

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
September 16, 2014**

The Technical Planning Committee of the Ozarks Transportation Organization met at its rescheduled time of 1:30 p.m. in the OTO Conference Room.

The following members were present:

Mr. David Brock, City of Republic	Mr. Larry Martin, City of Ozark
Mr. Randall Brown, City of Willard (a)	Mr. Frank Miller, MoDOT
Mr. King Coltrin, City of Strafford	Mr. Bill Robinett, MoDOT
Mr. Travis Cossey, City of Nixa	Mr. Ralph Rognstad, City of Springfield
Mr. Martin Gugel, City of Springfield (a)	Mr. Andrew Seiler, MoDOT
Mr. Rick Hess, City of Battlefield (Chair)	Mr. Dan Smith, Greene County Highway Dept.
Mr. Adam Humphrey, Greene County	Ms. Eva Voss, MoDOT
Mr. Chris Jones, City Utilities Transit	Mr. Todd Wiesehan, Christian County
Mr. Joel Keller, Greene County Hwy Dept. (a)	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Ms. Diane May, SMCOG (a)
Mr. David Bishop, R-12 School District	Mr. Brad McMahon, FHWA
Ms. Kristy Bork, SGF (a)	Mr. Kent Morris, Greene County Planning
Mr. Don Clark, Missouri State University	Ms. Beth Schaller, MoDOT (a)
Mr. Doug Colvin, City of Nixa (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. Rick Emling, R-12 School District (a)	Mr. Shawn Schroeder, SGF
Ms. Diane Gallion, City Utilities (a)	Mr. Jeff Seifried, Springfield Chamber
Mr. Jonathan Gano, City of Springfield	Ms. Cheryl Townlian, BNSF
Ms. Dawne Gardner, City of Springfield (a)	Mr. Garrett Tyson, City of Republic (a)
Mr. Jason Haynes, City of Springfield (a)	Mr. Dan Watts, SMCOG
Mr. Jay Huff, Missouri State University (a)	Mr. Terry Whaley, Ozark Greenways
Mr. Kirk Juranas, City of Springfield	Mr. Bob Wilslef, City of Ozark (a)
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Chad Zickefoose, MoDOT (a)

Others present were: Ms. Sara Fields, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, and Mr. Jacob Guthrie, Ozarks Transportation Organization; Mr. Earl Wall, Missouri State University; Ms. Stacy Burks, Senator Blunt's Office; David Stokely, Senator McCaskill's Office.

Mr. Travis Cossey called the meeting to order at 1:36 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Martin made the motion to approve the September 16, 2014 Technical Planning Committee agenda. Mr. seconded and the motion was carried unanimously.

C. Approval of the July 16, 2014 Meeting Minutes

Mr. Martin made the motion to approve the July 16, 2014 Meeting Minutes. Mr. seconded and the motion was carried unanimously.

D. Public Comment Period for All Agenda Items

None.

E. Executive Director's Report

Ms. Fields stated that apparently the ozone standard is back on the table. We have been talking about that for years, how we might go out of attainment. Right now we are running 67 and the standard is currently 75. They are looking at setting it between 60 and 70, so we might be in talks about going non-attainment soon, depending on where they set it. Next I wanted to introduce a new staff member Joshua Boley. He is graduated from Missouri Southern with a degree in Mass Communication, started in August. He has been working on some graphics for us. The brochure and the info graphic are products of his. He has also been working on social media, he has published a map that ought GIS technician makes everyweek. A map of interest so if you want to follow us if you are not already. We are trying to gear up our public appearance and see if we can get some public engagement. We had the auditor in August, and we expect our annual to be completed in October. We have had good audits in the past and we do not expect any reason to think this one will be different.

Natasha and I attended a Federal Highway Performance Measures workshop at the end of August. They really do not have any performance measures out yet. They are really just talking about developing them. I did put a sheet at everyone's spot talking about the time line for these. We will eventually have to comply with performance measures, but I think we are going to have plenty of notice in advance to know what we are looking at. And we have already been practicing with it some. It should not be too much of a surprise. I set on the policy committee for the Association of MPOs. And the Obama administration has been very open to taking comments from the different associations, ASHTO and AMPO. So we have been putting in comments and they have been taking those into account before the writing the performance measure standards. So I think that everyone will be happy with how they turn out. Also the AMPO national conference is coming up. We will be talking about the model later, but Natasha and Clyde Prem are doing a presentation at the national conference about our innovative model. So we are excited to be able to share that with other people and have them learn from our experiences. They will talk about that a little later. The Highway Commission and the Missouri Highway Transportation Commission will be in town November 6. We will be meeting at the Springfield Airport. If anyone is interesting in attending that is open to the public. I think I will be making a presentation to commission, we do not have the fully lined out but they are going to accept a community presentation from the region in some manner. Amendment 7 failed so here we go into maintenance mode. So not a lot of activity on funding new projects. Although Andy Mueller with MoDOT said he has never had more requests for new projects since

