



TRANSPORTATION ADVISORY COMMITTEE MEETING Alumni Center – Hospitality Room, August 9, 2006

Attending: Eric Kellstadt, Scott Bachman, Dawne Garner, Frank Miller, James Blackburn, Burt Pitchford, Stacy Burks, Steve McIntosh, Scott Kosky, David Miller, Al Moon, Stan Whitehurst, Steve Collier, Bob Walster, Joel Keller, Bill Monday, Ken Bacon

SMCOG Staff: Diane May, Dan Watts

INTRODUCTIONS

APPROVAL OF MINUTES:

Minutes from the May 2006 meeting were not available for approval.

MODOT UPDATE – DISTRICT 7, ERIC KELLSTADT

Eric reports that there is nothing much new going on in District 7. Regarding the Hwy60/Hwy37 corridor study he reported that negotiations and consultation are under way. Work on Hwy 13 in Collins should be awarded today (August 9, 2006) construction should begin in 30 to 60 days. The guard cable project on I-44 is progressing and should be completed for District 7 by the end of the season. District 7 will be holding an Enhancements Workshop on September 20, 2006 for those communities that received enhancement money.

MODOT UPDATE – DISTRICT 8, DAWNE GARNER

Dawne reported that nothing much new is going on in District 8. She reported that the Hollister interchange is open. They are working on tie-ins to Hwy 65. They are continuing work on the four lane from Hollister to the Arkansas state line. Work on I-44 is creating tie-ups north of Lebanon. Jim Blackburn commented that the Lebanon project should be opened soon. Enhancement workshop is in the process of being scheduled. Andrew Seiler will be sending out information regarding this Workshop. Counties in District 8 are also encouraged to attend a Workshop on September 12. This will look at the BRO project and environmental changes as well as the effects of eminent domain law on projects. *Steve Collier* asked if notices will be sent out for this meeting. Dawne replied that notices have been sent to the county commissioners. *Steve Collier* asked about the time frame of the guard cables on I-44. Dawne replied that she didn't know the exact schedule on that.

Jim Pitchford commented that the interchange at I-44 and Hwy 65 is underway. The first part of the project is a flyover ramp that will replace the NE cloverleaf and will take some of the congestion off of the NW cloverleaf. Frank Miller commented that the 65 bridge is going to be replaced as will. Jim also commented that all of I-44 will have the guard cables. *Steve Collier* commented that he noticed some of the guard cables are close to the left shoulder in some areas and wondered why that was. Jim answered that there were some problems with fiber optic cable being laid down the middle and that the guard cables had to be moved to the side in some areas.

OZARKS TRANSPORTATION ORGANIZATION –

No report given.

OATS-Scott Kosky

Scott reported that they are seeing the effects of higher fuel prices on usage. Job access project from Galena into Silver Dollar City area has seen a doubling of low-income employees parking at Galena and riding the OATS. He anticipates 25% increase in ridership in this area. Beginning of October, pursuant to Federal rule 53.11 regarding rural transit, increases in service to Republic, Ash Grove, Rogersville, Cassville, and Ozark will be seen. These will be address spot specific needs, not necessarily traditional OATS clients, but will likely target low-income people in the same manner as in Stone county.

LEGISLATIVE REPORT

Senator Bond’s Office--Stacy Burks

Senate is on August recess. Should have gotten press release out of committee regarding Hwy 65 four lane from Buffalo to bypass. They are looking at National Street and James River Freeway. There is a study of Kansas Expressway and I-44. Talent has approved some funds for Joplin regarding the Zora and Main project. Study on the interchange at Chestnut and I-44 regarding economic development initiative. Looking at intermodal transfer facility in Springfield. It was commented that Senator Bond is supportive of OATS.

Senator Talent’s Office

No report given.

Congressman Blunt’s Office—Steve McIntosh

Steve commented that his was a mirror of Stacy’s report. He commented that air travel will continue to improve in the Springfield region. Stacy commented that she has been receiving calls to her office about the prioritization process. TAC members and SMCOG staff need to be talking to their communities and making sure that public participation is happening.

Presentation on the Function of TAC—Dan Watts

Dan did an overview of history of TAC. He went through power point slides. (go rom slides to insert Dan’s overview in the minutes here.) Dan indicated that we need to do more to get small communities involved. What Natasha wanted emphasized is making sure that we really get information from the public. Webster and Taney representatives, Stan Whithurst and Al Moon indicated that they didn’t know that county meetings were going on and that the county commissions didn’t realize that these meetings were for the purpose of discussing or updating needs. Stan commented that he would have appreciated more lead time to prepare for the commissioner meeting.

