Ozarks Transportation Organization

February 18, 2010

Board of Directors Meeting

Busch Municipal Building, Fourth Floor

840 Boonville, Springfield, MO

12:00 – 1:00 PM

Board of Directors Meeting Agenda, February 18, 2010
Busch Municipal Building Fourth Floor Conference Room

Call to Order .....NOON

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda
(2 minutes/Coonrod)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of December 17, 2009 Meeting Minutes.....Tab 1
(2 minutes/Coonrod)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MINUTES

D. Public Comment Period
(5 minutes/Coonrod)
Individuals requesting to speak are requested to state their name and organization (if any) that they represent before making comments. Individuals and organizations have up to five minutes to address the Board of Directors.

E. Executive Director's Report
(5 minutes/Conklin)
Tim Conklin will provide a review of the OTO staff activities since the December 17, 2009 Board of Directors meeting.

II. New Business

A. Update on EPA Review of Ozone Standards and Impact to OTO.....Tab 2
(10 minutes/Longpine)
OTO staff will update the Board on the EPA ozone standard and the federal transportation planning requirements for OTO. EPA has announced potential reductions to the ozone standard from 75ppb to 60-70ppb. The new ozone value will be set in August 2010 and new non-attainment areas will be designated in August 2011.

INFORMATIONAL ONLY

B. Appointment of an OTO Fleet Management Subcommittee .....Tab 3
(2 minutes/Conklin)
OTO staff is requesting the appointment of an OTO Fleet Management Subcommittee. This subcommittee would address current and emerging freight and fleet issues in the

OTO area related to transportation planning, alternative fuels, best practices, and the use of new technology.

INFORMATIONAL ONLY

C. OTO Long Range Transportation Plan Update .....Tab 4
(10 minutes/Longpine)
Staff will update the Board on the process to update the OTO Long Range Transportation Plan over the next year. OTO will be coordinating this process with the City of Springfield's update to their strategic plan.

INFORMATIONAL ONLY

D. Amendment Number Three (3) to the FY 2010-2013 Transportation Improvement Program .....Tab 5
(5 minutes/Edwards)
Twelve (12) amendments are being requested to the FY 2010-2013 TIP.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE TIP AMENDMENT NUMBER THREE TO THE FY 2010-2013 TIP.

E. MoDOT's Transportation Investment Scenario ..... Tab 6
(3 minutes/Conklin)
MoDOT has requested that OTO submit a project list for the use of potential funding within the OTO area based on the 10-Year Transportation Investment Scenario. OTO staff has provided MoDOT the OTO Priority Projects of Regional Significance list with cost estimates for this scenario. (Materials Attached)

BOARD OF DIRECTORS ACTION REQUESTEDTO RE-AFFIRM THE PRIORITIES FOR THE MPO AREA AND APPROVE THE PROPOSED MODOT 10-YEAR INVESTMENT SCENERIO FOR THE REGION

F. On-System Bridge Replacement and Rehabilitation Program (BRM)..... Tab 7
(3 minutes/Conklin)
OTO staff is requesting the Board approve an FY 2011 application process to allocate On-System Bridge Replacement and Rehabilitation Program (BRM) funds and to allocate the current fund balance to a MoDOT project in the OTO area. On-system bridges are bridges that are on roads that are functionally classified as urban collectors, rural major collectors, and arterials. (Materials Attached)

BOARD OF DIRECTORS ACTION REQUESTED TO ALLOCATE THE ON-SYSTEM BRIDGE REPLACEMENT AND REHABILITATION PROGRAM (BRM) FUNDS TO MODOT AND ACCEPT APPLICATIONS FOR FY 2011 FUNDS

G. Dunton Associates CPA letter regarding Governmental Classification .....Tab 8
(2 minutes/Conklin)

INFORMATIONAL ONLY

H. Quarterly Financial Report .....Tab 9
(2 minutes/Officer)
OTO Board Treasurer, Lisa Officer, will present the second quarter financial report for OTO.

BOARD OF DIRECTORS ACTION REQUESTED TO ACCEPT THE SECOND QUARTER FINANCIAL REPORT

I. Public Comments
There have been no public comments received since the last OTO Board meeting.

III. Other Business

A. Board of Directors Member Announcements
(5 minutes/Board of Directors Members)
Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

B. Transportation Issues For Board of Directors Member Review
(5 minutes/Board of Directors Members)
Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

IV. Adjournment

Targeted for **1:30 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, April 15, 2010 at 12:00 P.M. in the Busch Municipal Building Fourth Floor Conference Room.

Attachments

Pc: Jim Anderson, President, Springfield Area Chamber of Commerce
Ken McClure, Missouri State University
Stacy Burks, Senator Bond's Office
Steve McIntosh, Congressmen Blunt's Office
David Rauch, Senator McCaskill's Office
Area News Media

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Debbie Parks al teléfono (417) 836-5442, cuando menos 48 horas antes de la junta.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Debbie Parks at (417) 836-5442 at least 24 hours ahead of the meeting.

If you need relay services please call the following numbers: 711 - Nationwide relay service; 1-800-735-2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see www.ozarkstransportation.org or call (417) 836-5442.

TAB 1

MEETING MINUTES

Attached for Board of Directors member review are the minutes from the December 17, 2009 Board of Directors meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any Board of Directors member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

To make any necessary corrections to the minutes and then approve the minutes for public review.

That a member of the Board of Directors makes one of the following motions:

"Move to approve the Minutes as presented"

Or if there are amendments to the minutes

"Move to approve the Minutes as amended"

OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES

December 17, 2009

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in the Busch Municipal Building, 4th Floor Conference room in Springfield, Missouri.

The following members were present:

Mr. Jim O'Neal, City of Springfield (Chair)
Mr. Harold Bengsch, Greene County Commission
Mr. John Grubaugh, Christian County
Mr. Jim Bresee, Christian County, Rep (a.)
Ms. Teri Hacker, Citizen-at-Large Representative
Mr. David Coonrod, Greene County Commission
Mr. Tom Finnie, Citizen-at-Large Rep.
Mr. Kirk Juranas, MoDOT
Mr. Marc Thornsberry, City of Springfield
Ms. Lisa Officer, City Utilities
Mr. Gary Cyr, Airport (a)
Mr. Jamie Schoolcraft, City of Willard
Ms. Judy Stainback, City of Battlefield
Mr. Tom Vicat, City of Strafford (a)

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

The following members were not present:

Mr. Bob Scheid, Airport Board Representative
Mr. Mokhtee Ahmad, FTA
Mr. Brad McMahon, FHWA
Mr. Mark Schenkelberg, FAA
Mr. Matt Seiler, MoDOT (a)
Mr. Dan Chiles, City of Springfield (a)
Mr. Bob Stephens, City of Springfield
Mr. Tim Smith, Greene County Administrator (a)
Ms. Roseann Bentley, Greene County Commission (a)
Mr. John Elkins, Citizen-at-Large Rep. (a)
Mr. Bradley Jackson, City of Ozark
Mr. Brian Bingle, City of Nixa (a)
Ms. Virginia Fry, City Utilities (a)
Ms. Joni Roeseler, FTA (a)
Mr. J. Howard Fisk, Citizen-at-Large Rep.
Mr. Rick Hess, City of Battlefield (a)
Mr. Jim Huntsinger, City of Republic
Mr. Brian Hayes, City of Nixa

Others present were: Mr. Tim Conklin, Ms. Sara Edwards, Ms. Natasha Longpine, Ms. Debbie Parks and Mr. Chris Stueve, Ozarks Transportation Organization; Ms. Ann Razer, City of Springfield; Mr. Steve McIntosh, Office of Congressman Roy Blunt; Ms. Stacy Burks, Office of Senator Christopher Bond; Mr. David Rauch, Senator Clair McCaskill's Office; Steve Childers, City of Ozark; Mr. Kurt Larson and Mr. Terry Whaley, Ozark Greenways; Ms. Dawne Gardner, Mr. Joe Rickman, Mr. Frank Miller and Mr. Bob Edwards, MoDOT; Ms. Abby Wuellner and Mr. James Van Dilley, Jr., KY3; Mr. Shane Schoeller, State Representative District – 13G; Mr. Charlie Bird, Ms. Kearsten Jones, Mr. Matt Bryant, Mr. Stewart Pratt and Ms. Katie Sehners, Willard High School; Mr. Wes Johnson and Steve Liang, News-Leader; Mr. Will Carter and Mr. Brian Mattson, KSPR; Mr. Carl Carlson, Scott Consulting Engineers; Mr. Dan Smith and Mr. Duffy Mooney, Greene County Highway Department.

DRAFT

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda

Mr. Coonrod made the motion to approve the Board of Directors Meeting Agenda. Mr. Finnie seconded and the agenda was approved unanimously.

C. Approval of October 15, 2009 Meeting Minutes

Mr. Finnie approved the October 15, 2009 Meeting Minutes. Mr. Bengsch seconded and the minutes were approved unanimously.

D. Public Comment Period

Mayor Schoolcraft introduced three Willard High School students to address the Board of Directors. Charlie Bird, Kearsten Jones, Matt Bryant from Willard High School started a petition to make Highway 160 a four lane road.

Mr. Bird stated that 160 is a dangerous road that came to the attention of Willard High School when three classmates were killed in a tragic accident. Administration, parents and teachers along with the Willard Student Body came together and decided to find a way to help the community. The road is dangerous; it has high volumes of traffic. The road only has two lanes and everyday there are approximately 250 to 500 trucks from the Conco Quarry. There is no acceleration lane so the trucks speed up in the median, making it an even more dangerous environment.

Ms. Young stated that another reason the road is important is that the surrounding communities of Ash Grove and Walnut Grove, in addition to the community of Willard, drive the road every day to work and back home. The goal is to make it safer for the communities' family and friends in the future.

Mr. Bryant stated that it is a major road for students who travel to and from high school. It is dangerous coming back and this will keep it a safer commute.

Mr. Bird stated that every day when students come home they are in danger. Every day as people commute to work they are in danger. The Students of Willard would like it changed. The increasing volume of cars makes the change important.

Ms. Young stated that the Willard Student Body placed a high number of petitions out in the community and have received a lot of support.

Mr. Bird stated that in addition to the petition, the student body started working for safer driving in the Willard area. They have helped pass the seat belt ordinance. With the high volume of traffic on the road, sometimes left hand turns cannot be made. Cars have to sit and wait for a safe space to turn but sometimes people risk it. The Willard Student Body feels that there should not be a price on someone's life. Lives are priceless.

DRAFT

Ms. Young stated that it is something that will not take place immediately. It is costly, but they are thinking of the Willard community for the future. They want to save people's lives.

Mr. Juranas stated that the Board is pleased to hear from the Willard Student body representatives and the time that they have investing in talking to their community and bringing this issue to the Board's attention. Safety is an issue, the most important issue for the Board.

Mr. Schoolcraft asked the students if they brought the petition to present to the Board.

Mr. Bird stated that they did not have the petition to present, but as of the meeting date they had about 1,200 signatures, with more still coming since the petitions were in local businesses and schools.

Mr. Schoolcraft stated that the City of Willard is excited to be working with Greene County to get the seat belt law passed. He thanked the Willard High School for their help with the ordinance.

Mr. O'Neal stated that the region that this organization represents was saddened by the tragedy. It was not just a tragedy for Willard, but for all of the community to see what happened. The Board's hearts go out to everyone there and know that the memory of these students will live on. He commended the students for being activists in the community and for their work to implore the citizens to take action for a cause that is genuinely positive for the community of Willard and Greene County. The project in question is on the priority list of projects for the OTO. The Technical Committee continues to review those projects and puts time tables on them. The OTO will continue to prioritize things in a way that makes sense, but obviously this is an emotional issue and very sensitive and the Board is aware of that. He thanked the students for their work and for attending the meeting.

Mr. Vicat complimented the students for their presentation. He also commended their work on the seal belt law for the City of Willard, stating that if more people would wear their seat belt there would be fewer fatalities on the roadways.

E. Executive Director's Report

Mr. Conklin thanked all the jurisdictions that received ARRA stimulus funds for getting those projects obligated and underway. The OTO was able to meet every deadline that was set, which was a very fast timeline for the area. He also thanked the jurisdictions for updating the Memorandum of Understanding. The signatures all came back and it has been submitted to FHWA and MoDOT.

Staff is looking at a reasonable progress policy for the STP-Urban and Enhancement funding. That is being coordinated with MoDOT and the OTO committee to develop a policy that is practical for everybody. Staff is looking at the Congestion

DRAFT

Management System to provide a report in the upcoming year, which examines congestion in the OTO area. Staff has also worked with SeniorLink and City Utilities on a Transit Provider Brochure to distribute to the elderly and disabled within the area, helping them access those transportation means within the MPO.

OTO staff is continuing to work with the Ozarks Clean Air Alliance in regard to ozone reduction strategies. Staff attended training in Kansas City on air quality and transportation. The question out there is whether or not the EPA is going to revise the ozone standards nationally. They are reviewing the standards right now and will have an announcement in August 2010. New areas would be designated in 2011. If the area should become non-attainment that would impact the OTO substantially with regard to staff time and the effort to do something with the Transportation Improvement Program, and any regionally significant projects. That includes areas within the non-attainment area that can be outside the MPO boundaries. Potentially it could go down to Stone and Taney Counties. The OTO would have one year from that 2011 date to do the conformity finding and to work with the air quality entities within the region and to look at the travel demand models.

Mr. Conklin also stated that the Federal Highway Program is funded through December 18, 2009. Ms. Burkes in Senator Bond's Office was consulted and there is a two month continuing resolution through the end of February that Congress is looking to pass by midnight on December 18. Currently under the expiration of the SAFETEA-LU along with the rescission, there is approximately $20 million a month less from MoDOT and $200 million less per year from Federal funding coming to Missouri.

Staff is looking at updating the Travel Demand Model for this upcoming year as well as starting the process of updating the Long Range Transportation Plan. An email with a spreadsheet was sent that contains the information from MoDOT for the MPO. That is a ten-year, $7 billion dollar planning scenario looking at what projects could be completed within the MPO area. He thanked MoDOT staff for assisting in the development of cost estimates for the OTO Priority Projects of Regional Significance. This is an ongoing process to find what program this will be as Missouri moves forward to a ten-year funding proposal.

II. New Business

A. ARRA Project Update and Use of Remaining Unobligated ARRA Funds

Mr. Conklin stated that staff is requesting the Board of Directors approve the re-allocation of unobligated ARRA STP-Urban and ARRA Enhancement funds. Several ARRA projects were bid lower than the engineers' estimate leaving approximately $132,333 of ARRA funds. He thanked the City of Battlefield for meeting on a Saturday and voting to transfer their STP-Urban ARRA funds to Ozark Greenways.

DRAFT

Staff is looking to re-allocate approximately $92,538.06, which would go to finish the Frisco Highline Trail Project. This additional money will help complete that project which was approved this past spring from Springfield to Willard.

Ms. Officer made the motion to approve the re-allocation of the unobligated ARRA STP-Urban enhancement funds to the Ozark Greenways to complete the Frisco Highline Trail and to approve the transfer of the STP-Urban funds from the City of Battlefield to Greene County for use by Ozark Greenways. Mr. Finnie seconded.

Ms. Hacker stated that there was discussion about the trail being black top instead of gravel.

