

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
February 18, 2016**

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in the Ozarks Transportation Organization Large Conference Room in Springfield, Missouri.

The following members were present:

Commissioner Harold Bengsch, Greene County	Mr. Larry Martin, City of Ozark (a)
Mr. Brian Bingle, City of Nixa (a)	Mr. Ken McClure, City of Springfield (Chair)
Mr. Steve Bodenhamer, City of Strafford (a)	Mr. J. Everett Mitchell, City of Willard (a)
Commissioner Bob Cirtin, Greene County	Mr. James O’Neal, Citizen-at-Large
Mr. Jerry Compton, Citizen-at-Large	Mr. Dan Smith, City of Springfield
Dr. Elise Crain, Citizen-at-Large	Mr. Richard Walker, Citizen-at-Large
Mr. Craig Fishel, City of Springfield	Mr. Brian Weiler, Airport Board (a)
Mr. Warren Griffith, City of Battlefield	Commissioner. Ray Weter, Christian County

(a) Denotes alternate given voting privileges as a substitute for voting member not present

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Mayor Debra Hickey, City of Battlefield (a)
Ms. Becky Baltz, MoDOT	Mayor Susan Krieger, City of Strafford
Mr. Mark Bechtel, FTA (a)	Mr. Bradley McMahan, FHWA
Mr. Brian Buckner, City of Republic	Mr. Steve Meyer, City of Springfield (a)
Mr. Chris Coulter, Greene County (a)	Mr. Andy Mueller, MoDOT (a)
Mr. John Elkins, Citizen-at-Large (a)	Mr. Dan Salisbury, MoDOT (a)
Mr. Wendell Forshee, City of Willard	Mr. Mark Schenkelberg, FAA
Mr. Rick Gardner, City of Ozark	Mr. Steve Stewart, City Utilities
Mr. Corey Hendrickson, City of Willard	Mayor Brian Steele, City of Nixa
Mr. Jared Keeling, City of Republic (a)	Mayor Bob Stephens, City of Springfield

Others Present: Mr. Joshua Boley, Ms. Sara Fields, Ms. Natasha Longpine, and Ms. Debbie Parks, Ozarks Transportation Organization; Ms. Jennifer Thomas, HDR; Ms. Joelle Cannon, Senator Roy Blunt’s Office; Mr. Tom Johnson, Missouri State University; Mr. Scott Bachman, MoDOT; Mr. Carl Carlson, Olsson Associates.

Mr. Cirtin called the meeting to order at 12:05 p.m.

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda

Mr. McClure made the motion to approve the February 18, 2016 meeting agenda. Mr. Griffith seconded and the motion carried unanimously.

C. Approval of the December 17, 2015 Meeting Minutes

Dr. Crain made the motion to approve the December 17, 2015 meeting minutes. Mr. O’Neil seconded and the motion carried unanimously.

D. Public Comment Period

None.

E. Executive Director’s Report

Ms. Fields welcomed the Board of Directors members to the Ozarks Transportation Organization’s new office. The OTO has ordered Kindles for use with the OTO committees. The Kindles are inexpensive when compared to an iPad. An agenda PDF will be emailed in PDF format and it automatically loads to the home page of the Kindle. She gave a brief summary on how to operate the Kindles. The plan is to go paperless unless there are objections. The Kindles will be left here at the OTO, but there are some that are available to check out to Board or committee members. There is a form to check out the Kindle.

Ms. Fields stated that staff has been working on next year’s budget. The activities that staff will be undertaking next year are currently being examined. Staff has been out of the office a lot over the past month with meetings. Ms. Fields testified before the Missouri House of Appropriations for Transit. The transit funding has gone from ten million to one half million. Operations was being funded and now it is not. Staff also attended the Zone One Blitz for Springfield, where different neighborhoods talk about the different transportation needs in their area. There was also a Kansas Extension Public Hearing. Staff has also been attending quarterly Safety meetings. There is concern since accidents and fatalities are way up.