State Transportation Funding—Scott Bachman

Scott Bachman provided a brief overview of transportation funding in the state of Missouri. He provided a handout that detailed the different aspects of MoDOT’s funding. He reviewed where

funding comes from and what MoDOT does with it. 43% of revenue comes from federal sources, with remainder coming from state sources, per handout. In 2005 MoDOT spent approximately \$2 billion. They have done more bonding than they have ever been done before, but this must be repaid. The highway trust fund-federal has several different pots of money. Surface transportation funds can be used for a variety of activities. Other pots of funds are more restricted in terms of use. Have interstate funds and others such as planning funds. When MoDOT gets the funding they then go through the process of determining how much can be distributed to the road and bridge construction program. In 2003 MoDOT's funding distribution system was changed and District 7 and District 8 started to receive more funding. "Garvey" is bonding that must eventually be repaid. Pink line (in handout) is total amount available for distribution, and then it is suballocated out to various transportation programs. 30 million dollars is available for cost share every year. This serves to accelerate projects with local participation that wouldn't otherwise be on MoDOT's five year radar. It is also used for economic development purposes for projects that will create jobs. It is a competitive process, for example; all funds are already allocated through fiscal year 2009.

Remaining available construction funds line item—based on current projections, available funds for ROW dwindles considerably: 2.4 billion dollars in 2007, 660 million dollars by 2011. This is a result of more debt service, increased costs, less dollars coming in through the fuel tax.

From this point money is distributed out, with taking care of the system the top priority. Distribution of other funds includes distribution to urban areas and the rural major projects. Once amount of money is known under each category, the funds are distributed out to the districts. He reviewed factors for distribution. Total Vehicle Miles (TVM) and population factors really help out the southwest region of the state for increased funding distributions.

Distribution to projects briefly reviewed 2008-2011. The final page of handout goes over MoDOT funding categories—the various pots that MoDOT has available, for example, "major projects" or "taking care of the system." Two pages in middle of packet are pots of money that planning partners have input to how it is allocated. Innovative pots –state infrastructure bank—Missouri is one of few states that has this program. He reviewed the Star revolving fund which is a program where a local community/municipality can pay for a project up front and be reimbursed by MoDOT at a later date. City of Ozark formed transportation development district and there is a tax from sales within the district to pay off the bonds issued for transportation improvements within that district. Bridge over lake of the Ozarks is the first example of this in the state.

Map of MoDOT districts included in Scott's handout.

Planning Framework and Prioritization—Frank Miller

Frank presented a PowerPoint presentation entitled "The Transportation Planning Framework." Frank commented that in District 8 "urban" refers to Springfield area and "rural" refers to everyone else in the district. Frank noted that this is the process that MoDOT is using to involve local governments in identifying and prioritizing needs and priorities for the state and regions.

MoDOT thinks that this is the right thing to do and it is also mandated by federal legislation. Missouri is ahead of many states in this process. Frank went over the district boundaries, separating out the MPOs from rural. He then discussed the planning process and identifying needs—the general needs process is called the MAPS process—includes citizens, elected officials. They deal with issues that might not otherwise be part of MoDOT’s transportation planning process. More specific aspect of identifying needs comes from the TACs. These data sources are used to develop needs database. Prioritization process is based on planning values access to opportunity, congestion relief, and economic competitiveness, efficient movement of freight, quality of communities, environmental protection, and safety. He also went over the prioritization process using point system assigned to the eight planning values. Once projects are prioritized discussions take place as to what projects should move forward: Scoping process, or purchasing right of way and construction. He discussed how to get from prioritized lists to actual placement on STIP for construction; discussion of priorities with planning partners, MoDOT staff, etc.

Last year district 8 was divided into three areas for discussion purposes on project assignment needs for the STIP. Meetings were held last year with a district engineer representative at each table. . District 8 will be scaling back a little bit on the process because funds are well committed now through 2011. It takes a while to develop projects so there will not be a lot of change in this process and actual construction of projects. He stated that there is no need to go through this entire process to the full extent each year.

In 2005 the statewide major projects process involved ten groups working with each of the 10 districts. Cross section of representatives from each district presented their needs. Each table then discussed the projects statewide and prioritized. In 2006 same process was conducted, but there really was no money so the process focused on what projects should go to engineering study. Not sure what direction will go next year because MoDOT doesn’t see any more funds becoming available for statewide projects next year, but they want to revisit planning framework on an annual basis.

SMCOG 2006 Transportation Needs Survey and New TAC Prioritization Process— Dan Watts

Dan reviewed the timeline for SMCOG’s prioritization process. Needs collected by September 15 and then at the October meeting have the three or four counties with the most needs present those needs to the TAC. Also at the October meeting, the TAC will weight the eight MoDOT goals. In November, the remaining counties will present their respective needs lists to the TAC. During November/December, the TAC members should complete a prioritization worksheet that will integrate the needs with the weighted MoDOT goals. The worksheets will be due back to SMCOG by December 22 so that a final list can be compiled of the prioritized needs.

Adjourn—*Bill Monday/Al Moon*