MoDOT |
| Mr. Nick Heatherly, City of Willard | Mr. Dan Smith, Greene County Highway Dept. |
| Mr. Rick Hess, City of Battlefield  Mr. Kirk Juranas, City of Springfield | Ms. Cheryl Townlian, BNSF  Mr. Terry Whaley, Ozark Greenways |
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1. *Denotes alternate given voting privileges as a substitute when voting member not present*

The following members were not present:

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| Mr. Mokhtee Ahmad, FTA Representative | Mr. Ryan Mooney, Springfield Chamber |
| Mr. Rick Artman, Greene County Hwy (a) | Mr. Kent Morris, Greene County Planning Dept. |
| Mr. David Bishop, R-12 School District | Mr. Troy Pinkerton, MoDOT (a) |
| Mr. Randall Brown, City of Willard (a) | Mr. Ralph Rognstad, City of Springfield |
| Mr. King Coltrin, City of Strafford  Mr. Rick Emling, R-12 School District (a) | Mr. Mark Roy, Springfield-Branson Airport (a)  Ms. Beth Schaller, MoDOT (a) |
| Ms. Diane Gallion, City Utilities (a) | Mr. Mark Schenkelberg, FAA Representative |
| Mr. Jonathan Gano, City of Springfield  Mr. Martin Gugel, City of Springfield (a) | Mr. Shawn Schroeder, SGF  Mr. Garrett Tyson, City of Republic (a) |
| Mr. Jay Huff, Missouri State University (a) | Ms. Eva Voss, MoDOT |
| Mr. Kevin Lambeth, City of Battlefield (a) | Mr. Dan Watts, SMCOG |
| Mr. Larry Martin, City of Ozark | Mr. Todd Wiesehan, Christian County (Chair) |
| Mr. Brad McMahon, FHWA | Mr. Bob Wilslef, City of Ozark (a) |
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Others present were: Ms. Sara Fields, Ms. Natasha Longpine, Ms. Debbie Parks, Ms. Melissa Richards, and Mr. Curtis Owens, Ozarks Transportation Organization; Mr. Carl Carlson, Olsson Associates.

Mr. Hess called the November 14, 2012 Technical Planning Committee meeting to order at 1:30 p.m.

## Administration

# Introductions

Introductions were made of everyone in attendance.

# Approval of the Technical Planning Committee Meeting Agenda

Mr. Heatherly made the motion to approve the Technical Planning Committee Meeting Agenda. Mr. Miller seconded and the motion was approved unanimously.

# Approval of the September 19, 2012 Meeting Minutes

Mr. Heatherly made the motion to approve the September 19, 2012 Meeting Minutes. Mr. Robinett seconded and the motion was approved unanimously.

# Public Comment Period for All Agenda Items

None.

# Executive Director’s Report

Ms. Fields stated that the Congestion Management Process would be complete sometime early 2013. The data is gathered from the TMC, MoDOT, City of Springfield, and Greene County so the timeline hinges on the data coming from those jurisdictions.

There is a public meeting on James River Freeway and the Campbell interchange, as well as the Campbell corridor on November 29 at the Library Center.

The OTO is looking to partner with MoDOT and the City of Springfield to use bluetooth technology. The goal is to not hire a firm in the future to do travel time runs. There will be 24/7 streaming data which shows if the traffic is moving freely, or if it is congested. There is also a possibility to get some origin/destination data from the bluetooth data, but there will be more information in the summer or late next year.

Work has begun on the Community Focus Report. Ms. Fields chairs the Transportation Committee Section of the Community Focus Report which covers the City of Springfield and Greene County. It covers a lot of different areas from the environment, community health, to the schools. That will be out late next year.

Ms. Longpine sent out a notice of a travel demand model meeting that will be held on November 19 @ 11:00 a.m. The OTO is looking at updating the Travel Demand Model. Olsson and Associates has informed the OTO that there is some new software available, Vizum as opposed to the TransCad Modeling software that is currently in use. Olsson will be giving a presentation on that software to see if that is an option. The RFP will be sent out using whatever software the consultants propose; there is no clear preference over the other. It will be interesting to see what the software does.

