

TRANSPORTATION ADVISORY COMMITTEE MEETING

SCOTAC

December 18, 2018

The following are the TAC members present (“X”):

<i>Commissioners</i>		<i>Appointed TAC Members 1</i>		<i>Appointed TAC Members 2</i>
Lance Stillings		X Suzanne Welsh	X	Lawson Curtis
X Mark Collins, Secretary	X	Beverly Hicks	X	Tom Stehn, Chairman
Jon Hollis		Jason Kemper	X	Bill Hobbs
X John Turner	X	Greg Donley		Shane Ledbetter
X Jeff Cowen, Vice Chairman		Tom Akers		Shane VanSteenis
X Fred Stenger	X	Ron Scheets	X	Keith Cantrell
X Zachary Williams		Randy Pamperien		Tim Schook

SCOCOG staff present:

Cody Dalton	-	Assistant Director
Angie Ball	-	Administrative Assistant
Johnny Murrell	-	Executive Director

MoDOT:

Chris Rutledge
Elqin Auala
Mike Brandon
Mark Shelton
Joe Killian

Visitors:

David Norman	-	Ava Mayor
Chalky Wells	-	City of Houston
Rob Harrington	-	City of Houston
Jim McFarland	-	Pomona Investment Group – DBA East Towne Village

Tom Stehn called the meeting to order at 10:00 AM. An introduction of guests and members were made at this time.

Motion to approve the August 21, 2018 minutes with was made by Fred Stenger and seconded by Ron Scheets. All were in favor. Motion carried.

Old Business

Proposition D – *Cody Dalton*

Cody said that Proposition D failed by a margin of 54% to 46%. He has been asked by the planning committee to present in February in Jefferson City a discussion about why it failed.

He added, that the new bridge on Route V in Oregon County is now open and the Beaver Creek Bridge in Wright County has been replaced.

Cody said that he has heard that Proposition D failed because (one of the many reasons) was that the ballot language was confusing. Rob said that he has heard that individuals thought that all money was going to go to the Highway Patrol, similar to the way the lottery money is divided. He had also heard that the opposition marketed their side aggressively. David Norman added that yes, individuals from his area were also confused thinking funding went to the Highway Patrol. Fred added that the discrepancies between highway patrol and deputy salaries was debated when individuals went to vote. Cody added that the public perception is that MoDOT doesn't need any more money. He added that this is untrue, and that they can hardly match federal dollars. He added that perhaps the TAC could communicate their list of projects to the public more effectively, that way people in the can see where improvements need to be made. Fred complimented MoDOT representatives by saying that he was recently in Ohio, Indiana, etc. and that the Missouri roads were much better. Tom added that he felt the campaigning did not hit our area in regard to education on the legislation. He also felt that the TAC could educate the public better. Cody said that approval to move forward with that might have to come from the SCOCOG Executive Committee. Greg added that talking with cities, senators, representatives, etc. might be a good tactic. Beverly said that the ballot language needed to be improved; more straightforward to the public. Jeff said that the Special Olympics section included in the ballot language confused people too. Mark Shelton and Chris added that they have heard the same concerns; confusion about the ballot language, and the highway patrol funding issue. Mark Shelton added that the Citizen's Guide to Transportation is in the process of being updated and that this is the best document for education. Cody said that Director McKenna said that it is still important to keep the prioritization list updated. Johnny also said that at the last MACOG meeting, the leadership said for the TAC's to be prepared to tighten down the list of priorities.

New Business

Bridge and Pavement Condition Ratings – *MoDOT Reps*

Mike made a presentation outlining for the TAC how bridges and roads are rated. He discussed what the rating systems are, how often they are rated, what the ratings tell, and how the ratings are used. He said that the National Bridge Inventory (NBI) is a database with information on all bridges and tunnels that have roads passing above or below. He added that the bridge rating frequency is updated every other month. The ratings are then used to compile a work plan and work list for the maintenance department. He said that the pavement ratings are used to measure smoothness once a year, as well as condition. This information is collected by two ARAN vans. Pictures are taken every 100 feet to measure ruts, cracks, etc., as well as measuring smoothness. The PASER Manual is used to measure those conditions on a scale of 1-10.

Criteria for Safety Funds Eligibility – MoDOT Reps

Cody said that funds are available for safety improvements on high risk roads. Mike added that the traffic department has a list and can identify projects that need to be completed. There is now a formula to determine major injury and fatality points. This list can change year to year. Chris added that the TAC can help determine these specific safety projects. Cody asked how much is available each fiscal year; Mike said approximately \$35 million is distributed to districts. Cody presented information on fatality and severe injury crashes on state routes and added that this could be used in project prioritization for use of funds. Meramec, for example, uses this data to go out to each county commission along with TAC representatives and city officials and have pre-meetings before each August prioritization meeting. During the meeting, each county project is gone over, then preparations for the August meeting can be made. Cody asked if county representatives would like to participate, and added that he would be happy to do it. Tom added that the TAC should consider this. Cody added that Directors, not only from Meramec, but from Pulaski and Crawford counties also hold these meetings. Cody added that County representatives would need to be responsible for getting attendees.

Cody informed the group that there is a grant opportunity through MoDNR and the Volkswagen Trust Settlement Fund. This fund will partially pay for replacement of Class 4-8 vehicles. The application is due December 31, 2018. The engine to be replaced must be from the years 1992-2009, and the old engine must be permanently disabled. The applicant may receive up to 75% of the engine cost, or up to 50% for a new vehicle. The maximum amount given is \$1 million per applicant, and rural fire departments are not eligible.

Highway 63 Coalition – TAC Committee

Tom thanked those present for attending. He said that the Highway 63 expansion has been number one on the priority list for the last ten years, with nothing happening. There needs to be a more proactive group to develop a game plan to move the issue forward, as this is important to safety and economic vitality. Beverly said that the economic development side is huge for Willow Springs as well, and a four-lane corridor would boost the economy for the area. She added that Willow Springs would be part of the planning process. Ron Scheets said that the Cabool Council would try in any way possible to participate, perhaps even a cost share program, though that would be difficult. Tom added that the City of West Plains currently has a deficit, and economic vitality is needed, and a game plan needs to be developed. Rob outlined his past efforts in completing expansion projects in other areas of Missouri. Tom added that parts of Meramec and Arkansas could perhaps be involved. Mark Shelton said that MoDOT still has the cost-share program and the maximum amount that can be contributed is \$10 million, and this project could possibly cost \$4 million per mile to complete. Mark also said that build grants could also be utilized and the maximum amount awarded on those is \$25 million. John added that he would be willing to help develop a game plan, and Beverly stressed that a partnership is important for economic growth. Cody said that there are technical assistance grants available through EDA and DRA, perhaps even CDBG. These can be used to help pinpoint the benefits of expanding Highway 63. The written plan can be used as a lobbying tool, for grant acquisition, etc. Tom felt the group should get together in January, and asked Cody to compile a list of potential funding sources, and then an action plan can be made.

Greg asked about the Cloverdale hydroplaning issue that was discussed at the last TAC meeting; Chris said that they are going to overlay that area, and consult the highway patrol about the issue as well.

Cody distributed Joe's list of current and upcoming projects.

Open Discussion

The next TAC meeting will be held **April 16, 2019 at 10:00 AM.**

Tom Stehn adjourned the meeting at 11:52 AM.

Respectfully Submitted,

Reviewed for Content,

Angie Ball
Administrative Assistant, SCOCOG

Mark Collins
TAC Secretary