OTO staff attended the Salute to the Legislature and the Missouri Transportation Conference. Jacob Guthrie is currently attending the Planning Partners meeting with MoDOT, where OTO hopes to learn more about the future of funding and the new Asset Management Plan. There are business expos for the cities of Republic, Nixa, and Ozark coming up where the OTO will be presenting the draft of the Long Range Transportation Plan. An online public meeting for the Long Range Transportation Plan is being tested and the City of Springfield event has not been determined yet.

Mr. Curtin stated that the Commissioners had traveled to Columbia, MO. There was a lot of discussion by MoDOT. It is safe to say that MoDOT will not be giving the letter roads to the counties at this time. He introduced Mr. Scott Bachman from MoDOT.

F. MoDOT Update

Mr. Bachman stated that more information will be known after the Planning Partner meeting in Jefferson City. MoDOT's position about the county road issue is not a jurisdictional issue. It was an issue of having sufficient funding for all forms of transportation, regardless of who maintains the roads. The Planning Partners meeting will touch base on the Asset Management Plan. MoDOT is expected to maintain the system in the current condition or improve it if possible. A lot of different funding scenarios are floating through the legislative process, but nothing is really gaining traction. Mr. Cirtin stated that the possibility of tolling I-70 is still out there. He inquired about the situation. Mr. Bachman said that it is a tool in the tool box, an option. Traditionally Missouri does not favor toll roads. MoDOT is wanting to have it in the tool box as a public/private partnership, there is a long road it would have to travel to come to fruition. Mr. O'Neal inquired if the tolling of I-70 requires a vote of the people. Mr. Bachman stated that yes, a vote was necessary, unless there was a change to the constitution. Mr. Bengsch stated that there was opposition in St. Louis and Kansas City because it stops short of both cities. It essentially goes from the Wentzville area to the outskirts of Kansas City.

G. Legislative Reports

Ms. Cannon stated that the FAST Act had passed. It is not a shining pot of money like everyone had hoped but there is some there. She mentioned that if the jurisdictions were applying for grants to contact Senator Blunt's Office for a letter of support.

II. New Business

A. Amendment Number 2 to the Long Range Transportation Plan

Mrs. Longpine stated that there was a project to be added to the Long Range Transportation Plan, so it could be added to the next agenda item. For Journey 2035 there is a list of all the projects and funding available. This basically needs to be added to the plan so it can be programmed for construction. The project is the Mount Vernon Street Bridge over Jordan Creek. It is using Bridge and Rehabilitation funding. Traditionally it is used on MoDOT projects and this time it is being used on the City of Springfield system. Ms. Fields added that this is sub allocated federal program to OTO. There were no eligible bridges in Christian County for the money and there were very few in Greene County. The City of Springfield decided that this was the most pressing need to use the funding on.

Mr. Weter made the motion to approve Amendment 2 to the Long Range Transportation Plan. Mr. Fishel seconded and the motion was carried unanimously.

B. Amendment Number Nine to the FY 2015-2018 TIP

Mrs. Longpine stated that there are three new projects for scoping being proposed including a high friction surface treatment on Route 160, as well as Kansas Expressway and Chestnut Expressway. There is also the Mt. Vernon Street Bridge that was just added to the Long Range Transportation Plan. The STP-Urban Funding is being amended for part of the outer road for Campbell and Plainview Intersection. The City of Springfield is wanting to put STP-Urban funding on that one. There needs to be a change on the project sheet itself. It states that the responsible agency is MoDOT. That is incorrect, it should state City of Springfield. That is requested to be incorporated into the Amendment.

Mr. Smith made the motion to approve Amendment Nine to the FY 2015-2018 Transportation Improvement Program. Mr. Fishel seconded and the motion was carried unanimously.

C. Administrative Modification Number Six to the FY2015-2018 TIP

Mrs. Longpine stated that the OTO Public Participation Plan allows staff to make minor changes to the TIP based on certain criteria. There are twenty-one total changes. A lot of this was cleanup from one fiscal year to the other. There was a reduction of engineering on one project. A lot of it was moving funding from one fiscal year to the next fiscal year. The Chestnut Railroad project SPL09 was actually split. MoDOT requested to split out the utility work so it can move ahead with the utility work and use the remaining funding for when MoDOT plans to start construction on the project.