Mr. Conklin stated that OTO Staff has received comments in regard to whether or not the Frisco Highline Trail should be paved. Those emails are included in the Board packet as well as the response from OTO and Ozark Greenways. OTO's standard and the Long Range Transportation Plan recommend a paved surface. The Plans also recommend a paved multiuse trail with a minimum width of ten feet. Ms. Hacker asked if there was discussion on paving most of it but leaving part unpaved for runners. Mr. Conklin asked if she was referring to the width being narrower.

Mr. Coonrod stated that he had talked to Mr. Whaley, who had stated that there was some standard that had to be met in paving it. Mr. Coonrod wondered if there could be a shoulder for the runners. Mr. Whaley stated that there is space to do that and Ozark Greenways has offered real estate to accomplish that shoulder. Mr. Coonrod stated that would be a good compromise. A shoulder would only need about three or four feet in width. Mr. Finnie stated that the compromise sounds very reasonable and that the Board should proceed with that decision.

Mr. Coonrod stated that the coach for MSU called the County Commission. He has concern for the runners and the injuries that might be sustained running on a hard surface. It was the primary reason that the MSU track team was utilizing the trail close to town. Mr. O'Neal stated that he hoped that would move forward. He did not know what action should be taken by the Board to ensure the completion, but encouraged the parties to do so because it is an important compromise.

The motion carried unanimously.

B. Amendment Number Two (2) to the FY 2010-2013 Transportation Improvement Program

Ms. Edwards stated that there are two (2) modifications included as part of TIP Amendment Number Two to the FY 2010-2013 Transportation Improvement Program.

1) MoDOT is requesting one (1) modification to the 2010-2013 TIP. The proposed modification is to add a scoping project for the intersection of Chestnut Expressway and Sherman Avenue. This is a small intersection project identified in the 1/8 Cent Transportation Sales Tax partnership. The intersection serves as a gateway to Ozarks Technical College and Missouri State University from Chestnut Expressway.

DRAFT

2) Ozark Greenways is requesting additional funding to complete the paving of the Frisco Highline Trail from Springfield to Willard. An additional $92,538 in ARRA funding is being requested as well as an additional $21,664 in Enhancement funds. Both the additional ARRA funding and the Enhancement funding are left over funding from projects coming in under bid. The original awarded amount was not sufficient to complete the project.

   Mr. Finnie made the motion to approve TIP Amendment Number Two (2) to the FY 2010-2013 TIP. Ms. Hacker seconded and the motion was carried unanimously.

C. Annual Listing of Obligated Projects (ALOP)

Ms. Edwards stated that this publication is the Annual Listing of Obligated Projects. It is one of the publications that the MPO is now required to complete. It lists out every project that had federal funds obligated. It does not necessarily mean that the funds have been spent, just that the funds have been obligated in the federal system. This is for the federal fiscal year from October 1, 2008 to September 30, 2009. Staff is recommending that the Board approve the publication.

Mr. Coonrod made the motion to approve the Annual Listing of Obligated Projects. Ms. Officer seconded the motion and it was carried unanimously.

Mr. Coonrod made a comment on 60/65. It is almost like a work of art to see the spirals coming out of the ground and laid out. Mr. O'Neal commented about seeing the contractors diligently pursuing the work. Steel beams have already been set and continue to be set. Right now the first stage of the project is to complete those flyovers. It does change the scenery of the area. It appears as safe as possible. People are responding to the lower speed limit and are obeying the law.

Mr. Juranas stated that MoDOT appreciates everyone's patience with the project. MoDOT has also started working on 65 and there is some excavation going on in the median. The crews are installing retention storage of storm water so that water is not released any faster than it was released before. Many of those were buried quite deeply so that they do not release it too fast. There was concern about the safety related to those excavations, so that is why the road has 45mph posted among other steps to ensure the safety. Crews will be switching to 50mph and 60mph on the speed limits moving forward. There is also some bridge construction in the middle of the highway at the railroad bridge and another location.

Ms. Hacker asked if it was being engineered for earthquakes since it is so big and impressive. Mr. Juranas stated that there is actually no earthquake problem here. The region is actually very stable. In the event of an earthquake, the OTO region's duty is to support to the neighboring districts to the East as they react to the river bottom area which is expected to have extreme issues. Ms. Hacker asked about small earthquakes. Mr. Juranas stated that there are no design issues. Springfield is not in the seismic zones like St. Louis or the New Madrid.

DRAFT

Mr. Vicat asked if MoDOT was taking any time lapse pictures of the construction scenario. Mr. Juranas stated that Mr. Bob Edwards does photography in the public relation area. Staff does take photographs but he was not aware about that particular type. Ms. Officer stated that City Utilities did that with the new tower. It was very neat to see that on the internet. Mr. Juranas stated that there will be some cameras related to the traffic management center that will be installed with the project where real time images will be able to be seen.

Mr. Finnie made the motion to approve the Annual Listing of Obligated Projects. Mr. Bengsch seconded and the motion carried unanimously.

D. OTO Public Participation Plan (PPP) Update

Ms. Longpine stated that the plan was last updated in 2001. The policies and the guidelines in the plan are derived from federal regulations, public input, and current OTO practice. Some of what has changed or are different from how staff has done them in the past include the length of public comment periods and how TIP modifications are treated. In the past there was always a forty-five day public comment period, though federal law allows a thirty day public comment period for the adoption of the Long Range Transportation Plan, the Transportation Improvement Program, and the Transit Coordination Plan, and other plans that the OTO adopts. Those are listed in the Public Participation Plan as having a thirty day public comment period. Staff also separated TIP Amendments from Administrative Modifications. That is something that staff has not had before in the past. TIP Amendments are generally major revisions and require official approval by the OTO Board and will have a fifteen day public comment period. The Administrative Modifications are minor revisions that can be made by OTO Staff. Staff would be providing notification to the Technical Planning Committee, the OTO Board, MoDOT and FHWA/FTA. It will not require a public comment period. The plan outlines the differences between the two. Administrative Modifications are when there is a little change in the programmed funding amount, less than fifteen percent of the overall project or $2 million dollars, minor changes in the scope of the project, if the distance of the project change has to be less than quarter of a mile and moving funding within the year of the TIP, but keeping the amount the same. Minor items adjusting a project over time.

Another key part of the Public Participation Plan is the Evaluation Handbook, which is attached to the back of the plan and outlines the plan update process and how staff plans to use that input in the future and compare it over time and adjust the processes. The only thing that has changed since the Technical Planning Committee is the MoDOT comments that were received on the draft which meant some minor wording changes such as clarifying the approval for the Board of Directors and changing the word “reconstruction” to “system expansion”.

Mr. Coonrod stated page five of the targeted stakeholders, railroad services, particularly passenger rail, are not mentioned. The feeling is that the railroad should be included.

DRAFT

Ms. Longpine stated that as part of the Technical Planning Committee members Mr. Roger Howard with BNSF is included in the list, which was the railroad contact. Mr. Coonrod stated that maybe another railroad representative should be added in addition.

Mr. O'Neal stated that as part of the public comment period that was published and began on November 1 public comments were welcome. There were no public comments.

Mr. Finnie made the motion to approve the OTO Public Participation Plan. Ms. Officer seconded and the motion was carried unanimously.

Mr. Conklin stated that the update to the Public Participation Plan was a recommendation from Federal Highway. This is a federal requirement and the OTO is completing those items as recommended this past August during the certification review.

Mr. O'Neal stated that as a citizen, not just a member of this Board, that he was extremely interested in exploring the prospect of passenger rail in Springfield. He commented that the climate is better now than in the past and hopefully some federal money will be coming for rail. He would be meeting with Commissioner Coonrod in Jefferson City, with MoDOT, to discuss the possibilities of rail. Ms. Longpine stated that along the lines of what Commissioner Coonrod stated about the railroad representative, if there is anyone else that the Board thinks should be included please notify staff.

Mr. O'Neal stated that Mr. McIntosh might help since Congressman Blunt has some excellent contacts with BNSF.

E. SAFETEA-LU Rescission of STP-Urban Unobligated Funds

Mr. Conklin stated that staff is requesting the OTO Board approve the method of rescinding the funds that were associated with the SAFETEA-LU rescission that occurred on September 30, 2009. For OTO, $3,517,877.42 was required to be rescinded. The method that was utilized was an examination of the balance for OTO, which is around $13.4 million. The rescission represents 26.17% of the total unobligated balance. Staff looked at each jurisdiction's unobligated balance and applied the 26.17% to each balance, arriving at the $3.5 million. The Technical Planning Committee did recommend approval to the Board based on this methodology to rescind the funds. Off System Bridge & Enhancement funding was also subject to rescission, but MoDOT indicated to OTO that projects would not be canceled, but rather, the Enhancement Funding would be made up in future transportation bills. All Enhancement projects would still be funded. Staff is recommending that the Board of Directors approve this methodology for the $3.5 million dollars.

Mr. Bengsch made the motion to approve the distribution of the amounts to be rescinded of STP-Urban unobligated funds. Mr. Finnie seconded the motion.

DRAFT

Mr. O'Neal stated that it is an interesting proposition, though rather unfortunate, but the OTO did pretty well in obligating the funds.

Mr. Conklin stated that as a region, the OTO needed the Regional Progress Policy and fund spending policy. In July, Congressman Bond tried to fix the rescission. By September 30, there had been a lot of activity and discussion, however Congress could not come to agreement in time to fix it. It is December now and the likelyhood that this will be resolved is very unlikely. It is very interesting as a side note, that the OTO received $7.3 million in ARRA stimulus funds in January of this year, and then $3.5 million was rescinded in September.

Ms. Edwards stated that she just wanted to make everyone aware that the OTO will be running a deficit in Enhancement Funding of $553,000, so it will be a little bit of time before the MPO is able to fund any more Enhancement projects. No projects will be canceled, but rather, the funds will be taken from future balances.

Mr. Coonrod stated that he intended to vote against it since, because of the impact it has on the Off System Bridge Program throughout the state, and particularly District 8. The program is how Greene County helps a lot of the area counties with the Off System Bridge Fund Credit and $17 million is a pretty big dip to take.

Ms. Officer asked what the alternative would be to this. Mr. Coonrod stated that he hoped the alternative would be Congress. He stated his vote would signal that he did not support it.

Mr. O'Neal asked if there was anything that could be done by OTO. There has been a lot of discussion and background work done on this.

Mr. Conklin stated that OTO staff was notified at the end of August of the rescission by FHWA. Staff sent letters to Senator Bond's, Congressman Blunt's, and Senator McCaskill's Offices asking for them to fix the rescission. There were other organizations doing this as well. It seemed like it would be fixed by what was published, however, the lack of action has not been along the lines of what had been stated.

Mr. Juranas stated that Missouri's Congressional Delegation has tried to take every step possible to correct this. MoDOT appreciates that, but there has not been a consensus to get this done. It is not the belief that these funds will come back in this year. It is frustrating, but the Congressional Delegation has taken every step that they possibly could have.

Mr. Coonrod stated that he would agree with that. Mr. Finnie asked what happens when everyone votes no.

DRAFT

Mr. Conklin stated that the money has been rescinded. The OTO does not have a choice. The OTO is trying to come up with a methodology to pull back the $3.5 million from each jurisdiction. OTO is going to have to show that the region has $3.5 million less than it did prior to September 30.

Mr. O'Neal stated that it is the MPO's obligation to try and put some organization to the chaos created by the rescission.

Mr. Conklin stated that it is an obligation, because as an MPO, the funds are allocated by formula. Everyone has these balances out there and if it was not done by formula, OTO would just have a single balance and that would still be reduced by the $3.5 million.

Mr. O'Neal stated that the bottom line is if the OTO votes no then FHWA would be in charge of deciding whose projects they were going to cut. Mr. Conklin stated that something is going to have to happen.

Ms. Hacker stated that in the public that there is a lot of news on this. The idea that the MPO was handed a lot of money and bells were rung and then it was taken away and will not come back. The news is not talking about it in a way that people would see it as a reality. The question is, can the OTO do something to make it known in a bigger way?

Mr. Conklin stated that it has been difficult with all the other national issues that have been discussed, such as health care, energy, and everything else.

Mr. O'Neal commented that it was a big disappointment for the group that normally functions so well at understanding the issues at hand and approving projects. Mr. Conklin stated that the member jurisdictions do a good job of getting projects in the pipeline and obligated. With regard to the $3.5 million rescission, there really needs to be enough votes to pass this since the OTO needs to account for how the funds are spent. There is still $3.5 million less so that when so the planning and projects programmed needs to be $3.5 million less.

Mr. Thornsberry stated that hypothetically, if it is not passed, then, for example the City of Springfield has an unobligated balance of $7.6 million. If the City were to go out and obligate the funds, then they would really be spending some other jurisdictions funds, because that is not how it is going to be distributed. The OTO figured out a way to be fair with the distribution. If something is not done with the distribution, then when someone has projects ready to go, they can take other people's part of what they plan to spend. There does need to be a message sent. When the stimulus money was coming out, they were cautiously optimistic that at the end of the day that it might get balanced with a rescission.

Mr. Juranas stated that going along with this organization's method of operation, the ARRA funds were obligated by OTO faster than any MPO in the state. This

DRAFT

recognizes the oil that this group has in working together to move forward with projects and making decisions. This process that Mr. Conklin is trying to move forward with, speaks to that. To continue to work towards that, though frustrating, it probably needs to move forward.

The motion was carried with one no vote by Commissioner Coonrod.

F. STP-Urban Balance Annual Report Update

Ms. Edwards stated that at the last meeting, the STP-Urban Balance Report was presented and then tabled to be updated later with the rescission numbers. The report has now been updated with a total balance of $8.6 million; however that does include an estimated FY2010 appropriation of $6.2 million. The OTO is operating under continuing resolutions so that is staff's best estimate as to where the OTO will end up at the end of 2010. Without the 2010 number, there will be $5.3 million dollars available. The OTO is allowed to have $12.2 million, dollars so staff has programmed $3.5 million more that is required. The OTO is in good shape going into the next Fiscal Year. Unless the rescission gets repealed the OTO would not have to obligate anything else, with the inclusion of the MoDOT Cost Shares.

G. Limited English Proficiency Plan (LEPP)

Ms. Longpine stated that the Limited English Proficiency Plan is something that is required through a Presidential Order signed in August of 2000. It requires recipients of federal funds to ensure meaningful access to programs and activities by Limited English Proficiency Persons. What that means is on the Census there is a question that asks how well a person speaks English. The answers are very well, well, and not well, or not at all. Anyone who speaks less than very well is considered Limited English Proficient.

It is really to prevent national origin discrimination which is part of Title VI. The plan itself goes through analysis of which the most significant limited English proficiency populations are in the area; Spanish is the most prevalent, then German and French are next, but not necessarily by Limited English Proficient people. Those languages are what the OTO will focus on, so some of the comments that were received included a long list of a variety of languages that were spoken in the area. With that analysis, the plan outlines the resources the OTO has available, and the ways that the OTO can identify LEP people at meetings, provide translation, and interpretation services. This is also referenced in the PPP to tie it together. It is about how the staff and the organization can help those people access OTO activities. The only change with this plan since the Technical Planning Committee Meeting approved it is an incorporation of comments from GroupoLatino Americano. Staff had not received their survey at the time the plan was written. Their information was incorporated but the recommendations were not impacted.

