



TRANSPORTATION ADVISORY COMMITTEE MEETING Alumni Center – Hospitality Room, March 9, 2005

Attending: Ken Bacon, Stacy Burks, Terry Campbell, Steve Coller, George Cutbirth, Billy Dryer, Dawne Gardner, Phil Hutchens, Joel Keller, Scott Kosky, David Miller, Frank Miller, Bill Monday, Al Moon, Andrew Seiler, Jack Swearingen, Jay Waggoner, Robert Walster

SMCOG Staff: Natasha Longpine

INTRODUCTIONS

APPROVAL OF MINUTES:

Minutes from the January 12, 2005 Meeting were approved. *Swearingen/Bacon*

MODOT UPDATE – DISTRICT 7, ANDREW SEILER

Upcoming projects will be discussed later in the meeting.

MODOT UPDATE – DISTRICT 8, FRANK MILLER

Several projects are being let. The MHTC is currently meeting. These include the resurfacing of B and T in Greene County. There will be coldmill and resurfacing from Lake Springfield to Highland Springs. Business 65 in Ozark from Wal-Mart to 14 on the south side will be resurfaces. A bridge will be replaced on Route AD over Sawyer Creek. Also at the Commission meeting, the SRI projects will be awarded. Route 13 will be resurfaced to the north in addition to a diamond grind to the north and south. Plus Route 14 south of Nixa from the Finely River to EE will be resurfaced.

OATS – SCOTT KOSKY

OATS has nothing to report.

LEGISLATIVE REPORT

Senator Bond's Office, Stacy Burks

Senator Bond is Chair of the new Transportation, Treasury and Housing and Urban Development Appropriations subcommittee. The Senator is also Chair of the Transportation and Infrastructure subcommittee of the Committee on Environment and Public Works, as well as participating on a variety of other committees in the Senate.

The Highway bill will be marked up between now and the Easter Recess on the Senate side. The House has agreed on an amount, but the Senate may not have, though they are shooting for an April 30, 2005 deadline. Missouri will always be a donor state, but the increase to 95 cents cannot be guaranteed yet. Phil Hutchens asked why donor states exist and Steve McIntosh

elaborated. Donor states exist because of population. In order to put roads in states where there is not enough population to support the infrastructure, donor states are needed. There are enough votes in donee states to override efforts to change the amounts. New Mexico, where Pete Rahn was previously, was a donee state.

Senator Talent's Office, Terry Campbell

On the Highway Bill, the House is at about \$284 billion, but the Senate is looking for a higher number. Senator Talent is ready with the Build America Bonds to fill the gap.

Congressman Blunt's Office, Steve McIntosh

The Highway Bill should be hitting the floor of the House on this same day, but probably won't get through until March 10. There have been ten amendments offered. The White House and the House agree on a number, and are ready to go to conference. Currently, the House is just waiting for the Senate.

TRANSPORTATION ENHANCEMENT PROGRAM UPDATE

District 8, Dawne Gardner

Dawne Gardner administers the Enhancement funds for District 8. The release of funds are set for the end of March. They are also split between the MPO and rural portions of District 8. The projects are selected at a District level rather than statewide. There are six people on the District 8 committee, which has met twice. The guide and application have both been tailored to meet the priorities of the region. Applications which include sidewalks and trails will be scored higher than any others. Landscaping projects will be scored second high, and third will be historic types of projects. Projects will be limited to \$200,000 federal funds and no discretionary dollars have been set aside for MoDOT, though they can still apply, or cities can apply in conjunction with an existing MoDOT project.

The timeline will need district engineer approval, but thus far is set so solicitations will begin March 21. An application workshop will be held on April 6. Applications are due June 1 in Central Office. Scoring will be completed by July 18, and the Commission will approve the projects September 9. There will also be another workshop, this time mandatory, in September for those agencies to discuss the award process.

The rural portion of District 8 actually gets a few more dollars than the urban portion. The Reasonable Progress Policy states that the project must be under construction within four years. Applications will be accepted for design and engineering only. The minimum application must be for \$25,000 federal dollars. Larger projects may be split into phases to keep costs under \$200,000.

District 7, Andrew Seiler

The first committee meeting was held earlier in the week. In District 7, the urban and rural portions are not divided. Also, there will be no priority projects, all will be weighted equal. There is no cap per project, but no more than 50 percent of the available funding can be distributed to a project. The deadline is June first. Though the sponsor of a project must be a government agency, there can be co-sponsors.

TRANSPORTATION PLANNING VALUES – FRANK MILLER

MoDOT's investment goals are tied in with the prioritization process. These can be weighted according to State and District preferences. These were set in 2004 for the previous process and a group of similar stakeholders met this March 1 to revisit the priority of each weight. Overall, not many changes were made. Under the category of Functional Needs, the goal of Access to Opportunity was reduced from 8 percent to the minimum of 5 percent. This goal emphasizes the lack of vehicle ownership in an area and since this current process is purely for road and bridge projects, such a factor does not seem necessary. This remaining 3 percent was shifted to the goal of Taking Care of the System, which is now at 22 percent. This same adjustment was made to the Regional Needs category also. Here Access to Opportunity was at 7 percent and was reduced to five. The remaining 2 percent was shifted to Taking Care of the System, which is now at 16 percent.