Amendment 7 failed. We had prepped a bunch of projects. Mr. Cosey inquired if there was any discussions on what MoDOTs next move is going to be? Are you going to try another sales tax. Mr. Miller stated that there has been some talks, but no consistency. Mr. Cosey inquired if they would try to go back with a smaller amount. Ms. Fields stated that the funding is tapped out to run a campaign is the problem. Everyone put every dime into it. Ms. Fields stated she would let the legislative representatives discuss the DOT funding.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine stated that included in the agenda is a copy of our Bicycle and Pedestrian Plan & Report. This is something that we do annually to keep track of all the activity in the region. New this year, is a summarized brochure of the same report. That is at your seat. I will review it highlights our performance measures, we are adding miles of sidewalk and greenways network every year. There are a lot of new facilities in the region including striping for bike lanes, additional sidewalks. Some of the trail projects include rebuilding the Southcreek Train at Scenic Avenue. Adding nearly a mile of trail for the Cherokee Trail of Tears. Almost a half mile completed on Fassnight Creek in the Upperward Branch. Then an additional projects are under construction. Springfield has been busy with a variety of Streetscapes downtown. The LINK has been completed between the MSU campus and Doling Park, including Talmage Trail that connects on the backside of Doling. Part of that included information signs and maps along the trails so you can see where to go and what is left along your route. There has been a bicycle aid station that has been installed. There is a couple of others that are in the works. That includes being able to air up your tires, pick your bike off the ground to do additional repairs to that. Big this last year for us was putting our trails on our priority list. You can see on the map in the back we got some new shiny lines on that, that will help us accomplish our new trail systems. The City of Springfield is about done with their Person, Power, Mobility Plan and complete streets ordinance and that just needs to get through council. Republic is just about completed with their transportation plan and it includes a lot of information for Bicycle and Pedestrian needs in their area. The Healthy Living Alliance worked with Missouri State University and they have got a walkable neighborhood project and they did audits on walkability on seventeen total, but they are done with eleven so far. There is a really neat website if you need information for grants for your community. Or if you are just interested in the state of affairs for the region. It is SWMOcounts.org. It has indicators by county from a variety of sources whether it is the census, it is the Missouri Foundation for health. All sorts of different sources, but you can compare obesity rates, air quality, heart disease, access to fruits and vegetables. There is a whole variety of factors you can look at over different time periods and county and county as compared to the state as a whole. On the Education side, Safe Routes to school continues to go strong. Springfield did a four week education program. MoDOT has a mobile bike safety trailer that is available to any of the schools. The Healthy Living Alliance is wrapping up some of the work in the area, but they have been going strong this past year as has STAR team which is an advocacy subcommittee of Ozark Greenways. Then we highlighted some of the events that have happened, Bike to Work Week, Missouri 100 miles which was a campaign for Missourians to get out doors and do a hundred miles of outdoor activity for the year. That actually started again this year. We were recognized again as a bronze level bicycle friendly designation through the League of Bicylists. The Missouri Bicycle Federation actually honored Jonathan Gano at the City of Springfield with a distinguished service award. We provided some additional information on "Lets Go Smart". Which has been a big campaign on how to go out and about without using your car, or how to use your car smarter. In general they bicycle and pedestrian advisory committee is

working on a safety plan to assess the safety needs of the Bicycle and Pedestrian education and what is already being done in the area.

G. Legislative Reports

Ms. Burks stated that the House and Senate are about to recess for the election cycle recess. And what will happen as we have done most years, is a continuing resolution. The House actually passed. I saw it on the calendar but I thought it was a place holder. Mr. Taylor stated that the President actually passed it. Ms. Burks stated the Continuing Res? Mr. Taylor stated he thought. Ms. Burks stated it would be probably passed if it has not been already. That is out there, the continued debate until they actually adjourn, will focus on foreign affairs. I do not know when the exact date they will come back into session, but I know it is around November 7 or 8. The Continuing Resolution goes through December and they are going to have to pass a longer term budget or an appropriations bill or they will pass a continuing resolution to take it into the new session. It is anybody's guess on that because it will depend on the new elections in November. Full funding for Highway Bill continues to be on the tops of many people's minds. Ms. Fields inquired We are funded not appropriated? Ms. Burks stated yes, you are authorized through May but not actually appropriated.