Mr. O'Neal asked what the impact was on the OTO. Ms. Longpine stated it was based on the resources available and the significance of the population. The OTO is a small organization and is not required to translate every piece of paper that is put out.

DRAFT

If there is something that is known to drastically affect a member of one of these populations, then the OTO can find the resources to make the translations. It is a case by case basis. The plan outlines having that information available quickly. It is about identifying what things staff might need to do.

Mr. O'Neal stated that the 45 day notice for public comment was required. It was published November 1 so it was open for public comment. There was no public comment.

Mr. Coonrod made the motion to approve the OTO Limited English Proficiency Plan. Ms. Officer seconded and the motion carried unanimously.

H. Discussion of OTO STP-Urban Funding

Mr. Conklin stated that the OTO received a letter from the City of Willard, Republic and Strafford requesting that the OTO Board of Directors look at the By-laws and how STP-Urban funds are allocated within the OTO. The By-laws state that the planning formula is established by the OTO and is based on the jurisdictions in the urbanized area. The urbanized area is defined by the U.S. Census, so for those jurisdictions that are within that defined area, their population in the basis for allocating the STP-Urban funds.

The By-laws also state that any changes in the current formula would have to be approved by 100% vote of those jurisdictions within the urbanized area. The way the by-laws read today, is that those that are receiving an STP-Urban allocation will have to agree to change that formula. The cities of Willard, Republic and Strafford are not within the urbanized area so they are not receiving an allocation of those funds. After the 2010 Census it is expected that the urbanized area will be redrawn, and that would occur around 2012. It is not sure where the City of Willard will fall with the methodology used, since there have been issues with whether or not the airport zone between the City of Springfield and Willard and the limited development between there will affect the urbanized area for Willard. Republic would potentially become part of the urbanized area, but Strafford, there may not be enough population density.

There is another issue that OTO has been made aware of in 2005 and 2009, that is with regard to how the OTO distributes the sub-allocated funding. The federal register CFR § 450.324 talks about procedures or agreements that distribute sub-allocated surface transportation funds under 49 U.S.C. 5307 to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas that are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

The recommendation was made in 2005 and in 2009 there was a recommendation from FHWA shared with staff this past August with regards to how the OTO distributes money. There are two issues here in regards to this formula and whether it

DRAFT

was clearly shown to be considered as part of the metropolitan transportation process or does the organization do like St. Louis and Kansas City who have calls for projects and go through a selection process, to score and rank them and have a whole process where it is not sub-allocated by formula. This is a complex issue and it will not be resolved at this meeting. Staff would like the Board of Directors to appoint a sub-committee who will look at this issue and federal law and whether the OTO should change what it is doing. This is a recommendation from Federal Highway. Federal Highway did not write it down as a corrective action, but how the MPO funds are distributed should be examined.

Mr. Schoolcraft mentioned that it was brought up a couple of years ago and it was voted down by one vote. There was one person against it. He is requesting to look at data received if the OTO stays with this formula. It would be nice to have access to those funds on a consistent basis, but any change would change the formula altogether.

Mr. Vicat stated that he agreed with Mr. Schoolcraft. He liked the idea of a sub-committee taking a look at it.

Ms. Stainback stated that in the spirit of regionalism there should be no reason not to take a look at it. She wondered if the realism of getting a recommendation to the Board in the next meeting was doable. She thought it might be an aggressive timeline with the amount of work coming and the fact that the next few weeks might be lost with the holidays.

Mr. Thornsberry asked if this subcommittee's recommendations would go through the Technical Planning Committee or get input from the Technical Committee.

Mr. Finnie stated that he wanted to amend it to include a request that the Technical Committee be a part of this process and give the Board a formal recommendation and report back when the sub-committee feels it is appropriate.

Mr. Thornsberry stated that Springfield and Greene County several years ago actually shared some of their revenues with the communities that did not meet the density to be included. The committee could probably look at trying to craft something to come back if it is on a sharing based formula like now. He did not think that the bigger question could be addressed in that time period. He recalled that only Republic is a small city designation being over 5,000 in population. The way it was structured last time was that the jurisdictions that got small cities were made whole with supplemental. The cities that did not qualify as small cities were made whole too.

Ms. Burkes stated that the Census Data would probably be available early 2011 because of the redistricting so the Congressional Districts will become effective for the 2012 elections. This will have to be voted on and passed in early to mid 2011 in order to be in effect for those elections. This particular Census information might not be at the right geographical level for OTO's needs, however.

DRAFT

Mr. O'Neal stated that the Census data might change the numbers of the fund groups. Mr. Conklin stated that yes in the urbanized area of population, the population of the 2010 Census will be out earlier, whether or not the urbanized area boundary delineation might be later. Potentially OTO may have additional one or two jurisdictions that may become part of OTO. OTO could potentially have additional jurisdictions that could add to the complexity of the issue.

Mr. Schoolcraft stated that this should be moved to a subcommittee to have a least some direction before the next meeting. He understood the need to have the Technical Committee involved but thought that the idea or direction should come from the Board and then sent to the Technical Committee for their input. If it is going to be something that rules the way the members function as a Board with allocations, it should be an idea that comes from the Board first then sent down for review.

Mr. Finnie stated that he respectfully disagreed with Mayor Schoolcraft. He thought it should go between the subcommittee and the Technical Committee before coming to the Board. It would make it a lot smoother and would be consistent with how things have been going the last year or two, which have been remarkably smooth and very well done. That collaboration through the Technical Committee and the subcommittee could be used.

Mr. Finnie made the motion to refer this issue to a subcommittee and that the Executive Committee appoint the subcommittee and that the subcommittee work with the Technical Committee in coming up with a recommendation and bringing it back when appropriate. Ms. Hacker seconded and the motion carried it unanimously.

I. OTO Nominating Committee Report

Mr. Conklin stated that the By-laws require that election of the four positions for the 2010 OTO Board of Directors. There was a nominating committee that was made up of Marc Thornsberry, Harold Bengsch, Jim Bresee, and Jamie Schoolcraft, which met last month. The nominating committee has presented a slate of officers at this meeting. The nomination includes Dave Coonrod as Chairman, John Grubaugh as Vice Chairman, Howard Fisk continuing on as Secretary and Lisa Officer continuing on as Treasurer in 2010. All four individuals that were nominated have agreed to take the position if nominated.

Staff is asking the Board of Directors to move to accept the slate of officers as recommended by the 2010 Nominating Committee.

Ms. Stainback made the motion to accept the slate of officers as recommended by the 2010 Nominating Committee. Mr. Finnie seconded and the motion was carried unanimously.

DRAFT

J. Quarterly Financial Report

Ms. Officer stated that included in the OTO Quarterly Financial Report is the Balance Sheet and the July-September Profit and Loss Statement and Budget comparisons. On the Profit and Loss Budget Comparison, there were total revenues of the first three months of the fiscal year in the amount of $250,000.00. There were total expenses in the amount $105,000.00, so there was a net income in the amount $144,500. The OTO is well within the annual budget for the year. The organization is under budget in all the expense categories for the year, except for one which was GIS maintenance. Since this was the first full year of operating outside of the City of Springfield the budget was estimated so it is actually good that only one category is over. Balance Sheet wise, there is $80,000 in the bank.

Mr. O'Neal stated he appreciated the work that Ms. Officer did. She volunteers and does other things in the community and he appreciates it.

Ms. Hacker made the motion to accept the First Quarter Financial Report. Mr. Vicat seconded and the motion was carried unanimously.

K. Insurance Allowance

Ms. Edwards stated that being a small organization, the OTO had to be creative when establishing the benefits package. To keep costs low, an insurance reimbursement of $4,200 was given to each employee. As a small organization, OTO could not afford group insurance as the price was pretty prohibitive. Employees were not eligible for LAGERS, so a percentage of salary as a contribution is placed into a SEP retirement plan. Staff asked a CPA to review what was done to make sure everything was calculated correctly and within tax law.

The CPA replied with a letter that has some recommendations, with one serious one that states that the OTO might be in violation of the IRS Code that requires the Medical Insurance arrangements to be non-discriminatory. In the event that someone was uninsurable, by the OTO giving a reimbursement in a certain dollar amount would be considered discriminatory since they could not get the medical coverage to begin with. For this potential employee that the OTO hires, it would be discriminatory towards them.

The CPA gave some options. The one that staff prefers is doing the insurance allowance instead of just the insurance reimbursement. Instead of getting reimbursed for actual expenses, the amount of $175 per pay check would be added to the check. There will be no more submitting proof of insurance, so that person who could not get insurance would not be discriminated against. There is a cafeteria plan in place that requires any new elections to be put into place by January 1. There is not a lot of time to explore options.

Mr. Coonrod questioned whether this arrangement puts the burden of taxable income onto the employee.

DRAFT

Ms. Edwards stated that most of the employees have a group health plan through their spouse, so costs are already tax-free since they are going through their spouse's plan. Some individuals have plans that could be paid pretax since those benefit are not going through another payer. However, there is a $5,000 a year cafeteria though which premiums can be run, benefiting OTOs tax liability.

Mr. O'Neal stated that it is a small organization and the concern is that no one ends up without health coverage. It is a choice if an employee receives the stipend to buy the insurance or not. In a small organization, there is a better handle on that it since they know each other and whether they have spouse coverage. As the organization grows larger this policy would need to be revisited to adapt to the change of a larger organization, which would be more conducive to a group health policy or so similar benefit.

Ms. Officer stated that she had the same concern. Her concern is that in two years employees would see it as part of their base pay. It would be difficult at that point to back out of it, since people will treat it as their base pay.

Ms. Edwards stated that the only caveat is that the paystub itself states salary then insurance reimbursement separately. It could change to insurance allowance, so that when the employees look at the paystub they are broken down separately.

Mr. O'Neal stated that is part of the territory with a small organization. The organization is in a violation so to speak and an adjustment will need to be made to stay in compliance with how it is all done.

Ms. Edwards stated that on the upside, there will be no more receipts to review every time. It will make the payroll process easier to process since staff spends several hours each payroll reviewing such reimbursements.

Mr. Finnie stated that for those who are going to put premiums in the cafeteria plan everyone knows that even if an employee has insurance anymore there can be a fair amount of expense during the year just on the deductibles. There are several things that can go through the cafeteria plan that can eat it up.

Ms. Edwards stated that if the question is if there is enough room in the cafeteria plan for the premiums, there is only one employee with the maximum election. No one else is getting close to that.

Ms. Officer stated that she did not think it was a problem because there is no issue right now. There are enough employees to offer group, but almost everyone else is covered by their spouses plan so they do not want to participate in the group plan.

Mr. O'Neal stated that this is a temporary situation. It can be reviewed yearly and it is taxable income so the employees just pay their taxes. The organization stays square

DRAFT

with the IRS as an employer; the employee stays square with paying taxes on income. The employees can utilize the other tax packages such as the flex pay systems and cafeteria plans.

Mr. Bengsch asked if the action taken here could be for one year only.

Mr. O'Neal stated that a motion is needing to be crafted. He commented that until the organization grows enough, this is the recommended way to go. If the employment census was to change dramatically then it could be revised.

Mr. Bengsch stated that what happens in Washington could change everything. He would only support it if there was some sort of motion that brought this back to the Board in a year for review.

Mr. O'Neal stated that the Board could do it for this Fiscal year; it could be tied to this fiscal year.

Mr. Conklin stated that the fiscal year is July 1 through June 30, however, the 125 cafeteria plan is on a calendar year. In order to administer the plan it would be nice to have it on a calendar year.

Mr. Bengsch made the motion to approve an insurance allowance effective January 1, 2010 to December 31, 2010. Ms. Hacker made the motion and it carried unanimously.

L. Public Comments
None.

II. Other Business

A. Board of Directors Member Announcements
Ms. Hacker brought up the issue discussed earlier about trying to make a public statement on the rescission. Mr. O'Neal stated that the City's PIO might be able to work with the OTO. The Board took a formal action and needs to make that action public with the appropriate background as to why the action was necessary.

Ms. Hacker stated that the Willard students will be on the evening news and this was done after the media left. The people should see both sides of what is happening. Mr. O'Neal stated that rarely does the OTO have media cover it. Ms. Edwards stated she would craft a statement and submit it to the City of Springfield PIO. Mr. O'Neal stated that would be in recognition of the problem and the public should be made aware.

III. Adjournment

Meeting adjourned at 1:28 p.m.

DRAFT

TAB 2

BOARD OF DIRECTORS AGENDA 02/18/10; ITEM II.A.

Update on EPA Review of Ozone Standards and Impact to OTO

Ozarks Transportation Organization
(Metropolitan Planning Organization)

AGENDA DESCRIPTION:

EPA has announced potential reductions to the ozone standard from 75 parts per billion (ppb) to 60-70ppb. The new ozone value will be set in August 2010 and new non-attainment areas will be designated in August 2011. The region's current design value for 2007-2009 is 69 ppb. If the new standard is lowered below the current design value, or if a few hot summers raises the design value, the region could be designated non-attainment for ozone.

Mobile sources (the transportation sector) are one source of ozone. Because of this relationship, the 1990 Clean Air Act Amendments placed greater emphasis on transportation sources and connections between air quality planning and transportation planning. The result is that the MPO is responsible for determining transportation conformity for the region. Transportation conformity is a way to ensure that Federal funding and approval goes to those transportation activities that improve air quality goals. Transportation conformity determinations are required for the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and occasionally at the specific project level.

Conformity is established by analyzing highway volume and transit usage numbers derived from the LRTP and TIP, as calculated by the transportation demand model. This information is combined with other known factors, such as the age and quantity of vehicles in the region, to arrive at projected future emissions which would result from a transportation system as presented in the LRTP and TIP. Future fuel type and economy standards are taken into consideration when projecting possible emissions. Conformity is determined if the projected emissions are less than those allowed in the budgets set forth by the State Implementation Plan (SIP) for the non-attainment area.

The SIP, a document that is developed locally, demonstrates how an area will meet the ozone standard. The SIP allocates emissions reductions among all categories of emissions, including on-road, non-road, stationary, and area sources. A budget is established for said sources. The SIP may then identify transportation control measures or strategies that may be necessary to reduce emissions. Transportation projects that relieve congestion and improve traffic flow are an example of a transportation control measures. The use of these control measures can improve the chances of meeting conformity. If conformity is not determined by the set deadline, then there is a conformity lapse and the use of Federal funds is restricted. A single 12-month grace period is available to correct the problem before a lapse occurs. Once conformity is determined, a letter stating so is provided by the OTO Board to FHWA and FTA.

Transportation conformity is to be an interagency process that also involves the public and is federally mandated to be led by the OTO. The projected region for non-attainment designation for the Springfield metropolitan area includes Greene, Christian, Stone and Taney counties. OTO's boundary only covers portions of Greene and Christian counties. The remaining area is referred to as a donut area. One key point of transportation conformity determination is that the MPO is also responsible for said determination in the donut area as well, in other words, for all of the designated non-attainment area.

Currently, two other MPOs in Missouri model for transportation conformity, the Mid-America Regional Council (MARC) and the East West Gateway Council of Governments (EWGCOG). In both of these regions as well, the air quality planning boundary does not match the metropolitan planning area boundary.

The included brochure from FHWA further describes this process.