Mr. Miller stated that there are some Enhancement TIP Amendments. In the Enhancement Funding Program, MoDOT keeps 25 percent for Statewide Significant Enhancement Projects. One of the projects that were selected was the North Glenstone Sidewalks. The Southwest District and the City of Springfield sent a proposal to get that funding. The OTO had that programmed but basically this is to bring in funding from outside the OTO area to fund the sidewalks. Mr. Haynes inquired where the sidewalk would run. Mr. Miller stated Evergreen St. to St. Louis St. Mr. Haynes asked which jurisdiction is taking the lead on the project. Mr. Miller stated MoDOT would take the lead beginning in February and it would be designed in-house.

# Bicycle and Pedestrian Committee Report

Ms. Longpine stated that the Bicycle and Pedestrian Committee met this month. A lot of discussion revolved around comments on the James River Freeway and the Campbell Corridor and what recommendations the BPAC would make on that. The BPAC is working on a letter to send to the City of Springfield. The recommendation is that the bicycle accommodations should be on parallel corridors not on Campbell, but there needs to be access to businesses for bicyclists, that can get from those parallel corridors to the businesses. The other item discussed was the Christian County Trail Plan. That is something in early talks with Christian County and how it should be done. The discussion is on how the trails in Christian County should be shown in the OTO plan so that Christian County can help preserve some right of way especially when the cities grow out into the county. There should be the possibility to extend the trail plan.

# New Business

1. Administrative Modification Number One to the FY 2013-2016 TIP

Ms. Longpine stated that the Administrative Modification sheets were handed out separately because these were processed as separate modifications. The first modification is showing the correct funding source. The funding was a transfer from FHWA to FTA, but was incorrectly shown as New Freedom. The project, instead, has been described as New Freedom-like.

Administrative Modifications Two and Three were handed out separately. Administrative Modification Number Two is for expanding the scope slightly on the Voice Annunciation System for the Fixed Route Fleet. When CU went out to look at installing the system, it was decided that something a little more comprehensive with the automated vehicle locator system should be done, as well as the ability to tie into dispatching.

Ms. Schmitt stated that the RFP was currently out. CU had originally decided it was going to just be the Voice Enunciator, but that was sort of like putting the cart before the horse. CU Transit staff decided to go ahead with the amount of funding that was coming in and apply it to the foundation for the GPS system to do accurate passenger counts and vehicle locations. The whole thing is being packaged together for the same amount of money.

Ms. Longpine stated the third Administrative Modification of what Mr. Miller mentioned already on the Glenstone Avenue Sidewalks. That was already programmed. It needed to be updated to reflect the Enhancement funding and the City of Springfield’s contribution to the project.

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

Ms. Longpine stated that the handout replaces what is in the agenda packet. There are just four items as part of Amendment Number Two. The Voice Annunciation System was removed from the packet, since this was an Administrative Modification as previously discussed.

The first item is a signal system upgrade for OzarksTraffic. Mr. Haynes stated that the Traffic Signal Controllers are 30 years old. Parts are becoming antiquated. Basically there is a need for new controllers and new software. That is going to give the TMC 9 timing plans that can be used to account for the fluctuations in traffic volumes for different timing. Most of the new package software has over 120. Staff is currently doing a retiming and there are not enough plan slots to accommodate all the different times that need to be done. For instance, this weekend staff is running out of weekend timing for the holiday season. Staff has to delete a whole other set of plans and just keep a record of the plans, put the holiday timing in, and after Christmas the old plan will need to be reinstalled. The new software will give more timing plans which could give the ability to potentially do transit priority, emergency pre-emption, and flashing yellow arrows.

There is a whole lot that cannot be done with the current system that can be done with the new controllers and software. Out of the $1.35 million that has been awarded from MoDOT, there is a statewide cost share program funding of $291,000 and $71,000 from the Southwest District Local Funds. The rest is going to be accommodated by the City of Springfield’s 1/8 cent tax, which is nearly $1.2 million. It includes every traffic signal within the Springfield city limits, and there are about six or eight on the fringe, between MoDOT and the counties that could be replaced, basically taking care of the entire Springfield Urban area.