Mr. Taylor stated there is an increase in the Highway Trust Fund for \$10.8 Billion. Something like that, \$10 Billion. To make it solvent until May. A lot of it is going to depend on what happens in the Senate. I think there are going to be some things that happen in the Lame Duck Session but it is hard to say how much, and then going into the new Congress. There is already a lot of talk about how we solve the Highway Trust Fund issue and whether it is gas tax or mileage.

Mr. Mackie. Senator Dixon much was made of Senate Bill 584, who he was a sponsor of which dealt with some initially some specific administrative and tax issues, it has become heavy laden with other issues and many of the cities and counties addressed some concern about it. He did want to point out that the tax code is in some need of reform and that is something that he hopes to begin the process of looking at deliberately then just single issues. Because sometimes a bill can become heavy laden with multiple issues when the tax code is addressed.

Mr. Smith stated that he wanted to thank Mr. Dixon because we know he was very cognizant to the concerns that we had and we are very grateful to that. We look forward to working with him. He would like some more participation working through those issues.

II. New Business

A. Amendment 1 to the FY 2015-2018 TIP

Ms. Longpine stated that there are two items as part of TIP Amendment number one. One is for sidewalks in Willard in Jackson and Main. This is a carry over, since we were not able to obligation done in time to the prior TIP year. The second is for final design and environmental work on Kansas Expressway Extension from Republic Road down to what would be the East West Arterial, the Farm Road 190 area.

Mr. Smith stated that we have worked on this project for a lot of years. It was on the Amendment 7 list, but with that failure we are looking at how to proceed now. Probably to the smartest way now at this point, of course the cost share program is no longer available with

MoDOT. So taking our federal STP dollars and investing those in final design and environmental, to keep that project moving forward.

Mr. Martin inquired what the arterial to Republic Road to the East West Arterial. Has it not been designated yet is it 172, 168 or what. Mr. Smith stated that the City has been calling it River Bluff Boulevard. Ms. Gardner stated yes. Mr. Smith stated that for years we called it Farm Road 190 because it connects into Farm Road 190 and goes into River Cut. At the end I think we will end up calling it River Bluff Boulevard. Mr. Martin inquired if it is an arterial. Ms. Gardner stated it is a primary arterial.

Mr. Martin made the motion to recommend approval of TIP Amendment Number One to the Board of Directors. Mr. Miller seconded and the motion was carried unanimously.

B. Disadvantaged Business Enterprise Program

Mr. Owens stated that the Disadvantaged Business Enterprise Program. In order for OTO to comply with 49 CFR Part 46 which is non discriminatory businesses to participate in contract for the federal funding involved, we developed this Disadvantaged Business Enterprise Program to further our organization here. The DBE is a for profit disadvantaged business that has at least 51% owned by one or more persons who are disadvantaged. This is kind of tied into the Title VI all the non discriminatory programs that we work with. The DBE program outlines the contracting activities for OTO. Page 3 lays out a flow chart that gives guidance on how to manage the DBE Program. We have to establish a goal. There are two main criteria. We have to have a DBE to follow and we have to have goal of DBE participation. Step two is reviews the possible DBE opportunities are out there that can participate in our program. Part 3 we try to bring those in and award the DBE Contracts to those businesses. Part 4 is to ensure contracts DBEs are accommodated and make sure they get their payments. Step 5 again we make sure the payments are made to those DBEs. Part 6 we do the annual reporting. We have always done and continue to submit to MoDOT annually. DBE also ensures that Disadvantaged Business Enterprises can compete fairly so this program is designed to help have a level playing field for those agencies. On page 5 again it is a nondiscriminatory, it talks about nondiscriminatory actions. This plan helps us ensure that discrimination does not happen against small business. Ensures only eligible DBEs can participate as a DBE. Anybody can bid on a contract, but if you want to bid as a DBE there is a certification process, that organization or business will have to go through. We utilize the Missouri DBE list, which is certified through the Missouri Regional Certification Committee. There is an application process that all has to go through for those businesses.

We will take a look at our goal real quick. We set a goal of zero participation, simply because this it the first DBE program and once we took a look at how many DBEs were out there in the OTO area there were a total of six on the list. The calculations come out to 2/10s of a percent of possible DBEs. Our goal is set at zero this year. We will take a look at that goal annually to see what types of updates we need to do to that goal. We will also take a look and update the plan as needed. That will be an annual process. On page 14 it is a division problem on how many state DBEs there are and how many are local.