BOARD OF DIRECTORS ACTION REQUESTED:

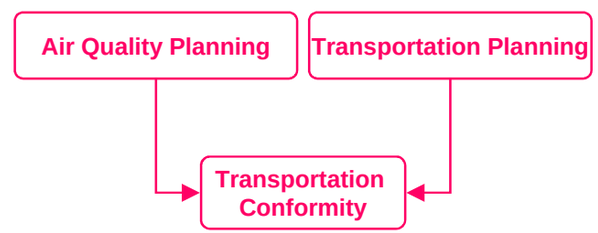
Informational Only – No Action Required

Transportation Conformity

What is transportation conformity?

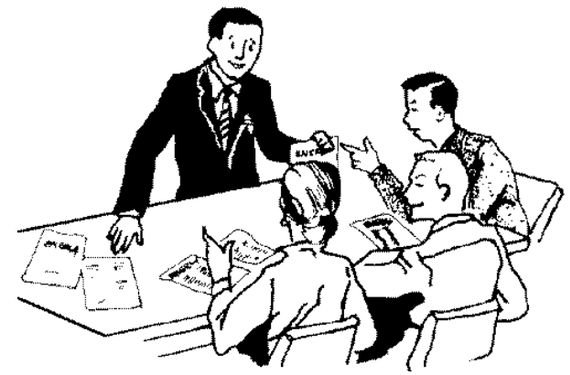
Transportation conformity ("conformity") is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans, transportation improvement programs (TIPs) and projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter or nitrogen dioxide. These areas are known as "nonattainment areas" or "maintenance areas," respectively.

A conformity determination demonstrates that the total emissions projected for a plan or program are within the emissions limits ("budgets") established by the air quality plan or State Implementation Plan (SIP), and that transportation control measures (TCMs) are implemented in a timely fashion.



Who makes a conformity determination?

Metropolitan Planning Organization (MPO) policy boards make initial conformity determinations in metropolitan areas, while State Departments of Transportation (DOTs) usually do so in areas outside of MPOs. Conformity determinations must also be made at the Federal level by FHWA/FTA.



How often are conformity determinations required?

Conformity determinations must be made at least every four years, or when transportation plans or TIPs are updated.

U.S. Department of Transportation
Federal Highway Administration

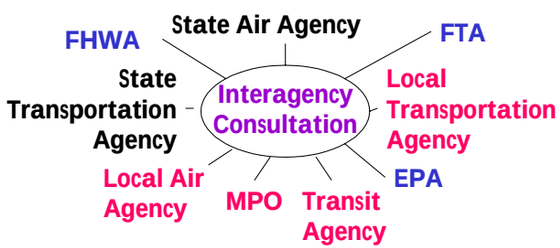
Federal Highway Administration
HEPN, Room 3240
Washington, DC 20590

www.fhwa.dot.gov/environment

U.S. Department of Transportation
Federal Highway Administration

Who is involved in determining conformity?

A formal interagency consultation process involving the Environmental Protection Agency (EPA), FHWA, FTA and State and local transportation and air quality agencies is required in developing SIPs, TIPs and transportation plans, and in making conformity determinations.



How do we involve the public?

Conformity analysis is made available to the public as part of the MPO and/or State DOT planning processes. MPOs are required to make transportation plans, TIPs, and conformity determinations available to the public, accept and respond to public comment, and provide adequate notice of relevant public meetings. Project sponsors must also include appropriate public involvement during project development.

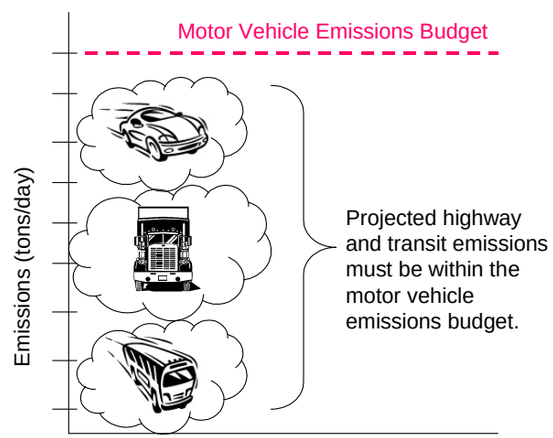
How do we determine conformity?

Regional emissions are estimated based on highway and transit usage according to transportation plans and TIPs. The projected emissions for the plan and TIP must not exceed the emissions limits (or "budgets") established by the SIP. Also, the MPO is required to demonstrate that TCMs are implemented in a timely fashion.

What are emissions budgets?

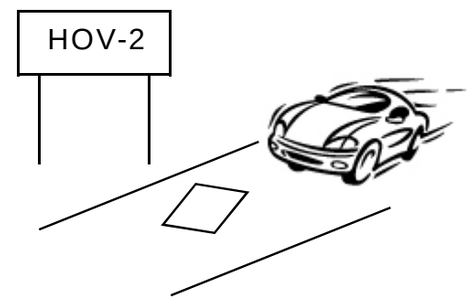
The SIP places limits on emissions of each pollutant for each source type (mobile, stationary and area sources). Projected emissions from highway and transit usage must be less than or equal to the emissions limits for on-road mobile vehicles that are established by the SIP. These emissions limits for motor vehicle emissions sources are called "budgets."

Budgets are developed as part of the air quality planning process by State air quality/environmental agencies, and approved by EPA. Transportation agencies participate in this process.



What are transportation control measures (TCMs)?

Areas can include TCMs in their SIPs. TCMs are specific programs designed to reduce emissions from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Examples include programs for improving public transit, developing high occupancy vehicles (HOV) facilities, and ordinances to promote non-motor vehicle travel.



What are some options that can be considered in transportation plan and TIP development to offset or reduce motor vehicle emissions?

Examples of methods for reducing motor vehicle emissions include: transit improvements, HOV lanes, signal timing, bicycle and pedestrian facilities, and land use planning.

What happens if a conformity determination is not made?

When a conformity determination is not made according to schedule, there is a conformity lapse and the use of Federal-aid funds is restricted. Exceptions include: safety projects, certain mass transit projects, transportation control measures in approved SIPs, and projects that are already authorized.

What is project-level conformity?

In carbon monoxide and particulate matter nonattainment and maintenance areas, additional localized or microscale analysis may be necessary to determine project-level conformity for Federally funded or approved highway and transit projects. These projects must come from a currently conforming transportation plan and TIP. This analysis is sometimes referred to as "hot-spot analysis".

TAB 3

BOARD OF DIRECTORS AGENDA 02/18/10; ITEM II.B.

OTO Fleet Management Subcommittee

Ozarks Transportation Organization
(Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO staff is requesting the creation of an OTO Fleet Management Subcommittee that would report to the Technical Committee and the Board of Directors. This subcommittee would address current and emerging freight and fleet issues in the OTO area related to transportation planning, alternative fuels, best practices, and the use of new technology.

OTO will need to plan for and have good fleet data upon becoming non-attainment. This data will be used to model the mobile sources of NOx and VOC and other emissions which could include greenhouse gases (GHG) in the next Transportation Bill.

OTO would like to coordinate this discussion regarding air quality related to transportation mobile sources and the use of compressed natural gas (CNG), biodiesel, idle reduction policies, diesel oxidation catalysts, 2010 fuel standards, coolant heaters and auxiliary power units, and other alternative fuels and technologies as part of the long range transportation plan update.

BOARD OF DIRECTORS ACTION REQUESTED

That a member of the Board of Directors makes one of the following motions:

"Move to create an OTO Fleet Management Subcommittee."

OR

"Move to direct staff to consider the following…"

TAB 4

BOARD OF DIRECTORS AGENDA 02/18/10; ITEM II.C.

OTO Journey 2030 Long Range Transportation Plan (LRTP) Update

Ozarks Transportation Organization
(Metropolitan Planning Organization)

AGENDA DESCRIPTION:

The OTO's Long Range Transportation Plan (LRTP) was last adopted in April of 2006. The federal requirements relating to the metropolitan planning process states that the LRTP be updated every five years. In order to attain approval of an updated LRTP by April of 2011, staff is commencing the update process this year. Staff has developed a timeline for the update process and has begun outlining the elements to be included in the plan update.

Public involvement is a key component of all OTO's planning processes and, as recommended in the OTO Public Participation Plan, a separate Plan-specific public participation plan will be developed. Components of the public participation process include the utilization of the OTO website, a public citizen survey, regional public meetings both at the beginning of the plan and at its conclusion, a brainstorming workshop, and a collection of subcommittees relating to the various modes of transportation discussed in the plan, as well as fleet management. The OTO Technical Planning Committee will serve as the planning committee directing the evolution of the LRTP update.

The LRTP update will contain the following elements:

- Public Participation Plan
- Regional Trends
- Street and Highway
- Intracity Public Transit
- Intercity Passenger Transportation
- Bicycle
- Pedestrian
- Aviation
- Goods Movement
- Transportation Demand Management
- Environmental Considerations > Air Quality, Historical, Natural, Endangered, Fleet Management, Sustainability
- Safety
- Project Prioritization Process and Project Selection
- Financial Capacity and Constraint

Each plan element will include:

- Vision and Goals
- Analysis of Existing Conditions
- Recommendations
- Strategies/Projects > Short Term, Long Term, Vision

This planning process will also serve as the process for updating the City of Springfield strategic plan. As the City wants to achieve a regional perspective on transportation for the purposes of updating their plan, and since the timing of both planning processes coincided, it was practical that a duplication of effort be avoided. The goals and resulting strategies from the OTO planning process will be funneled into the overarching process and format the City of Springfield is employing.

This entire effort will continuously consider the 8 Planning Factors as required of Metropolitan Planning Organizations in SAFETEA-LU:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

BOARD OF DIRECTORS ACTION REQUESTED:

Informational Only – No Action Required

TAB 5

BOARD OF DIRECTORS AGENDA 02/18/10; ITEM II.D.

Amendment Number Three to the FY 2010-2013 Transportation Improvement Program

Ozarks Transportation Organization
(Metropolitan Planning Organization)

AGENDA DESCRIPTION:

There are twelve amendments included as part of TIP Amendment Number Three to the FY 2010-2013 Transportation Improvement Program.

1) MoDOT and the City of Battlefield are requesting the addition of a project to resurface FF Highway from Weaver Road to Haseltine Road in the amount of $251,000.

2) MoDOT is requesting to add a project to construct ADA improvements at the Kearney and Summit intersection in the amount of $2,000.

3) MoDOT is requesting to add a project to make rail crossing safety improvements at the Kissick Avenue BNSF Crossing in the amount of $3,000.

4) MoDOT is requesting to add a design project in the amount of $50,000 to relocate Eastgate Avenue on Chestnut Expressway.

5) MoDOT is requesting $40,000 to scope and design the rehabilitation of the Route 160 bridge over 1-44.

6) MoDOT is requesting to add $70,000 for right-of-way acquisition to the US 60 (James River Freeway) and US 160 (Campbell) interchange scoping project.

7) The City of Battlefield is requesting to add a project to conduct an Access Management Study on M Highway in the amount of $20,000.

8) The City of Battlefield is requesting to program STP-Urban funds for the construction of 700 linear feet of new sidewalk along Elm Street from Cloverdale Lane west to Tower Drive.

9) The City of Springfield is requesting to reduce the total project costs of the Walnut Street Phase III Streetscape project.

10) The City of Springfield is requesting to reduce the total project costs of the Boonville Phase IV Streetscape project.

11) The City of Springfield is requesting to reduce the total project costs of the Wilhoit Plaza Streetscape project.

12) The City of Springfield is requesting to add an enhancement project for Park Central East and West in the amount of $322,000.

Please see the attached TIP pages for more information.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

The Technical Planning Committee unanimously recommended approval of the 12 amendments to the FY 2010-2013 Transportation Improvement Program.

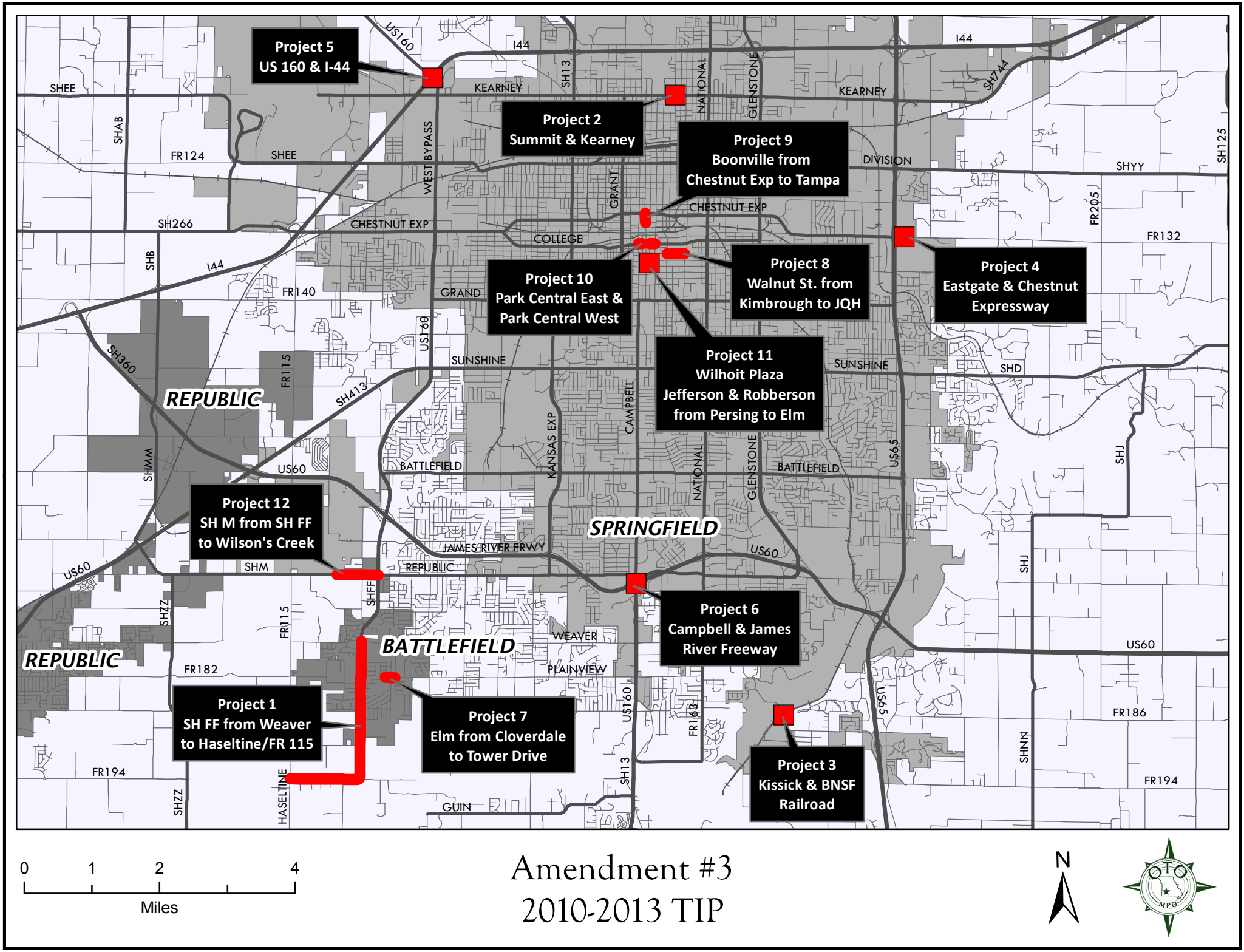
BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Board of Directors makes one of the following motions:

"Move to approve Amendment Number Three to the FY 2010-2013 Transportation Improvement Program."

