



Transportation Advisory Committee Meeting

OTO Office, February 3, 2016

Attending: Jeff Robinson, David Miller, David Ross, Sydney Allen, Beth Schaller (MoDOT), Darin Hamelink (MoDOT), Rex Barclay, Mike Randall (CM – Aurora), Jason Ray, Dave Faucett, Sarah Fields, Todd Wiesehan, Howard Fisk, Steve Mcintonsh, Joel Keller, Dennis Woods

Introductions and Approval of February 25 and May 13, 2015 Minutes: Self introductions were made. Previous meeting's minutes were not present, so approval was postponed until the next meeting.

RTP Demographic Update

SMCOG – Brandon Jensen and Jason Ray

The last update of the RTP was in 2009, located on SMCOG website. Every county has had positive overall growth over the past ten years, except Dade. This growth has outpaced Missouri and national averages, with Christian experiencing the fastest rates. Region has an average percentage of disabled populations on par with state and national averages. Webster and Dallas both have unusually high levels of zero-car households, likely due to Amish settlements in those counties. Racial and ethnic demographics are very, very low in terms of minority and Hispanic populations, as compared to state and national averages.

Most residents are in Greene, Christian, and Taney counties. Most people work within their county of residence; the region has a lower average commute time than state and national measures and transportation is mostly privately-owned vehicles.

Guest Reports

MoDOT – Beth Schaller/Darin Hamelink

The 5 year federal transportation bill that was passed December 4th has provided stability in terms of federal funding, called the "FAST Act". The funding formula has not changed, but the funding level has increased by about 9.8% from the previous federal bill. It is expected that MoDOT will be able to fully match the federal funding. No new state-based funding was passed in legislature. Up for consideration in legislature is a 1.5 cents gas, 3.5 cent diesel bill made it through the Senate, but might not pass in the House side. This increase is below the Hancock threshold, so it wouldn't require a statewide vote. The governor voiced support for a gas tax in his State of the State report. The House might be shuffling general funding to provide support, but there isn't much support for a gas tax.

MoDOT is about 4.5% above projected revenue, which resulted in approx. \$47 million above planned revenue. This extra revenue is going to cover the 2017 federal match requirements. Being able to meet this match will now result in about \$210 million total in extra funding. Funds are going to be focused on maintenance activities as first priority. The bridge plan will not be changed because bridge conditions are the determinants of priority; these projects, as well as overlays, will be expedited in the coming years as a result of the increased funds. Maintenance and administration activities may now be counted towards match for federal funds. They will be using some money from the "rainy day fund" since federal funding has stabilized. Concern was expressed over the mixed messages from MoDOT concerning

funding; while there are still budget shortfalls to service the entire system as it should be properly done, there have been small victories in alternative funding methods.

OTO-Sarah Fields

OTO has been working on their long-range transportation plan; it will be presented to the technical committee. The plan will be promoted at several community events in March, planned for the next 30 years. The plan isn't going to be very exciting, as the budget is pretty bare (\$600 million over 30 years). Greene County hosted a public hearing over the environmental review process for the Kansas Expressway extension, with over 250 respondents who were mostly positive. The environmental study would only be examining some planned construction within Greene County. Kansas Expressway is planned to be extended down to MO-14. Christian County lacks funding and some right-of-way has yet to be acquired.

OATS - Jeff Robinson

OATS is working with CY16 contracts to maintain funding as it currently exists. Funding should continue as is for at least 10 years to maintain all current county bus lines. Jeff has contacted all senior tax boards, except for Christian and Stone, of SMCOG region. Traditionally, OATS has focused on seniors and disabled individuals; recently, there has been a grassroots movement to work with HealthTrans for individuals who need transportation to health services. OATS may be meeting with city councils and aldermen to develop a regional inter-county transportation; will need some form of funding from counties and cities for this service.

Senator McCaskill's Office-David Stokely

The FAST Act has been the biggest item on the agenda. The greatest aspect of contention is, as usual, funding. Congress had no conversation about raising taxes. Part of the bill is being funded through capital reserve surplus funds; it is unknown whether this is a dependable source of funding so longer term funding might be of concern later on, but not right now. Taking from the general revenue, as has been done since 2005, to improve highways is increasing the federal deficit.

Senator Blunt's Office-Steve McIntosh

There is a \$2 billion fund earmarked, which has been addressed in the FAST Act. There was conversation concerning the role of earmarks and the loss of money to cities and counties.

Congressman Long's Office-Matt Hough

No report.

Nominations for Positions

Dennis Wood for Chair— nominated and seconded, accepted unanimously

David Miller for Vice-Chair – nominated, accepted unanimously

Adjourn