Mr. Smith asked if we are talking about projects or the internal OTO organization. Mr. Owens state the whole OTO area or organization. what has happened is there was a threshold that had to be hit before you set a goal. That threshold is \$250,000 worth of

contracts. We have met that threshold now we are motion to have this DBE developed and in place. So yes it applies to anything that we fund through federal funding it does have to be part of the DBE.

Mr. Smith stated that member organizations we have a project with STP funds it would fall under this. Ms. Fields stated that no MoDOT will set your goal for you. Project specifically. This is for the money that comes out of budget. So if we do a planning study with planning funds that is our goal. Mr. Owens stated that in the past there has not been a lot of projects.

Mr. made the motion to recommend approval of the Disadvantaged Enterprise Program to the Board of Directors. Mr. seconded and the motion carried unanimously.

C. Travel Demand Model Update

Ms. Fields introduced Clyde Prem and Kelly Turner from Olsson and Associates. We contracted with them about a year ago. We went through our model subcommittee, who really liked their approach because it was innovative and doing some cost effective things that made our model more accurate. So like I said Natasha and Clyde at AMPO and we are excited about it. Clyde and Kelly are here to tell us about their work on the model as they wrap it up and give the presentation.

Mr. Turner stated that he leads the transportation group here in Southwest Missouri and transportation pursuits across the state. My role on the projects was kind of the local and was also the sanity check as Clyd worked through the model. He would call and ask if this is really what is going on down here. From my perspective one of the exciting things that we get to do is bring expertise across our firm to here in Springfield. These types of things do not come along all the time in the region. It is really exciting to bring in Clyde and his travel demand model and planning expertise.

Mr. Prem stated he was the project manager for this. What I would like to do is I have some slides I would like to go through. I would like to thank the OTO staff and steering committee that helped us all the way through this project. I want to go through some of these things. Here is what we are going to talk about. The need for the model, the innovation that we have been referring to, the base conditions, expected growth and future years traffic projects. Again what were we trying to do here. We had a model in the past. It has not been that successful in how it ended up. We came in and said what we want to do is understand the impact of transportation investments, impact of development as moves forward on the transportation system, fulfill the federal planning process. But the main idea is to foster efficient transportation investments based upon rational achieving of the performance measures that we were talking about earlier. When we turn this over to you, which we are in the process of doing right now. You will evaluate projects in your TIP. It is to set up working with your Long Range Transportation Planning Process. This is the main tool that you will use, predicting future travel, impacts to development, you can use it for air quality and noise. You can use it for transit. There is a transit component in here. What is a model and how does it work. We attempt to replicated human driver trip making decisions through the use of mathematics. Here is one of the formulas. There are lots and lots of numbers that go into this. We spend a lot of time working with these numbers and equations to get those to represent the drivers behavior in the Springfield area. We have a system of links and nodes. The links are streets and the nodes are intersections. We have

land use that comes out as centroids and gets distributed. That is one zone and we have many zones through out the OTO area. Now what I want to do is to tell you about how the model works and innovation is. There were a number of things. The software the wireless phone technology and a few other items that I will go through. The first thing is the software. We felt that the software that we presented we went with the more innovative software. It is called the Zoom. It is really state of the art. It is not the most popular, not used by everybody, but it is the most detailed most innovative software. The main reason is intersection modeling. The OTO is not like LA. It is not a freeway driven region. It is an arterial based region, you do have freeways, you have a loop, but it is really an arterial based system. So we wanted a software that would work with nodes and intersections. It has all this detail that goes into all of that. Instead of just doing link based modeling we were able to do intersection based modeling. That was an improvement. We are doing a project right now of an other place, other MPO. They are using Transcad, but we are not using the intersection stuff. This tells so much more information. Gives you a better model. We put that in. The next thing, the thing that we are the most proud of. You do not have the biggest budget, so what we did, is you needed some stuff done and you did not have a lot of money. So we had to figure out how you guys could get external information, about how trips move through the region. It involves cell phone tracking. Towers are position all over. There is information you can get it, washed information. It tracks all the cell phones that go through. We are able to tell you how many people are traveling through the MPO region. We had information about the internal part before but not this external amount before. This is a real good start to getting a model. We did not touch the old model. We started from scratch. So we thought how do we get a good street network. Those companies have to networks like TomTom have this data. We striped it out and inputed it in. We used teleatlas navigation data. We need information on how to feed the model. Schools, universities, business all of that sort of thing. LEHD is a Census product so again there was no charge. We were able to compare it to other sources, and provide this information, all this information by household, down to the very small level of detail for your transportation analysis. We updated it to 2012 through other information. We got employment as well and we actually between the OTO staff and ourselves pulled in all the other schools and universities as well. That is all in there.