OR

"Move to return the requested TIP amendment to the Technical Planning Committee and ask that the Technical Planning Committee consider the following…"



Amendment #3
2010-2013 TIP

PROPOSED

CITY OF BATTLEFIELD		Funding		Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	**ROUTE FF RESURFACING**	PE	FHWA(STP-U)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ 17,000	$ -	$ -	$ -	$ 17,000
MoDOT #	**8S2233**		Local	$ -	$ -	$ -	$ -	$ -
TIP #	**BA1001**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Resurface roadway from south of Weaver Road to Haseltine Road.	ROW	FHWA(STP-U)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(STP-U)	$ 68,340	$ -	$ -	$ -	$ 68,340
Federal Funding Category	STP-Urban		MoDOT	$ 165,660	$ -	$ -	$ -	$ 165,660
MoDOT Funding Category	TCOS		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
Up to $70,000 of STP-Urban funds to pay for 50% of the project cost in the City of Battlefield. Engineering to be paid for by District 8 operations budget. Project			**TOTAL**	**$ 251,000**	**$ -**	**$ -**	**$ -**	**$ 251,000**

PROPOSED

CITY OF SPRINGFIELD		Funding		Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	**KEARNEY AND SUMMIT ADA IMPROVEMENTS**	PE	FHWA(STP)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ 2,000	$ -	$ -	$ -	$ 2,000
MoDOT #	**TBA**		Local	$ -	$ -	$ -	$ -	$ -
TIP #	**SP1022**		Other	$ -	$ -	$ -	$ -	$ -
Description:	ADA improvements at the Route 744 (Kearney Street) and Summit Avenue intersection	ROW	FHWA(STP)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(STP)	$ -	$ -	$ -	$ -	$ -
Federal Funding Category	STP-Urban		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category	Major Projects and Emerging Needs		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Scoping and Design		Other	$ -	$ -	$ -	$ -	$ -
Engineering to be paid for by District 8 operations budget.			**TOTAL**	**$ 2,000**	**$ -**	**$ -**	**$ -**	**$ 2,000**

PROPOSED

CITY OF SPRINGFIELD		Funding		Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	**KISSICK AVENUE AT BNSF RAILWAY**	PE	FHWA(STP)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT #	**RRP000S289**		Local	$ -	$ -	$ -	$ -	$ -
TIP #	**SP1023**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Install permanent yield signs and upgrade devices from passive warning devices at Kissick Road, highway/rail grade crossing, near Springfield on the BNSF railway	ROW	FHWA(STP)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(STP)	$ -	$ -	$ -	$ -	$ -
Federal Funding Category	N/A		MoDOT	$ 3,000	$ -	$ -	$ -	$ 3,000
MoDOT Funding Category	Grade Crossing Safety Account		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
DOT#: 435-217R . Funds from existing balance in MoDOT GCSA account.			**TOTAL**	**$ 3,000**	**$ -**	**$ -**	**$ -**	**$ 3,000**

PROPOSED

CITY OF SPRINGFIELD		Funding		Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	**EASTGATE AVENUE RELOCATION**	PE	FHWA(STP)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ 50,000	$ -	$ -	$ -	$ 50,000
MoDOT #	**8P0850B**		Local	$ -	$ -	$ -	$ -	$ -
TIP #	**SP1024**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Design to relocate Eastgate Avenue at Chestnut Expressway.	ROW	FHWA(STP)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(STP)	$ -	$ -	$ -	$ -	$ -
Federal Funding Category	STP		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category	Major Projects and Emerging Needs		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Design		Other	$ -	$ -	$ -	$ -	$ -
Relates to project 8P0850, Route 65 and Chestnut Expressway interchange improvements. Engineer funds are provided by MoDOT's District 8 operating			**TOTAL**	**$ 50,000**	**$ -**	**$ -**	**$ -**	**$ 50,000**

PROPOSED

CITY OF SPRINGFIELD			Funding	Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	**ROUTE 160 BRIDGE OVER I-44**	PE	FHWA(STP)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ 40,000	$ -	$ -	$ -	$ 40,000
MoDOT #	**8P2231**		Local	$ -	$ -	$ -	$ -	$ -
TIP #	**SP1025**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Scoping and design to rehabilitate the Route 160 bridge over I-44.	ROW	FHWA(STP)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(STP)	$ -	$ -	$ -	$ -	$ -
Federal Funding Category	STP		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category	Taking Care of the System		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Scoping and design		Other	$ -	$ -	$ -	$ -	$ -
Project involves bridge A3623. Engineer funds are provided by MoDOT's District 8 operating budget.			**TOTAL**	**$ 40,000**	**$ -**	**$ -**	**$ -**	**$ 40,000**

EXISTING

CITY OF SPRINGFIELD			Funding	Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	US 60 (JRF) AND US 160 (CAMPBELL) INTERCHANGE SCOPING	ENG	FHWA(NHS)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ 75,000	$ -	$ -	$ -	$ 75,000
MoDOT #	8P0792		Local	$ -	$ -	$ -	$ -	$ -
TIP #	SP1015		Other	$ -	$ -	$ -	$ -	$ -
Description:	Scoping to imprve interchange safety and capacity	ROW	FHWA(NHS)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(NHS)	$ -	$ -	$ -	$ -	$ -
Federal Funding Category	NHS		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category	Major Projects and Emerging Needs		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Engineering		Other	$ -	$ -	$ -	$ -	$ -
			TOTAL	$ 75,000	$ -	$ -	$ -	$ 75,000

PROPOSED

CITY OF SPRINGFIELD			Funding	Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	US 60 (JRF) AND US 160 (CAMPBELL) INTERCHANGE	PE	FHWA(NHS)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ 75,000	$ -	$ -	$ -	$ 75,000
MoDOT #	8P0792		Local	$ -	$ -	$ -	$ -	$ -
TIP #			Other	$ -	$ -	$ -	$ -	$ -
Description:	Design and right-of-way acquisition for interchange improvements.	ROW	FHWA(NHS)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ 70,000	$ -	$ -	$ -	$ 70,000
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(NHS)	.	$ -	$ -	$ -	$ -
Federal Funding Category	NHS		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category	Major Projects and Emerging Needs		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Engineering, ROW		Other	$ -	$ -	$ -	$ -	$ -
ROW funds will come from District 8 cost savings and available funds balances.			TOTAL	$ 145,000	$ -	$ -	$ -	$ 145,000

PROPOSED

CITY OF BATTLEFIELD			Funding	Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	ENGINEERING STUDY OF HWY M FROM STATE HWY FF TO WILSON'S CREEK	PE	FHWA(STP-U)	$ 16,000	$ -	$ -	$ -	$ 16,000
			MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT #			Local	$ 4,000	$ -	$ -	$ -	$ 4,000
TIP #	**BA0801**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Study for property access from Highway M between State Highway FF and Wilson's Creek.	ROW	FHWA(STP-U)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(STP-U)	$ -	$ -	$ -	$ -	$ -
Federal Funding Category	STP-Urban		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category	TCOS		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
Local Funding from City sales tax revenue.			**TOTAL**	**$ 20,000**	**$ -**	**$ -**	**$ -**	**$ 20,000**

PROPOSED

ENHANCEMENTS CITY OF BATTLEFIELD			Funding	Fiscal Year 2009	2010	2011	2012	TOTALS
Project:	ELM STREET SIDEWALK	PE	FHWA(NHS)	$ -	$ 2,000	$ -	$ -	$ 2,000
			MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT #			Local	$ -	$ 500	$ -	$ -	$ 500
TIP #	EN1003		Other	$ -	$ -	$ -	$ -	$ -
Description:	~700 lf of new sidewalk along Elm Street from Cloverdale Lane west to Tower Drive	ROW	FHWA(NHS)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(NHS)	$ -	$ -	$ -	$ -	$ -
Federal Funding Category	STP-Urban		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category	N/A		Local	$ -	$ -	$ -	$ -	$ -
Work or Fund Category	PE		Other	$ -	$ -	$ -	$ -	$ -
			TOTAL	$ -	$ 2,500	$ -	$ -	$ 2,500

EXISTING

ENHANCEMENTS CITY OF SPRINGFIELD			Funding	Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	WALNUT STREET STREETSCAPE PH III	ENG	FHWA(ENH)	$ 50,109	$ -	$ -	$ -	$ 50,109
			MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT #			Local	$ 16,951	$ -	$ -	$ -	$ 16,951
TIP #	EN0802		Other	$ -	$ -	$ -	$ -	$ -
Description:	Improvements from Kimbrough Avenue to John Q. Hammons Parkway	ROW	FHWA(ENH)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(ENH)	$ 448,291	$ -	$ -	$ -	$ 448,291
Federal Funding Agency	Enhancement		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category			Local	$ 151,649	$ -	$ -	$ -	$ 151,649
Work or Fund Category	Construction/Engineering		Other	$ -	$ -	$ -	$ -	$ -
Reprogrammed to FY2010			TOTAL	$ 667,000	$ -	$ -	$ -	$ 667,000

PROPOSED

ENHANCEMENTS CITY OF SPRINGFIELD			Funding	Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	WALNUT STREET STREETSCAPE PH III	ENG	FHWA(ENH)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT #			Local	$ -	$ -	$ -	$ -	$ -
TIP #	EN0802		Other	$ -	$ -	$ -	$ -	$ -
Description:	Improvements from Kimbrough Avenue to John Q. Hammons Parkway	ROW	FHWA(ENH)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(ENH)	$ 480,000	$ -	$ -	$ -	$ 480,000
Federal Funding Agency	Enhancement		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category	N/A		Local	$ 120,000	$ -	$ -	$ -	$ 120,000
Work or Fund Category	Construction/Engineering		Other	$ -	$ -	$ -	$ -	$ -
Reprogrammed to FY2010			TOTAL	$ 600,000	$ -	$ -	$ -	$ 600,000

EXISTING

ENHANCEMENTS CITY OF SPRINGFIELD			Funding	Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	BOONVILLE AVENUE STREETSCAPE PHASE IV	ENG	FHWA(ENH)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT #			Local	$ -	$ -	$ -	$ -	$ -
TIP #	EN0808		Other	$ -	$ -	$ -	$ -	$ -
Description:	Improvements on Boonville from Chestnut to Tampa	ROW	FHWA(ENH)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(ENH)	$ 540,000	$ -	$ -	$ -	$ 540,000
Federal Funding Category	Enhancement		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category	N/A		Local	$ 135,000	$ -	$ -	$ -	$ 135,000
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
Reprogrammed to FY2010			TOTAL	$ 675,000	$ -	$ -	$ -	$ 675,000

PROPOSED

ENHANCEMENTS CITY OF SPRINGFIELD			Funding	Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	BOONVILLE AVENUE STREETSCAPE PHASE IV	ENG	FHWA(ENH)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT #			Local	$ -	$ -	$ -	$ -	$ -
TIP #	EN0808		Other	$ -	$ -	$ -	$ -	$ -
Description:	Improvements on Boonville from Chestnut to Tampa	ROW	FHWA(ENH)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(ENH)	$ 489,600	$ -	$ -	$ -	$ 489,600
Federal Funding Category	Enhancement		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category			Local	$ 122,400	$ -	$ -	$ -	$ 122,400
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
Reprogrammed to FY2010			TOTAL	$ 612,000	$ -	$ -	$ -	$ 612,000

EXISTING

ENHANCEMENTS CITY OF SPRINGFIELD			Funding	Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	WILHOIT PLAZA	ENG	FHWA(ENH)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT #	EN0710		Local	$ -	$ -	$ -	$ -	$ -
TIP #			Other	$ -	$ -	$ -	$ -	$ -
Description:	Provide decorative sidewalks, accesibility features, landscaping, site amenities, etc on Jefferson and Robberson Avenues between Pershing and Elm Streets.	ROW	FHWA(ENH)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(ENH)	$ 160,000	$ -	$ -	$ -	$ 160,000
Federal Funding Category	Enhancement		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category			Local	$ 40,000	$ -	$ -	$ -	$ 40,000
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
Project was orignally approved in 2007. Local Funding is from Springfield 1/4 cent Sales Tax plus a $2,500 developer donation.			TOTAL	$ 200,000	$ -	$ -	$ -	$ 200,000

PROPOSED

ENHANCEMENTS CITY OF SPRINGFIELD			Funding	Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	WILHOIT PLAZA	ENG	FHWA(ENH)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT #	EN0710		Local	$ -	$ -	$ -	$ -	$ -
TIP #			Other	$ -	$ -	$ -	$ -	$ -
Description:	Provide decorative sidewalks, accesibility features, landscaping, site amenities, etc on Jefferson and Robberson Avenues between Pershing and Elm Streets.	ROW	FHWA(ENH)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(ENH)	$ 93,000	$ -	$ -	$ -	$ 93,000
Federal Funding Category	Enhancement		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category			Local	$ 93,000	$ -	$ -	$ -	$ 93,000
Work or Fund Category	Construction		Other	$ -	$ -	$ -	$ -	$ -
Project was orignally approved in 2007. Local Funding is from Springfield 1/4 cent Sales Tax plus a $2,500 developer donation.			TOTAL	$ 186,000	$ -	$ -	$ -	$ 186,000

PROPOSED

ENHANCEMENTS CITY OF SPRINGFIELD			Funding	Fiscal Year 2010	2011	2012	2013	TOTALS
Project:	**PARK CENTRAL EAST AND WEST**	ENG	FHWA(ENH)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT #			Local	$ -	$ -	$ -	$ -	$ -
TIP #	**EN1004**		Other	$ -	$ -	$ -	$ -	$ -
Description:	Streetscape improvements on Park Central West from Campbell Avenue to Patton Avenue and on Park Central East from Robberson Avenue to Jefferson Avenue to include decorative sidewalks, landscaping, lighting, and signage	ROW	FHWA(ENH)	$ -	$ -	$ -	$ -	$ -
			MoDOT	$ -	$ -	$ -	$ -	$ -
			Local	$ -	$ -	$ -	$ -	$ -
			Other	$ -	$ -	$ -	$ -	$ -
Federal Source Agency	FHWA	CON	FHWA(ENH)	$ 128,800	$ -	$ -	$ -	$ 128,800
Federal Funding Category	Enhancement		MoDOT	$ -	$ -	$ -	$ -	$ -
MoDOT Funding Category			Local	$ 193,200	$ -	$ -	$ -	$ 193,200
Work or Fund Category	Construction		Other (STP-U)	$ -	$ -	$ -	$ -	$ -
Reprogrammed to FY2012			**TOTAL**	**$ 322,000**	**$ -**	**$ -**	**$ -**	**$ 322,000**