D. FAST ACT Update

Mrs. Fields stated that the real good news on the FAST Act is that it has five-year funding from 2016 to 2020. MoDOT has revised its revenue projections, so now MoDOT is projecting that federal funds can be matched through 2020. A big part of that is that the revenue projections were about four percent short last year and there was an extra \$47 million that was not planned. When the increased vehicle sales and low price of fuel were examined it looks like the funding coming to Missouri could be matched through 2020. That is about \$1 billion a year in federal funds.

She handed out the funding distribution tables and described the levels. There is also a competitive capital grant that came through the FAST Act so there is a possibility of capital funding for buses. That might be a TIP amendment later if the OTO can compete for that. OTO's operating funds come from the FAST Act. That is increasing two percent a year. There are also some new mandated things to consider in the planning process, travel and tourism as well as resiliency. The performance measures that were required in MAP-21 continue in the FAST Act. The FAST Act has also increased funding for rail crossings so that is unknown yet. It is assumed it will go to the State and then there will be a competitive process. The interesting part of the FAST Act is that in the final year of the bill any unspent funds can be taken back from the states. That is the reason there is a rush to program projects.

E. STP Urban Advance Notice

Mrs. Longpine stated that the OTO has implemented an advance program where jurisdictions can borrow STP-Urban funding in advance of the current allocations. The City of Republic has requested to do that for the Oakwood and Hines Corridor Project.

F. OTO In-Kind Match Letters

Mrs. Parks requested that the OTO members sign new In-Kind Match letters. She described the two forms and the process for turning the forms in. The OTO is allowed to count member attendance at meeting as in-kind towards the OTO's local match requirement on its federal grant.

G. Financial Statements for 2nd Quarter 2015-2016 Budget Year

Mr. Compton stated that these are the Operational and Unified Planning Work Program financial statements. The OTO has completed the projects of the audit (\$4,600), travel time

collection units (\$66,000 which was less than the programmed \$80,000), and the final Rideshare payment which had been approved at the October Board of Directors meeting. This leaves a fund balance of \$324,569. The actual expenses at the end of the second quarter were \$223,819 which is 45 percent of budgeted expenses. Expenses exceeded revenue in the amount of \$75,129, part of which is that the planning grant reimbursements run about 30 days behind expenditures.

Mr. Bengsch made the motion to approve the second quarter financial report. Mr. O'Neal seconded and the motion carried unanimously.

H. Transportation Plan 2040 Draft

Mrs. Longpine stated that there was a draft of the plan in progress to be reviewed before staff goes out for public comment in March. Staff is still working on filling in the revenue information and prioritization of projects. MoDOT will provide solid numbers soon, so that the financial projections can be finished.

The goal was to simplify the Long Range Transportation Plan. To make it a lot more usable and readable and have the information available for anyone to pick up and understand. It has been narrowed down to basically an introduction and discussion of what is needed to comply with the plan. It looks at the vision, goals, and performance measures. It also looks at the existing studies that are in place for the region. It takes into account all the environmental considerations, then the financial capacity with how much money is needed through 2040. There is also a project selection process. There will be an implementation plan for this plan. The introduction covers both MAP-21 and the FAST Act. The FAST Act basically affirmed and carried forward a lot of the items in MAP-21. Federal Highway and Federal Transit have been working to provide guidance for implementation. The new planning factors for tourism and resiliency were mentioned earlier. It still looks at livability principals. It is not just about transportation, it is about how we live and how that coordinates into our lives.

Ladders of Opportunity is a big program for the administration. Basically it looks at how people can move up and improve their status. Beyond Traffic is a national conversation that Federal Highway is having regarding what technologies exist and how transportation will work in the future. There is a discussion in the plan about public input and the surveys. There is a vision that has been established for this plan and planning process. It is to have an excellent planning process that supports the success of the OTO region. There are twelve goals that go with it. There is a list of action items that go with the goals. There will be a five-year action plan that will help to implement all the recommendations from the plan. This is based on the planning factors in the federal law. She summarized the planning factors, regional goals, and chapter on existing conditions.