How close did we get. We took, the counts and the model and we compare them. This is a scattergram. The idea is to get everything inside this line. To get as close to the line as possible. These are screen lines and we do a measurement. Our plan is to do at least twice better if not three or four time better. We believe we have an accurate model that represenets what is happening today, that you guys can have confidence when you go ahead and do projects. It is not going to be perfect. There is still going to be movement on the lines, but it is real close. If you do a project you should be in good shape going forward on this particular model.

What does it look like. Here are the traffic service levels. It is really not part of our project to say this is our service level. We are trying to represent it. It gives a good start to the Long Range Transportation Plan. Your committee said this volume capacity ration represents this type of congestion in the region. We tailored it to the area. We have this, the red being the most congested. The green being less congested, and a little in between. We have a little congestion, this represents the worst part of our peak hour. So we have this. The committee gave us a lot of feedback and we worked on it and worked on it. Then when we felt good about the model we went ahead and had forecasts by David Mitchell with Missouri

Stated. He forecasted by all kinds of industries and population. It is very sophisticated compared to other MPOs. So we put that growth into the model and we get some information. First thing we said we would do I test the model. We did about 5 different tests. Traffic volumes in 2030, so you can compare the congestion levels between 2012 and 2030. And we put in your TIP projects. The next thing we did was the 2040 forecast. So we put in the growth of 2040 and the TIP projects and see what that does in 2040. The whole idea is to look forward to see what the traffic conditions are in the future, to use all that money, that Frank is going to supply from MoDOT to solve the problems here. Again we have a need for a lot of that and we can demonstrate that. The 2040 plan included more projects that we coded in the model to see how that addressed it and you can see, it does help but there is still some congestion. Some of those arterials you cannot really widen and so it will just continue to be problems. There are some things that can be done. We did a couple of them. We increased transit to try for a 5% share of total travel. We could not get there because there is not enough service and route coverage in 2040 no matter how much service you put out there to get 5%. We would have to have a broader system we found out. But we have some information on that. You can see that it gets a little better. Then you see what happens if you have a 25% gasoline price increase, which is about a \$1.00 what would happen to trips traveled. This is what you can use for your long range plan. We have some statistics and numbers. Vehicle miles traveled which is one of your performance measures. The other one is vehicle hours traveled. Transit passes, we have about 3,000 transit passengers now. We have one where we have up to 17,000 transit passengers a day. It showed some improvements. The average speed went up. Gas prices was real effective more so then the other ones. Mr. Miller asked why transit ridership go down. Mr. Prem stated that the demographics. The population and employment is decreasing in the core part of the region according the forecast where the transit service is. So it actually ticks down a bit.

What we believe we have is an accurate model that you can use in the region. You are set up to do your long range transportation plan and you can use projects. Mr. Martin asked that it proposed all the way out to 2040. The fuel tax actually pay for highway and you have that increase. Does that model take into account alternative fuels and higher percentage of fuel type cars or is it the standard that is today. Mr. Prem stated it is what it is today unless we specifically change on thing in the projection. There are emissions that change. It is assuming that we continue doing the same amount of whatever we are doing now. The other question was early on in the presentation when you were referring to flexibility of the programming and how it has more flexibility in the nodes and intersections. What is the uncontrolled junctions. Mr. Prem stated it is just stop signs. Mr. Martin thought it was a round about. Mr. Prem stated there are roundabouts and the DDI coded in there. It is not really an operations model. I think you have a state of the art model here.

Mr. asked what results of this might we have to take back to our communities. Ms. Fields stated that it will be handed to us today. What was expecting and what the deliverable is to have shape files and it will have how it is modeled for the projection for 2040 so you will be able to click on a road and give you current traffic and projected traffic volume. That is that sort of the thing that we were talking about earlier with the Major Throughfare Plan. That is the type of things that we can use it for. Mr. Martin asked if the OTO wants to look at a different variable is the OTO going to be go out and look at that. We do have were we can add on additional work. I made some calls to the engineering firms around town. They all agreed that they can use as well. So you have a local project and want them to have the

information they can have. Ms. Fields or if a scenario that you like comes up and it is deemed an appropriate use of the model then we can ask Olsson to run the model.

D. Performance Measures Infographic

Ms. Longpine stated that she will brief on this since we made a presentation on the full report at the last Technical Planning Committee meeting. We did this last year. It is just another way for us to view progress on performance

E. Transportation Alternatives Program (formerly Enhancements) Call for Projects

III. Other Business

A. Technical Planning Committee Member Announcements

B. Transportation Issues for Technical Planning Committee Member Review

C. Articles For Technical Planning Committee Member Information

IV. Adjournment

Targeted for 2:45 P.M.