FINANCIAL SUMMARY
- Highways -

YEARLY SUMMARY

FY2010

PROJECT	FHWA Federal Funding Source									MoDOT	Local	Other	TOTAL
	STP	STP-Urban	ARRA	NHS	ITS	Safety	I/M	BRM	Bridge				
MO1003										$ 162,000			$ 162,000
MO1030		$ 242,000								$ 628,000	$ 60,500		$ 930,500
MO1005										$ 218,000			$ 218,000
MO1006										$ 234,000			$ 234,000
MO1007										$ 219,000			$ 219,000
MO1008										$ 2,000			$ 2,000
MO1009									$ 751,000	$ 262,000			$ 1,013,000
MO1010										$ 15,000			$ 15,000
MO1021						$ 551,000				$ 113,000			$ 664,000
MO1022					$ 200,742					$ 40,148	$ 40,148		$ 281,038
MO1023					$ 72,190					$ 13,905	$ 13,905		$ 100,000
MO1024					$ 692,000					$ 196,000	$ 139,000		$ 1,027,000
BA0801		$ 16,000								$ 4,000			$ 20,000
BA1001		$ 68,340								$ 182,600			$ 250,940
CC0901		$ 320,000	$ 900,000								$ 80,000		$ 1,300,000
GR0512		$ 3,504,000								$ 2,187,178	$ 875,000		$ 6,566,178
GR0902		$ 1,061,000								$ 5,242,000			$ 6,303,000
GR0907									$ 750,000	$ 304,000			$ 1,054,000
GR0909		$ 320,000									$ 80,000		$ 400,000
GR1002										$ 2,725,000			$ 2,725,000
GR1003										$ 152,000			$ 152,000
GR1005											$ 554,000		$ 554,000
GR1006											$ 1,000,000		$ 1,000,000
GR1007											$ 291,000		$ 291,000
GR1008											$ 47,500	$ 47,500	$ 95,000
NX0901		$ 369,275									$ 92,318		$ 461,593
NX0905		$ 177,336									$ 63,434		$ 240,770
NX0906			$ 119,913							$ 5,000	$ 21,837		$ 146,750
OK0801		$ 60,000								$ 15,000			$ 75,000
OK0807											$ 258,967		$ 258,967
OK0808											$ 160,000		$ 160,000
OK0904		$ 24,000									$ 6,000		$ 30,000
OK0911		$ 8,000	$ 40,000								$ 2,000		$ 50,000
OK0912		$ 5,450	$ 13,188								$ 1,362		$ 20,000
OK1004										$ 15,000			$ 15,000
OK1005										$ 10,000			$ 10,000
RP0603											$ 45,000		$ 45,000
RP0805											$ 50,000		$ 50,000
RP1002										$ 2,000			$ 2,000
RP1003										$ 5,000	$ 80,000		$ 85,000
RG0901										$ 5,000			$ 5,000

FINANCIAL SUMMARY
- Highways -

FY2010 continued

PROJECT	FHWA Federal Funding Source									MoDOT	Local	Other	TOTAL
	STP	STP-Urban	ARRA	NHS	ITS	Safety	I/M	BRM	Bridge				
SP0504											$ 400,000		$ 400,000
SP0508											$ 2,500,000		$ 2,500,000
SP0512											$ 350,000		$ 350,000
SP0701											$ 850,000		$ 850,000
SP0718											$ 310,000		$ 310,000
SP0719											$ 940,000		$ 940,000
SP0801											$ 400,000		$ 400,000
SP0804											$ 295,000		$ 295,000
SP0903											$ 200,000		$ 200,000
SP0904											$ 500,000		$ 500,000
SP0911										$ 89,000			$ 89,000
SP0914											$ 120,000		$ 120,000
SP1001										$ 1,993,000			$ 1,993,000
SP1002										$ 1,353,000			$ 1,353,000
SP1011											$ 500,000		$ 500,000
SP1012										$ 331,000			$ 331,000
SP1013										$ 248,000			$ 248,000
SP1014										$ 1,343,000			$ 1,343,000
SP1015										$ 145,000			$ 145,000
SP1016										$ 270,000			$ 270,000
SP1017										$ 20,000			$ 20,000
SP1018										$ 15,000			$ 15,000
SP1019										$ 5,000			$ 5,000
SP1020										$ 25,000			$ 25,000
SP1021										$ 15,000			$ 15,000
SP1022										$ 2,000			$ 2,000
SP1023										$ 3,000			$ 3,000
SP1024										$ 50,000			$ 50,000
SP1025										$ 40,000			$ 40,000
SP1101										$ 1,000			$ 1,000
SP1103										$ 1,000			$ 1,000
WI1001										$ 3,000			$ 3,000
ST1001										$ 108,000			$ 108,000
TOTAL	**$ -**	**$ 6,175,401**	**$ 1,073,101**	**$ -**	**$ 964,932**	**$ 551,000**	**$ -**	**$ -**	**$ 1,501,000**	**$ 19,016,831**	**$ 11,326,971**	**$ 47,500**	**$ 40,656,736**

FINANCIAL SUMMARY
- Highways -

FY2011

PROJECT	FHWA Federal Funding Source									MoDOT	Local	Other	TOTAL
	STP	STP-Urban	ARRA	NHS	ITS	Safety	I/M	BRM	Bridge				
MO0908										$ 1,419,000	$ 500,000		$ 1,919,000
MO1105									$ 267,200	$ 66,800			$ 334,000
MO1103		$ 250,000								$ 659,000	$ 62,500		$ 971,500
MO1104										$ 44,000			$ 44,000
MO1150										$ 223,000			$ 223,000
GR1005											$ 2,220,000		$ 2,220,000
GR1006											$ 2,000,000		$ 2,000,000
GR1007											$ 1,810,000		$ 1,810,000
GR1008											$ 800,000	$ 800,000	$ 1,600,000
NX0602		$ 36,928									$ 9,232		$ 46,160
NX0701		$ 226,055									$ 56,313		$ 282,368
NX0703		$ 76,000									$ 19,000		$ 95,000
OK0902											$ 50,000		$ 50,000
OK0904		$ 200,000									$ 50,000		$ 250,000
SP0512											$ 150,000		$ 150,000
SP0701											$ 1,850,000		$ 1,850,000
SP0911										$ 6,060,000			$ 6,060,000
SP1020										$ 5,000			$ 5,000
SP1102										$ 662,000			$ 662,000
SP1103										$ 809,000			$ 809,000
SP1104										$ 1,660,000			$ 1,660,000
TOTAL	**$ -**	**$ 788,983**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 267,200**	**$ 10,188,800**	**$ 9,077,045**	**$ 800,000**	**$ 21,122,028**

FY2012

PROJECT	FHWA Federal Funding Source									MoDOT	Local	Other	TOTAL
	STP	STP-Urban	ARRA	NHS	ITS	Safety	I/M	BRM	Bridge				
MO1205									$ 267,200	$ 66,800			$ 334,000
MO1203		$ 258,000								$ 721,000	$ 64,500		$ 1,043,500
MO1204										$ 40,000			$ 40,000
GR0602											$ 3,000,000		$ 3,000,000
GR1007											$ 1,500,000		$ 1,500,000
NX0601		$ 1,641,975									$ 410,494		$ 2,052,469
NX0801		$ 84,800									$ 21,200		$ 106,000
TOTAL	**$ -**	**$ 1,984,775**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 267,200**	**$ 827,800**	**$ 4,996,194**	**$ -**	**$ 8,075,969**

FINANCIAL SUMMARY
- Highways -

FY2013

PROJECT	FHWA Federal Funding Source									MoDOT	Local	Other	TOTAL
	STP	STP-Urban	ARRA	NHS	ITS	Safety	I/M	BRM	Bridge				
MO1301										$ 30,000			$ 30,000
MO1305									$ 267,200	$ 66,800			$ 334,000
MO1303		$ 266,000								$ 742,000	$ 66,500		$ 1,074,500
CC0701		$ 200,000									$ 50,000		$ 250,000
CC0801		$ 176,000									$ 44,000		$ 220,000
RP0901											$ 95,000		$ 95,000
TOTAL	**$ -**	**$ 642,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 267,200**	**$ 808,800**	**$ 255,500**	**$ -**	**$ 2,003,500**

FY2014

PROJECT	FHWA Federal Funding Source									MoDOT	Local	Other	TOTAL
	STP	STP-Urban	ARRA	NHS	ITS	Safety	I/M	BRM	Bridge				
MO0908	$ 1,061,000									$ (1,061,000)			$ -
MO1403	$ 2,096,000									$ (2,096,000)			$ -
GR0902				$ 3,657,000						$ (3,657,000)			$ -
GR1002	$ 1,889,000									$ (1,889,000)			$ -
SP0911				$ 4,478,000						$ (4,478,000)			$ -
SP1001							$ 1,674,000			$ (1,674,000)			$ -
SP1002				$ 1,000,800						$ (1,000,800)			$ -
SP1012	$ 238,000									$ (238,000)			$ -
SP1013	$ 178,000									$ (178,000)			$ -
SP1014				$ 968,000						$ (968,000)			$ -
SP1101	$ 193,000									$ (193,000)			$ -
SP1102	$ 475,000									$ (475,000)			$ -
SP1103	$ 581,000									$ (581,000)			$ -
TOTAL	**$ 5,650,000**	**$ -**		**$ 10,103,800**	**$ -**	**$ -**	**$ 1,674,000**		**$ -**	**$(17,427,800)**	**$ -**	**$ -**	**$ -**

FINANCIAL SUMMARY
-Highways-

FINANCIAL CONSTRAINT

	Federal									State					
	STP	STP-Urban	ARRA	NHS	ITS	Safety	I/M	BRM	Bridge	MoDOT Programmed Projects	Operations and Maintenance	TOTAL	Local	Other	TOTAL
2010 Funds Programmed	$ -	$ (6,175,401)	$ (1,073,101)	$ -	$ (964,932)	$ (551,000)	$ -	$ -	$ (1,501,000)	$(19,016,831)	$ (5,876,000)	$(35,158,265)	$(11,326,971)	$ (47,500)	$ (46,532,736)
2011 Funds Programmed	$ -	$ (788,983)	$ -	$ -	$ -	$ -	$ -	$ -	$ (267,200)	$(10,188,800)	$ (6,058,156)	$(17,303,139)	$ (9,077,045)	$ (800,000)	$ (27,180,184)
2012 Funds Programmed	$ -	$ (1,984,775)	$ -	$ -	$ -	$ -	$ -	$ -	$ (267,200)	$ (827,800)	$ (6,245,959)	$ (9,325,734)	$ (4,996,194)	$ -	$ (14,321,928)
2013 Funds Programmed	$ -	$ (642,000)	$ -	$ -	$ -	$ -	$ -	$ -	$ (267,200)	$ (808,800)	$ (6,439,584)	$ (8,157,584)	$ (255,500)	$ -	$ (8,413,084)
Total	$ -	$ (9,591,159)	$ (1,073,101)	$ -	$ (964,932)	$ (551,000)	$ -	$ -	$ (2,302,600)	$(30,842,231)	$(24,619,699)	$(69,944,722)	$(25,655,710)	$ (847,500)	$ (96,447,932)

	Prior Year	2010	2011	2012	2013	TOTAL
Available State and Federal	$0	$25,010,000	$10,170,000	$8,420,000	$8,480,000	$52,080,000
Available Operations and		$5,876,000	$6,058,156	$6,245,959	$6,439,584	$24,619,699
Available Suballocated	$10,925,055	$3,913,079	$3,913,079	$3,913,079	$3,913,079	$26,577,371
Available Suballocated	$1,224,980	$0	$0	$0	$0	$1,224,980
TOTAL AVAILABLE	$12,150,035	$34,799,079	$20,141,235	$18,579,038	$18,832,663	$104,502,050
Programmed State and Federal Funding		($35,158,265)	($17,303,139)	($9,325,734)	($8,157,584)	($69,944,722)
TOTAL REMAINING	**$12,150,035**	**($359,186)**	**$2,838,096**	**$9,253,304**	**$10,675,079**	**$34,557,328**

Available State and Federal Funding	$17,053,065
Available Suballocated STP-U	$17,197,002
Available Suballocated BRM	$1,224,980
TOTAL REMAINING	**$35,475,047**

YEARLY SUMMARY
FY2010

PROJECT	Federal Funding Source				MoDOT	Local	Other	TOTAL
	Enhancement	ARRA*	RTP	STP-U				
RP0501	$ -	$ -	$ 98,400	$ -	$ -	$ 65,000	$ -	$ 163,400
EN0606	$ 195,200	$ -	$ -	$ -	$ -	$ 62,800	$ -	$ 258,000
EN0701	$ 250,600	$ -	$ -	$ -	$ -	$ 107,400	$ -	$ 358,000
EN0702	$ 192,500	$ -	$ -	$ -	$ -	$ 192,500	$ -	$ 385,000
EN0707	$ 227,916	$ -	$ -	$ -	$ -	$ 65,584	$ -	$ 293,500
EN0709	$ 137,500	$ -	$ -	$ -	$ -	$ 137,500	$ -	$ 275,000
EN0710	$ 93,000	$ -	$ -	$ -	$ -	$ 93,000	$ -	$ 186,000
EN0711	$ 291,036	$ -	$ -	$ -	$ -	$ 77,364	$ -	$ 368,400
EN0802	$ 480,000	$ -	$ -	$ -	$ -	$ 120,000	$ -	$ 600,000
EN0805	$ 115,141	$ -	$ -	$ -	$ -	$ 49,346	$ -	$ 164,487
EN0808	$ 489,600	$ -	$ -	$ -	$ -	$ 122,400	$ -	$ 612,000
EN0809	$ -	$ -	$ -	$ -	$ 10,000	$ -	$ -	$ 10,000
EN0811	$ 74,309	$ -	$ -	$ -	$ -	$ 18,577	$ -	$ 92,886
EN0812	$ 33,696	$ -	$ -	$ -	$ -	$ 8,425	$ -	$ 42,121
EN0813	$ 100,000	$ -	$ -	$ -	$ -	$ 28,592	$ -	$ 128,592
EN0817	$ 364,800	$ -	$ -	$ -	$ -	$ 91,200	$ -	$ 456,000
EN0818	$ 268,800	$ -	$ -	$ -	$ -	$ 67,200	$ -	$ 336,000
EN0819	$ 24,779	$ -	$ -	$ -	$ -	$ -	$ -	$ 24,779
EN0820	$ 67,721	$ -	$ -	$ -	$ -	$ 42,279	$ -	$ 110,000
EN0901	$ -	$ 85,186	$ -	$ -	$ -	$ -	$ -	$ 85,186
EN0902	$ -	$ 97,350	$ -	$ -	$ -	$ -	$ -	$ 97,350
EN0903	$ -	$ 125,000	$ -	$ -	$ -	$ -	$ -	$ 125,000
EN0904	$ 39,000	$ 293,202	$ -	$ -	$ -	$ 9,750	$ -	$ 341,952
EN0905	$ -	$ 73,797	$ -	$ -	$ -	$ 3,061	$ -	$ 76,858
EN0906	$ 73,000	$ -	$ -	$ -	$ -	$ 18,250	$ -	$ 91,250
EN1001	$ -	$ -	$ -	$ -	$ -	$ 594,940	$ -	$ 594,940
EN1002	$ -	$ -	$ -	$ 50,000		$ 12,500	$ -	$ 62,500
EN1003				$ 2,000		$ 500		$ 2,500
EN1004	$ 128,800					$ 193,200		$ 322,000
TOTAL	$ 3,518,598	$ 674,535	$ 98,400	$ 52,000	$ 10,000	$ 2,181,368	$ -	$ 6,663,701

FINANCIAL SUMMARY
- Enhancements -

FY2011

EN0606	$ 195,200	$ -	$ -	$ -	$ -	$ 62,800	$ -	$ 258,000
EN0809	$ 57,949	$ -	$ -	$ 105,904	$ 65,964	$ -	$ -	$ 229,817
TOTAL	$ 253,149	$ -	$ -	$ 105,904	$ 65,964	$ 62,800	$ -	$ 487,817

	Federal Funding Source				MoDOT	Local	Other	TOTAL
	Enhancement	ARRA*	RTP	STP-U				
TOTAL PROGRAM	$ 3,771,747	$ 674,535	98,400.00	$ 157,904	$ 75,964	$ 2,244,168	$ -	$ 7,022,718

* ARRA funding is overpropgrammed in order to ensure that funds are expended. The actual amount available is $581,997.00.