Item Number Two is Safety Improvements and Pavement Improvements on Route 125/D. This was funded by some additional Safety funding that MoDOT had. Mr. Miller stated that MoDOT gets some money because the State does not have an open container law and a repeat offender law. There is a federal program that requires some of the money be spent on Safety. That was allocated to the various MoDOT Districts, including the OTO portion of the Southwest District. MoDOT also received $5,000 for high risk rural roads. This has been put together for shoulders on Route D east of Springfield, between Turners and Route 125. It has been recently resurfaced with two foot shoulders with rumble stripes. This shows as a high hazard on the hazard list. The improvements are going to start south of the John Deere plant in Strafford and probably go towards the Finely River in Christian County.

Ms. Longpine stated that the third item is the Campbell and Plainview Intersection. Originally only the scope had been programmed and this adds the construction for Phase I for the total amount of $1.975 million. Mr. Juranas stated that the City wants to focus the attention early with cost share projects and the applications to go to theMoDOT committee on Monday. Kum and Go is planning to build a new facility on the Northwest corner of Plainview and 160/Campbell. The City wants to move quickly to match Kum & Go’s schedule. Springfield plans t0 move forward with design and right-of-way acquisition so the outer road can be moved from in-front of the properties to behind. This will improve the Plainview/Campbell Intersection where there is currently a high accident count. This will be moved about 300 feet to the west. The City would like to build it from backage/new outer road from Plainview North to Bryan Street and that would include design/right-of-way and construction. The whole project, including this segment, is $4.8 million. The follow up will be in 2014 and 2015 to rebuild the whole intersection and touch all three quadrants that have outer road systems. It is an opportunity since all of the properties are ready to change their business models and improve their businesses. It is a great opportunity for the State.

Ms. Longpine stated that Item 4 is updating the programmed amount for the Transit Fleet Maintenance Campus for City Utilities. The funds were not spent last year and are being moved to this fiscal year.

Mr. Juranas made the motion to recommend approval of TIP Amendment Number Two to the Board of Directors for approval. Ms. Schmitt seconded and the motion was approved unanimously.

1. Annual Listing of Obligated Projects

Ms. Longpine stated that this was a hand out. When the agenda was printed the City Utilities projects were accidently excluded. The Annual Listing of Obligated Projects is a federal requirement of the OTO planning agreement and outlines all the projects that have federal funds obligated for the FY 12. It shows the amount obligated, when the transaction took place, and the programmed federal funds that have been programmed into the TIP. This is to be published by December 30 of this year and will be taken to the Board.

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

1. Federal Functional Classification Change Requests

Ms. Longpine stated that at the last TPC meeting staff made an appeal for the federal classification changes. MoDOT has three federal classification changes. Mr. Seiler stated that basically Kearney St. has been classified in the past as a principal arterial with the construction of the new section of Chestnut and Airport Boulevard to the North. The intention was to reclassify that section. It is currently local now but as it functions, it should be reclassified to a major arterial. In doing that, the classification from Kearney from 160 to the west should change to a minor arterial. The traffic count on Kearney has dropped with the construction of the new terminal; it was over 6,000 and is now serving about 1,500 vehicles a day. It was a switch between the traffic between the two routes. Mr. Miller stated that it is a cleanup case. Ms. Longpine stated that staff concurs with the changes on 266 and Airport Boulevard but on the Kearney Street from West Bypass to the former terminal, staff recommends keeping it as principal arterial due to development and the industrial park out there and the additional uses starting to be seen on the roadway. There is some additional development getting ready to start out there.

Mr. Haynes stated that from a capacity standpoint a secondary arterial or minor arterial can handle 16,000 or 17,000 cars by the City of Springfield design standards. Major arterials handle 16,000 to 17,000 cars on up. Since the road had 6,000 and is dropping to 1,500 the chances of that road getting up to 16,000 is slim. If the development does occur and now the right of way is required for an arterial that will never be used there are some issues associated with that. The goal is to be efficient with development. He inquired if there had been a study of the traffic level once the industrial center is finished. He stated that might give some background information.

Mr. Miller thought that the right-of-way was acquired using the Major Thoroughfare Plan not the city functional classification. Mr. Cossey inquired what the down side was to dropping the classification. Ms. Fields stated that it would remove NHS funding eligibility. Mr. Miller stated that coincides with removing that piece of Kearney from the National Highway System so it will already be ineligible for the NHS funding. There has only been a relatively small amount of NHS funding received in the past.