Recommend Changes to the SMOG Board of Directors. *Bacon/Dryer*

DRAFT 2006-2010 STIP

District 8, Frank Miller

This copy of the draft STIP includes accelerated projects from the Amendment 3 bond money. Resurfacing projects in Greene and Christian on 60, resurfacing in Webster County, resurfacing Taney County 65 are all included as well as the Branson West Alignment in 2006 and the Taneycomo Bridge in 2006.

Other projects listed on the STIP include a Laclede County economic development project which adds turn lanes on 32 to assist with factory expansion. A turn land will be added on Highway 5. Guard cable and rail will be added to I-44 between Lebanon and Strafford. I-44 will be resurfaced between Northview and Conway as well as between Lebanon and Pulaski County.

The TAC recommends this STIP to the SMOG Board of Directors. *Dryer/Bacon*

District 7, Andrew Seiler

District 7 has not yet developed a list, but has been directed to reduce projects by 10 percent. Accelerated projects include those within Joplin and on 71 in McDonald County. Phil Hutchens asked why costs must be reduced. This is through a directive by the Chief Engineer to spend less money so more projects can be done. More specifically, the districts are to address the underlying need rather than including extras. Pete Rahn has made the example that bridges may be built to the 100 year floodplain, but the roads leading to those bridges still flood, so the bridge is rendered useless. Rather, if both are built in the 50 year floodplain, both can be accessed. The Branson West alternate route is another example where MoDOT is buying and grading for four lanes, but currently only paving two.

DISTRICT 8 NEEDS PRIORITIZATION LIST – JAY WAGGONER

Jay Waggoner handed out a list of initial prioritization subtotals. This is the first outcome of the new process. Included in the handout is a breakdown of functions needs, physical needs, regional and emerging needs, as well as safety. When it is this time next year then the process will be ready to help pick projects.

Next, the scoping list for the next year was passed out. Those which are shaded are new needs, developed with the prioritization process, and pulled from the top of the list handed out previously. The group was asked to note that several needs on the prioritization list are already being scoped or have been scoped, plus some are getting help at the local level. Those added to the scoping list include several safety projects such as a safety audit for needs from Cape Fair to Reeds Spring, scoping to reduce wet/dry accidents, and scoping for guardrail at various locations. Capacity needs in Forsyth on 160 and safety and capacity needs on 248 between 465 and Shepherd of the Hills Expressway will also be scoped. In Polk and Greene County on Route 13, scoping will be done for 4 foot shoulders on 3 curves, reducing out of control accidents.

Recommend the shaded projects from the handout to the SMOG Board of Directors.
Dryer/Collier

STATEWIDE MAJOR PROJECT PRIORITIZATION PROCESS – JAY WAGGONER

Initially, MoDOT District 8 submitted about a dozen priority projects with statewide significance for the Major Projects Selection Process. Statewide, over 200 projects were submitted. MoDOT's Central Office, asked the Districts to refine this list to 5 or 6 projects per District. Using data derived from the local prioritization process, District 8 was able to narrow its list. Only 3 local projects scored above 60 points in the data analysis. Initially, this seemed low, but then only 11 in the whole state received scores above 60 points. With three in District 8 and two in District 7, this was very encouraging. Every District and their planning partners met in Jefferson City on February 15, 2005 and sat each District to a table. Each District Engineer made a presentation to the group on the proposed projects from their region. After the presentation, each table voted to put the projects into High, Medium, or Low categories. Each District was one vote in addition to one vote allowed to each the Director of Project Development and the Director of Planning. During the evaluation of these projects, each group had a summary sheet for each project. This sheet contained information relating to the eight investment goals MoDOT uses in its prioritization process. Such information includes Traffic Volumes, Crash Rates, Economic Corridor status, and more.

In District 8, Taney County Highway 65 to the Arkansas Line came out as number 2 in the state and number 1 of all non-TMA projects. The Stone 13 realignment from Branson West to Kimberling City, on the other hand, only missed being a high ranked project by one vote. The Christian County Highway 60 relocation around Billings was a medium also. Robert Walster mentioned the congestion leading to back-ups on I-44 at the Mount Vernon Highway 39 interchange. Frank Miller, who also sat on the subcommittee who compiled the rankings, indicated that the I-44/39 Mount Vernon Interchange Project was perceived as a regional issue and not statewide.

As for the District 7 projects, those which ranked high were outside of the SMOG area.

Between now and the end of March, the District will be reevaluating the current cost estimates on each project. Overall, Central Office has requested a 10 percent decrease in project costs in order that more projects can be funded. District 8 staff will be meeting on March 29, 2005 to make recommendations of projects which should be funded. This information will then be submitted back to the Major Projects Subcommittee who will compile the information from the

10 districts. Then, at another statewide meeting on April 13, 2005, the Districts and Planning Partners will finalize the list of Major Statewide Projects which will receive Amendment 3 funding. Frank Miller is on the subcommittee to analyze the recommendations.

In order for the District to make its recommendation, it needs input from both the TAC and the SMCOG Board. Excel worksheets will either be e-mailed or mailed to TAC members. These sheets can be sent to Jay Waggoner by March 23. For more information on these projects or others which may come up in the future, MoDOT traffic counts are available in Adobe Acrobat PDF format on the MoDOT website.

ADJOURN

Bacon/Collier

MINUTES APPROVED MAY 11, 2005

MOTION/SECOND: Al Moon/George Cutbirth