FINANCIAL SUMMARY
-Enhancements-

FINANCIAL CONSTRAINTS

	Funding Source							
	Enhancement	ARRA	RTP	STP-U	MoDOT	Local	Other	TOTAL
PRIOR YEAR								
Balance	**$3,961,083**	**$581,997**	**$98,400**	**$105,904**	**$0**	**$0**	**$0**	**4,747,384**
2010								
Funds Anticipated	$ -	$ -	$ -	$ 52,000	$ 10,000	$ 2,181,368	$ -	2,243,368
Funds Programmed	$ 3,518,598	$ 674,535	$ 98,400	$ 52,000	$ 10,000	$ 2,181,368	$ -	6,534,901
Running Balance	**$442,485**	($92,538)	**$0**	**$0**	**$0**	**$0**	**$0**	455,851
2011								
Funds Anticipated	$ -	$ -	$ -	$ 105,904	$ 65,964	$ 62,800	$ -	234,668
Funds Programmed	$ 253,149	$ -	$ -	$ 105,904	$ 65,964	$ 62,800	$ -	487,817
Running Balance	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	0

* ARRA funding is overpropgrammed in order to ensure that funds are expended.

TAB 6

BOARD OF DIRECTORS AGENDA 02/18/10; ITEM II.E.

MoDOT's Transportation Investment Scenario

Ozarks Transportation Organization
(Metropolitan Planning Organization)

AGENDA DESCRIPTION:

MoDOT is currently developing scenarios outlining what could be accomplished with additional state transportation investment. MoDOT's scenario assumed $7.53 billion in funding with a 10-year planning horizon. The proposed scenario is equivalent to a 1 percent statewide transportation sales tax which equates to approximately $289 million available to the OTO area for additional transportation projects. The description of this scenario as well as a preliminary project list is attached.

One year ago, the OTO Technical Planning Committee and Board of Directors adopted the OTO Priority Projects of Regional Significance list. OTO staff along with MoDOT District 8 staff developed the attached spreadsheet based on the OTO Priority Project list. MoDOT will provide additional projects for the Taking Care of the System (TCOS) and the Safety categories.

The following categories and funding levels have been supplied to OTO for project selection:

Flexible Funds	$ 59 Million
Major Projects & Emerging Needs	$190 Million
Other Modes	$ 40 Million
Total	**$289 Million**

OTO will present this spreadsheet to MoDOT as the official proposal of projects that would be accomplished with additional transportation investment in the OTO area.

The list was modified since Technical Committee recommendation. Some of the parameters were unclear when the list was developed. The newly clarified parameters include:

1) The funding levels were already inflated to future dollar values which necessitates the need to inflate the project costs as well.

2) All future projects not just those in addition to those already planned must be included in the submitted project list.

In order to meet these parameters the following changes were made:

1) Project Costs were adjusted to account for inflation.

2) Sound Walls on US65 and the Operations and Maintenance budget for MoDOT's portion of the Traffic Management Center for the ten year period were added.

3) The MO14, US160 and RT CC projects were all reduced in order to meet the funding targets.

TECHNICAL COMMITTEE RECOMMENDATION:

Technical Planning Committee recommended the original project list with the caveat that the 10 year scenario includes some flexibility for emerging needs in later years, funding of other modes including transit operating assistance, and that I-44 be considered along with improvements to I-70.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Board of Directors makes one of the following motions:

"Move to reaffirm the regions Priority Projects of Regional Significance list as the project list to be included in the MoDOT 10-year investment scenario with the caveat that the 10 year scenario include some flexibility for emerging needs in later years, funding of other modes including transit operating assistance, and that selected I-44 improvements be considered along with selected I-70 improvements.

OR

"Move to return the request to the Technical Planning Committee and ask that the Technical Planning Committee consider the following…"

OTO Priority Projects of Regional Significance
Adopted by the Board of Directors, December 17, 2008

- Capacity Improvements to U.S. 65.
- Capacity Improvements to State Route 14 from State Highway NN in Ozark to future North/South corridor in Nixa.
- Capacity and Safety Improvements to U.S. 60 (James River Freeway) from West Bypass to State Highway 125.
- Capacity and Safety Enhancing Improvements to U. S. 160 from the I-44 interchange to Jackson Street in Willard.
- Capacity Enhancing Improvements to U.S. 160 (Campbell Avenue) from the U.S. 60 interchange to State Highway 14 in Nixa.
- Regional Arterial Traffic Flow Management System (Intelligent Transportation System).

Statewide Priorities

- Upgrade I-44 to a six-lane facility from U.S. 360 to Route 125.
- Capacity Improvements to U.S. 60 from Republic to Monett.

Priorities on Deck

- Capacity Improvements to U.S. 160 North from I-44 to Willard.
- Relocation of U.S. 160 to continue from the intersection of FF and U.S. 60 to Highway 14 (Using the North South Corridor Alignment).
- Capacity Improvements to State Route CC from NN/Pheasant intersection to U.S. 160.
- Railroad Grade Separation at Chestnut Expressway and US 65.

Estimates

Segment Number	OTO Priority Projects of Regional Significance - Area Projects	ROW	Construction	Engineering	Engineering Percent	PE Percent	CE Percent	ROW Incidentals	ROW and Const. Total	Total	Refinement Level	Inflated Cost
BR 65 Grade Separation												
	Business Route 65, grade-separated railroad crossing at BNSF, west of US 65	$ 4,500,000	$ 6,500,000	$ 1,072,500	16.5%	7.5%	7.0%	2.0%	$ 11,000,000	$ 12,072,500	1	$ 13,995,336
Intelligent Transportation System (ITS)												$ -
	ATMS Deployment in the OTO Area	$ -	$ 5,000,000	$ 900,000	18.0%	10.0%	8.0%	0.0%	$ 5,000,000	$ 5,900,000	2	$ 6,839,717
	ITS Operations and Maintenance		$ 7,000,000	$ -	0.0%	0.0%	0.0%	0.0%	$ 7,000,000	$ 7,000,000	1	$ 8,114,919
MO 14												$ -
	Various capacity and safety improvements from Nixa to Ozark	$ 400,000	$ 15,000,000	$ 1,800,000	12.0%	4.0%	6.0%	2.0%	$ 15,400,000	$ 17,200,000	3	$ 19,939,514
US 160												$ -
	Various capacity improvements from Springfield to Nixa	$ 1,000,000	$ 15,000,000	$ 1,800,000	12.0%	4.0%	6.0%	2.0%	$ 16,000,000	$ 17,800,000	3	$ 20,635,079
	Four-lane expressway from e/o MO 123 in Willard to I-44 in Springfield	$ -	$ 9,000,000	$ 990,000	11.0%	5.0%	6.0%	0.0%	$ 9,000,000	$ 9,990,000	3	$ 11,581,148
US 60												
	Upgrade to Freeway from US 65 to FR 213 (RT NN/J interchange)	$ 7,900,000	$ 20,300,000	$ 2,496,900	12.3%	5.0%	6.0%	1.3%	$ 28,200,000	$ 30,696,900	2	$ 35,586,120
	Upgrde to Freeway from FR 213 to FR 247 (RT 125 interchange: 50% of cost)	$ 3,950,000	$ 10,150,000	$ 1,248,450	12.3%	5.0%	6.0%	1.3%	$ 14,100,000	$ 15,348,450	2	$ 17,793,060
	Four-lane Expressway, Republic to Monett (OTO portion)	$ 840,000	$ 6,500,000	$ 1,040,000					$ 7,340,000	$ 8,380,000	1	$ 9,714,717
	Various Operational Improvements to James River Freeway and interchanges	$ -	$ 20,000,000	$ 3,000,000	15.0%	7.0%	7.0%	1.0%	$ 20,000,000	$ 23,000,000	1	$ 26,663,304
US 65												$ -
	Six-lane freeway from Route 60 to Route CC	$ -	$ 22,969,000	$ 2,526,590	11.0%	5.0%	6.0%	0.0%	$ 22,969,000	$ 25,495,590	2	$ 29,556,376
	Six-lane freeway from Route CC to Route F	$ -	$ 23,638,500	$ 2,600,235	11.0%	5.0%	6.0%	0.0%	$ 23,638,500	$ 26,238,735	2	$ 30,417,885
	Sound walls from I-44 to Route 60	$ -	$ 4,500,000	$ 495,000	11.0%	5.0%	6.0%	0.0%	$ 4,500,000	$ 4,995,000	4	$ 5,790,574
RT CC/J/NN												$ -
	Various capacity and safety improvements from Nixa to Ozark	$ 3,000,000	$ 10,000,000	$ 1,500,000	15.0%	7.0%	7.0%	1.0%	$ 13,000,000	$ 14,500,000	1	$ 16,809,474
Fixed Route Transit - City Utilities												$ -
	Purchase 24 new Fixed Route Buses									$ 10,200,000		$ 11,824,596
	Purchase 2 new Trolleys									$ 1,000,000		$ 1,159,274
	Fleet Maintenance Campus (partial funding)									$ 3,250,000		$ 3,767,641
												$ -
Enhancements	Miscellaneous Transportation Enhancement Projects in OTO area									$ 10,000,000		$ 10,000,000
									Total	$ 243,067,175		$ 280,188,734

Refinement Level: Estimate is rated on a scale of "1" to "5", with "5" indicating the most refined (design) estimate. Level "1" is a planning estimate; Level "2" indicates that scoping has begun; Level "3" indicates that scoping is complete; Level "4" indicates a preliminary design estimate.

Estimates

Segment Number	OTO Priority Projects of Regional Significance - Area Projects	ROW	Construction	Engineering	Engineering Percent	PE Percent	CE Percent	ROW Incidentals	ROW and Const. Total	Total	Refinement Level
BR 65 Grade Separation											
	Business Route 65, grade-separated railroad crossing at BNSF, west of US 65	$ 4,500,000	$ 7,500,000	$ 1,237,500	16.5%	7.5%	7.0%	2.0%	$ 12,000,000	$ 13,237,500	2
Intelligent Transportation System (ITS)											
	ITS Deployment, Phase II-B (Springfield)	$ -	$ 1,300,000	$ 234,000	18.0%	10.0%	8.0%	0.0%	$ 1,300,000	$ 1,534,000	2
	ITS Deployment, Phase III (Springfield, Nixa)	$ -	$ 1,750,000	$ 315,000	18.0%	10.0%	8.0%	0.0%	$ 1,750,000	$ 2,065,000	2
	ITS Deployment, Phase IV (Springfield, Nixa, Republic)	$ -	$ 1,000,000	$ 180,000	18.0%	10.0%	8.0%	0.0%	$ 1,000,000	$ 1,180,000	2
SH 14											
	MO 14, from 17th Street to Route NN in Ozark	$ 850,000	$ 3,070,000	$ 368,400	12.0%	4.0%	6.0%	2.0%	$ 3,920,000	$ 4,288,400	1
	MO 14, from Main Street in Nixa to 22nd Street Ozark	$ 3,916,853	$ 14,898,223	$ 1,787,787	12.0%	4.0%	6.0%	2.0%	$ 18,815,076	$ 20,602,863	3
	MO 14, from Nicholas Road to Estes Street in Nixa	$ 1,150,000	$ 4,090,000	$ 490,800	12.0%	4.0%	6.0%	2.0%	$ 5,240,000	$ 5,730,800	1
US 160											
	US 160 intersection improvements at MO 14 (Estes to Main)	$ 979,147	$ 3,328,733	$ 399,448	12.0%	4.0%	6.0%	2.0%	$ 4,307,880	$ 4,707,328	3
	US 160, 4-lane expressway from e/o MO 123 in Willard to I-44 in Springfield	$ -	$ 9,010,000	$ 991,100	11.0%	5.0%	6.0%	0.0%	$ 9,010,000	$ 10,001,100	3
	US 160, intersection improvements at Plainview and six-laning to MO 14 in Nixa	$ 200,000	$ 17,504,280	$ 2,625,642	15.0%	7.0%	7.0%	1.0%	$ 17,704,280	$ 20,329,922	1
	US 160, Republic Road Intersection ROW Acquisition	$ 7,962,930	$ -	$ 462,421	8.0%	7.0%	0.0%	1.0%	$ 7,962,930	$ 8,425,351	
US 60											
	US 60, freeway from Route 65 to FR 213	$ 7,900,000	$ 20,300,000	$ 2,496,900	12.3%	5.0%	6.0%	1.3%	$ 28,200,000	$ 30,696,900	2
	US 60, freeway from FR 213 to FR 247	$ 7,900,000	$ 20,300,000	$ 2,496,900	12.3%	5.0%	6.0%	1.3%	$ 28,200,000	$ 30,696,900	2
	US 60, Republic to Monett (OTO portion)	$ 840,000	$ 6,540,000	$ 1,040,000					$ 7,380,000	$ 8,420,000	1
	US 60, operational improvements from US 160 to US 65	$ -	$ 20,819,603	$ 3,122,940	15.0%	7.0%	7.0%	1.0%	$ 20,819,603	$ 23,942,543	1
US 65											
	US 65, six-laning from US 60 in Springfield to RT CC in Ozark	$ -	$ 22,969,000	$ 2,526,590	11.0%	5.0%	6.0%	0.0%	$ 22,969,000	$ 25,495,590	2
	US 65, six-laning from RT CC to RT F in Ozark	$ -	$ 23,638,500	$ 2,600,235	11.0%	5.0%	6.0%	0.0%	$ 23,638,500	$ 26,238,735	2
SH CC											
	RT CC, from Main Street in Nixa to 25th Street in Ozark	$ 3,467,000	$ 13,620,000	$ 2,043,000	15.0%	7.0%	7.0%	1.0%	$ 17,087,000	$ 19,130,000	1
	RT CC, from US 160 to Main Street in Nixa	$ 1,000,000	$ 3,000,000	$ 450,000	15.0%	7.0%	7.0%	1.0%	$ 4,000,000	$ 4,450,000	1
	RT NN, from RT J to Pheasant Drive in Ozark	$ 1,645,500	$ 6,465,000	$ 969,750	15.0%	7.0%	7.0%	1.0%	$ 8,110,500	$ 9,080,250	1
	RT CC/J, from 25th Street to RT NN in Ozark including interchange at US 65	$ 500,000	$ 8,500,000	$ 1,275,000	15.0%	7.0%	7.0%	1.0%	$ 9,000,000	$ 10,275,000	1
Fixed Route Transit - City Utilities											
	Purchase 24 new Fixed Route Buses									$ 10,200,000	
	Purchase 2 new Trolleys									$ 1,000,000	
	Fleet Maintenance Campus (partial funding)									$ 3,250,000	
Enhancements	Miscellaneous Transportation Enhancement Projects in OTO area									$ 10,000,000	

Adjust for 60 @ 125 60% outside OTO: $ (15,348,450)
Total $ 289,629,732

Refinement Level: Estimate is rated on a scale of "1" to "5", with "5" indicating the most refined (design) estimate. Level "1" is a planning estimate; Level "2" indicates that scoping has begun; Level "3" indicates that scoping is complete; Level "4" indicates a preliminary design estimate.