She stated that the OTO would be going out for public comment in March and then will be doing an online public meeting, basically it will be an active way people can participate and ask questions and answers on the giveyourinput.org website. The plan adoption will be potentially in the May and June timeframe but it may be in the July and August timeframe. Staff will get busy making sure it is implemented over the next five-years.

Mr. Martin stated that the staff and committees did a great job narrowing the concept down. It is a lot friendlier. Ms. Longpine stated FTA and FHWA have not submitted their comments yet.

Mr. Martin made the motion to review the draft document and authorize staff to seek public comment on the draft. Dr. Crain seconded and the motion was carried unanimously.

I. Priority Order of Corridor Projects

Ms. Fields stated that there will be new funding estimates from MoDOT. There is hope that there will be a little bit of room for a new project or two. That is the assumption that the OTO has been working under. MoDOT is required to commit to an Asset Management Plan, which examines the condition of all the major roads and the bridges. The OTO area is in good shape. This is not true statewide. There are about a dozen projects for resurfacing in the next few years.

MoDOT has been putting estimates on those. Once those are put together it will subtract out the maintenance and then that will be the number that the OTO can use. The first thing proposed is a local cost share. The state wide Cost Share Program is not expected back. Perhaps \$5 million a year for intersection improvement projects, in which the local jurisdiction could Cost Share. If an intersection project is eligible for safety dollars, then it would absolutely be covered with those funds first. If it is not, then a competitive application process would be implemented where everyone can ask for intersection projects where the jurisdiction is willing to pay with half of their STP-Urban allocation. Whatever money is left over, MoDOT has asked the OTO to prioritize projects. The Amendment 7 list was looked at and cut into smaller pieces. A lot of the projects on the Amendment 7 list were \$20 to \$30 million. The guess is the amount will be about \$5 or \$10 million a year. There were eighteen projects and the projects were run through the prioritization criteria that was approved by the Technical Planning Committee on February 3. Staff scored the projects, then the TPC met and prioritized the list using the scores as a starting point. There was an error on the list that was sent out yesterday. The projects are in the correct order, but the scores did not sort with the sheet correctly.

Once the Board approves the list it will be sent to the MoDOT Southwest District Office. Once MoDOT completes the Asset Management Plan and receives the final numbers, the project numbers will be refined with cost estimates. Once that is completed the projects will be programmed into the Statewide Transportation Improvement Program. There is still a lot of work to be done before the OTO knows whether the projects can be done. There was one dissenting vote when the TPC voted. Mr. Cirtin inquired what the dissention was for. Mrs. Fields stated that the dissention was from the City of Willard. The City of Willard felt that their project has not been completed for a long time and it should be higher on the list. Currently it is number six. Mr. Cirtin stated he would like to see the project completed, but that there were also a lot of other needs.

Mr. Bingle made the motion to approve the proposed Priority Order of Projects. Mr. Weter seconded and the motion was carried with one dissenting vote.

Mr. Cirtin stated he had talked to the City of Willard Fire Chief and there are some safety issues out there that have to be addressed.

III. Other Business

A. **Board of Directors Member Announcements**

Mr. Cirtin gave an update on the upcoming City of Springfield Transportation quarter cent and eighth cent transportation tax votes. Mr. McClure gave some background on the tax programs.

B. **Transportation Issues for Board of Directors Member Review**

Mr. Weiler gave an updated on the new US Customs and Boarder Protection facility at the Springfield-Branson National Airport. The OTO had provided a letter of support for the project and the Springfield-Branson National Airport was able to get a \$500,000 grant from MoDOT for the Freight Program. The Springfield-Branson National Airport Board awarded a \$1.1 million contract to local contractors Bales Construction to start the construction of the new US customs office. It supports not only general aviation flights but freight corridors and foreign trade zones.

Mrs. Fields encouraged everyone to let their state legislatures know they support the primary seat belt law proposal. Mr. Cirtin stated that Greene County was considering a seat belt law as well.

C. **Articles for Board of Directors Member Information**

IV. Adjourn meeting.

The meeting was adjourned at 1:05 p.m.