Ms. Fields inquired if the funding was based on miles of principal arterials. Mr. Miller stated that MoDOT funding is distributed on the lane miles of principal arterials. The Chestnut section/Airport Boulevard section is shorter than Kearny but has more lanes. It is four lanes instead of two, so it will be a wash on the funding level. The person at MoDOT in Jefferson City who submits this to FHWA is concerned about having these principal arterials that stub out without connecting to another principal arterial. It was an exception to begin with that it ended up at the Airport Terminal, but it was a National Highway System Interval Connector and that is why it became an arterial. There is concern about doing that twice. Mr. Miller stated that is why MoDOT is trying to change it.

Mr. Juranas inquired if an exception on the right-of-way could be done with the permit application. Mr. Haynes stated it had been years since he managed that but he did not want to require primary arterial right-of-way 50 feet away from the center line when it could never be needed. Mr. Miller stated that the Major Thoroughfare Plan was not changing, just the classification. It describes the road today and the Plan is the goal. Ms. Fields stated that was part of the problem is that it was a principal arterial yesterday and the Plan is for that in the future but it is a minor right now. Staff is concerned that the downgrade is not really the vision for Kearney Street. Ms. Fields inquired if the approval could be made for the first two reclassifications and not the last one. Mr. Miller stated that the first two would probably be denied because the OTO is asking for another step up. Ms. Fields stated that the Major Thoroughfare Plan Subcommittee would need to be convened, because the plan and the classification need to match. Mr. Miller agreed it should be forwarded for Major Thoroughfare Subcommittee Plan review.

Mr. Cossey made the motion to refer the reclassification to the Major Thoroughfare Plan Subcommittee for review and that the Subcommittee would report back to the Technical Planning Committee at the January 2013 Meeting. Mr. Juranas seconded and the motion was approved unanimously.

1. OTO Technical Committee Chair Rotation

Ms. Fields stated that in 2003, the Technical Committee had established a rotation schedule, which is shown in the agenda, for the Chairmanship of the Technical Committee. If the rotation is followed, Mr. Hess would be the Chairman for the year 2013 and Mr. Cossey of Nixa for the following year. Mr. Cossey would serve as the vice-chair in the event that Mr. Hess would not be available during 2013.

Mr. Mooney made the motion to approve the Chairman and Chairman-elect positions for the 2013 Technical Planning Committee. Mr. Heatherly seconded and the motion was approved unanimously.

1. OTO Technical Committee 2013 Meeting Schedule

Ms. Fields stated that the meetings are on the third Wednesday of every other month. There will be an appointment sent out to everyone’s Outlook Calendar.

## Other Business

# Technical Planning Committee Member Announcements

Mr. Haynes stated that the Ozarkstraffic.info is the City of Springfield’s website for real time information for users. It is in the process of being rebuilt; with phase one of five being completed. Each phase takes about four weeks. In about four more months there will be something ready to roll out. It will have a new interactive map that will actively display real time incidents and dynamic message signs. The user can choose the traffic that is seen. Road construction and road speed can also be seen. Users can sign up for routes and get updates anytime.

Mr. Haynes stated that a professional website developer from Iowa was hired. The firm has been working on the graphics. Ms. Fields inquired if the real time data was dependant on the bluetooth technology. Mr. Haynes stated that the sensor detection out in the Southeast section of Springfield is where it would begin. Mr. Hess inquired if the notifications would be sent out to the surrounding cities, so information could be passed on to the neighboring jurisdiction constituents. Mr. Haynes stated that there would be a media blitz out about the website to inform people of the tool.

Mr. Hess had a question on the sales tax for redoing the section along Republic Road, when is it going to start. Mr. Juranas did not have a date but would try to have it at the next meeting.

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

Ms. Longpine mentioned that MoDOT had an App called MoDOT Travel for Android. This app shows the current snow issues and well as what roads are covered or clear, similar to the Ozarkstraffic.info.

1. Articles For Technical Planning Committee Information

No discussion

## Adjournment

Mr. Hess adjourned the meeting at 2:10 p.m.