ORIGINAL LIST - RECOMMENDED BY TECH. COMMITTEE

Funding Distribution

Dist.	Take Care of the System & Safety *	Interstates and Major Bridge Rehabilitation	Economic Dev. & Cost-Sharing	Major Projects and Other Modes ***	I-70	Total Funds
1	$326			$164		$490
2	$254			$131		$385
3	$298			$161		$459
4-Urban	$637			$1,108		$1,745
4-Rural	$242			$152		$394
5	$483			$384		$867
6	$1,147			$2,347		$3,494
7	$371			$257		$628
8-Urban	$140			$289		$429
8-Rural	$297			$225		$522
9	$345			$203		$548
10	$440			$305		$745
SW**		$1,450	$300	$0	$1,000	$2,750
Rural SW Major Projects				$974		$974
	$4,980	$1,450	$300	$6,700	$1,000	$14,430

Amounts in millions of dollars.

Notes and Assumptions:

* Taking Care of the System funds are distributed based on a formula that averages the following:
% of total traffic on NHS & Remaining Arterials, % of square feet of state bridge deck on total state system, % of total lane miles of NHS and Remaining Arterials. Safety funds are distributed based on a 3-year average accident rate.

** SW = Statewide

*** Major Project and Other Modes funds are distributed based on a formula that averages the following:
% of total population, % of total employment, % of total traffic on the NHS and Remaining Arterials
50% of Rural Major Project and Emerging Needs Funds is distributed to districts, 50% is for statewide rural use.

Missouri
Department
of Transportation

Pete K. Rahn, Director

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2551
Fax (573) 751-6555
www.modot.org

December 4, 2009

Dear Planning Partners:

It's time again to take another step forward in identifying Missouri's highest transportation priorities should additional funds become available. You'll recall we first began working on transportation investment priorities in March 2007, continuing in September 2007 and November 2007. Then in 2008, we joined together to create *A Conversation for Moving Missouri Forward.* Many discussions have continued around the state to determine what Missourians need from their transportation system.

To be ready for more discussions about what could be accomplished with an additional investment in transportation, we think it's important that we work together to create a scenario. To help us get started with this next step, I'm attaching a sample 10-year scenario and some supporting materials. We believe the proposed level of increased investment you'll find illustrated in the materials responsibly balances investments and results.

In the coming months, we need your help in finalizing this scenario. Your ideas and insights have always been essential in assisting MoDOT with development of projects and programs, and this is no different. The investment scenario we create together will hopefully be a model of collaboration and results. District staff will be in touch with you, if they haven't already, to gather your input and assistance.

Attached to this letter are materials to help begin our discussions and work. They include the following.

- Scenario summary report
- Spread sheet showing an example of how funds would be distributed to MoDOT districts
- Example district project listings including anticipated results
- Example project map
- Major and minor road system maps
- Major and minor road system bridge maps
- Revenue assumption sheets

We'll finalize our recommendation at the end of February 2010. While we do not have the details in place regarding the February outreach session, we wanted to give you advance notice of what's ahead. We'll send more information to you as soon as possible.

I continue to feel pride in making transportation choices and decisions with the full involvement of Missouri citizens. We want to continue our commitment to an open, public discussion

regarding transportation. We appreciate that you understand the importance of continued improvements to our state's transportation system and work as our partners.

If you have any questions or need additional assistance, please contact your MoDOT district or my office. Thank you in advance for your participation, your ideas and your time. I look forward to working with you!

Sincerely,

Machelle Watkins

Machelle Watkins
Transportation Planning Director

Transportation Investment Scenario Summary

MoDOT Transportation Planning
December 2009

The following transportation investment scenario is an example of what can be accomplished with increased investment in transportation.

How Did We Get Here?

MoDOT began working with planning partners to identify Missouri's highest transportation priorities should additional funds become available. MoDOT and planning partner meetings were held in March 2007, and continued in September 2007 and November 2007. This work involved asking each of Missouri's regional planning commissions and metropolitan planning organizations to bring their highest transportation needs to the table, and MoDOT did the same. Using the Planning Framework process, partners and MoDOT ranked projects to develop a prioritized list of needs. This list includes projects, programs and alternative modes of transportation, reflecting the state's highest transportation needs.

In 2008, MoDOT began blending its transportation expertise with the planning partners' list to accomplish two basic objectives: ensure the planning partners' highest needs also met the state's needs and use department expertise to maximize the investment outcomes. These efforts lead to the creation of *A Conversation for Moving Missouri Forward*, which is a 20-year outlook that identifies future transportation priorities needed to make Missouri roads safer, create jobs and improve Missourians' quality of life.

MoDOT was able to identify the common themes in planning partner needs that could become broad, effective transportation programs. For example, nearly all planning partners expressed the desire to address minor roads, or those highways that are less traveled than the major highway network. The department was able to define a consistent treatment for these roads that meets customer expectations. The minor road improvements would also address safety, which is MoDOT's top priority.

MoDOT also applied factors to help ensure statewide balance, to maximize project effectiveness, to ensure the safest projects and programs possible, to maximize economic development and to help meet customer expectations in the best way possible. The following investment scenario builds on this work.

Existing Funds

MoDOT projects approximately $690 million per year will be available during the next ten years. Of these funds, approximately $17 million is for other modes of transportation, and the remaining $673 million is dedicated to roads and bridges. The results contained within this example scenario are a balance of investments and results. Transportation

needs always outweigh resources to address them, and in some instances, the level of investment does not achieve respective results. Therefore, this scenario uses planning partners' input and the state's transportation system goals to address a level of investment that achieves the mutually desired and needed results, while being fiscally responsible.

Taking Care of the System – Safety, and Road and Bridge Conditions

MoDOT has demonstrated that without additional investment in transportation, Missouri will soon struggle to maintain the road and bridge system's condition, will only be able to perform limited spot safety improvements, will have no expansion projects' funding and will have no increased funding for other modes of transportation. This situation is reflected in the current 2010-2014 Statewide Transportation Improvement Program, a current five-year listing of projects. Maintaining Missouri's $65 billion asset of roads and bridges is a top priority of MoDOT, its planning partners and its customers. To maintain good roads and bridges all current department resources will be needed, which is approximately $6.73 billion during the next 10 years.

MoDOT will distribute Taking Care of the System funds per the approved Missouri Highways and Transportation Commission policy. Approximately, $1.45 billion would be allocated to maintain the interstate system with good pavements and rehabilitate or reconstruct 11 major bridges.

While each MoDOT project will improve safety on the state's system, $250 million would be dedicated to system-wide improvements targeted at reducing fatalities and disabling injuries. The system-wide safety improvements will continue and include treatments such as providing wider shoulders on curves, improved pavements, improved signing, improved intersections and rumble stripes on intersection approaches and edge lines. Safety funds would be distributed to districts based on a three-year accident rate and would be prioritized by districts and planning partners.

The remaining funds, approximately $4.73 billion, would be distributed to districts using the average of the following factors: percent of bridge deck, percent of roads and percent of usage/travel. Projects would be selected and prioritized by the districts in conjunction with planning partners. These projects will maintain and improve the conditions of roads and bridges. The following results are anticipated from this level of investment.

85 Percent of Major Highways in Good Condition

There are approximately 5,600 miles of major highways and they carry approximately 75 percent of all state traffic. This percentage of good condition roads is selected to help ensure we don't replace pavements that still have good life and use– you wouldn't remove a 30-year shingle from your home in year 25 of its use.

A good condition road is one that has pavements deep and smooth enough to handle the use they receive. These roads have paved shoulders wide enough to allow travelers a place to pull over. They have rumble stripes to give an audible alert when a vehicle is

leaving the travel lanes. The stripes are wider than most to provide the maximum visibility, and the signs have been enlarged to help with ease of sight. This is applied corridor-wide to provide a consistent look and feel.

Major roads represent the most traveled and receive the highest level of treatment and attention, accordingly. They carry the majority of state system traffic and goods. They are essential to economic development and commerce.

70 Percent of Minor Highways in Good Condition

This percentage is established by attempting to balance use and the vast amount of roads. There are approximately 5,600 miles of major roads on the state system, and the minor system has approximately 28,000 miles of roads. This portion of the system represents approximately 25 percent of state road system travel. MoDOT proposes a mix of treatments on these roads to help improve safety, address economic development and help ensure access to jobs and other essential services. Treatments would range from hot mix asphalt surface treatments to cold mix asphalt to pothole patching.

Within the minor road system, MoDOT proposes a minor road improvement program that would address approximately 2000 miles of roads. Treatments would include improved pavements that are smooth, and have centerline and edge line rumble stripes. They would receive a two- to four-foot paved shoulder. Improved signs and wider stripes would also accompany these improvements. The improvements, targeted at reducing accident rates, would be placed in areas of current economic development and in areas that have the highest traffic levels.

85 Percent of Major Highway Bridges in Good Condition

Missouri's state system has over 10,000 bridges, and they require significant attention to ensure traveler safety. Bridges maintain important connections to economic development and other essential services. There are approximately 3,350 on the major highway system. That's about one bridge every one and a half miles. They range from bridges spanning 20 feet to bridges reaching more than the distance of three football fields. Bridges represent a large investment in the state's transportation system, and they are expensive to maintain and repair. Therefore, bridges on primary highways would be maintained at 85 percent good. This is the best balance between desired results and cost.

80 Percent of Minor Highway Bridges in Good Condition

Missouri's minor highway system has approximately 6,900 bridges that require significant treatment to ensure they are safe. This is about one bridge every four miles. These bridges provide important connections to economic development and other essential services. These bridges, like bridges on major highways, range in size and complexity. Eighty percent good is selected because it appears to be a good balance between investment and desired results. A higher level of investment would be at too

large of expense to the road system, and less would not meet the expectations of customers.

The Economic Development and Cost Share Program

The Economic Development and Cost-Share Program is a unique investment opportunity that has provided many needed projects targeted at supporting the economy and job creation. This program serves a niche that can partner the public and private sectors to deliver needed projects.

Depending on the project and its impacts on economic development and job creation, MoDOT will partner to varying levels to deliver transportation improvements. Typically the involvement is 50 percent Cost Share Program and 50 percent private investment. Projects that demonstrate job creation within a region may qualify for 100 percent funding as an Economic Development project. Projects range from the need to add to the existing system, the need to accelerate a planned project or the need to upgrade the existing system.

MoDOT would continue at the current funding level of $30 million per year ($300 million during a 10-year planning horizon). Projects would continue to compete for selection through existing criteria. This funding would continue to address economic development and target job creation. MoDOT will add freight projects to eligibility.

Other Ways to Get Around

Discussions with planning partners helped shape *A Conversation for Moving Missouri Forward*. During these discussions, MoDOT and planning partners agreed an increased investment in other modes of transportation was needed. The level and amount of the investment has not been determined. These modes are important to accessing jobs and healthcare, and stimulating economic development and commerce.

Existing funds are currently sought annually from the Missouri General Assembly to support transit operating assistance, Amtrak operating assistance and investments in Missouri's ports. For this example scenario, funding is assumed to continue at $17 million per year ($170 million throughout a 10-year planning horizon).

Increased Transportation Funding

To determine what could be done with additional transportation investment, MoDOT has selected a 10-year planning horizon as a reasonable timeframe. Anticipated outcomes, results, and associated projects and programs can be selected with reasonable certainty. MoDOT assumed $7.53 billion for use during the 10-year planning horizon, which is equivalent to a 1 percent sales tax, to give an indication of the amount of revenue available for producing worthwhile results. This is seemingly the best balance of desired

results and reasonable cost. The following describes the anticipated outcomes and results of this new funding.

Interstate 70

Interstate 70 is the state's most important transportation economic engine. Nearly every product, service or good coming in, passing through or moving out of Missouri, travels on this highway. I-70 represents one of the most critical needs to MoDOT and its customers. While it has served Missouri well, it is well beyond its useful life. It was designed and built more than 50 years ago. It was intended to handle approximately 10 percent truck traffic, and today, some locations experience nearly 40 percent. Almost everyday, there is a major incident on this highway that backs up traffic for miles, sometimes in both directions.

MoDOT has done the preliminary work necessary to get this corridor ready for reconstruction. To reconstruct the entire corridor and add dedicated truck lanes, MoDOT needs approximately $3 billion. In this example scenario, MoDOT proposes to add the truck lanes and to begin rebuilding approximately one third of the corridor by investing $1 billion.

Remaining New Funding – Major Projects and Other Modes

The remaining funds will be used to address major projects, new major bridges and other modes of transportation. The projects and programs will total approximately $6.5 billion. These funds have been distributed in accordance with the Missouri Highways and Transportation Commission's (MHTC) policy. This distribution uses the average of the following factors: percent of population, percent of employment and percent of travel. These funds are shown in the funding distribution attachment. Fifty percent of the rural major projects' funding will be used for statewide project prioritization and selection.

The distribution is done to equitably address regional and statewide needs. Portions of the MHTC funds are distributed to MoDOT districts to allow them to work with their planning partners to address regional needs. Major and regional projects are essential to improving traffic flow, fostering economic development and improving safety. For example, a dual-divided highway can improve safety by providing median that separates large volumes of head-to-head traffic. The dual-divided highway also provides the best access to areas for economic development and job creation.

These types of projects are some of the most sought after in the state and bring the most competition. MoDOT distributes these funds to all districts for their use. In areas outside of St. Louis, Kansas City and Springfield, 50 percent of rural major projects' funding will be used for statewide project prioritization and selection. In this scenario, example projects have been selected for discussion purposes. MoDOT will use the Planning Framework process to select these projects at a statewide meeting with planning partners.

During development of *A Conversation for Moving Missouri Forward*, planning partners and MoDOT proposed dedicating funding to alternative modes of transportation. Therefore, of the new funding, MoDOT proposes allocating 10 percent of the new funding to other modes of transportation, approximately $750 million, or $75 million per year. MoDOT is seeking planning partner and stakeholder input on how these funds should be distributed.

In addition to the $7.5 billion of new funding, MoDOT also distributed the estimated existing $170 million in other modes' funding to districts in the same manner. These funds have not typically been distributed at a statewide level since many of these systems serve local transportation needs and customers.

Summary

Missouri will soon face a level of transportation funding that only maintains the current road and bridge system, only provides spot safety improvements, has no increased funds for other modes and has no funding for expanding the road and bridge system. Increased investment in transportation supports the state's economic engine and continues to improve safety.

District 1

Taking Care of the System - $326 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

1. US 169 from US 136 to MO 31
2. MO 13 from US 136 to Richmond (portion also in D4)
3. MO 6 from Route AC to I-35
4. Route M from US 71 to US 169
5. US 169 from Route FF to Smithville (portion also in D4)
6. US 169 from US 136 to MO 46
7. US 59 from Iowa state line to I-29 at Mound City

Major Bridge Rehabilitations

8. US 36 – Platte River in Buchanan County

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - $164 million

9. US 169 corridor improvements from I-29 to Route AC and interchange improvements at I-29 and US 169 in St. Joseph
10. I-35 at US 36 – interchange improvements at US 36 and improvements at US 36/Griffin Road intersection in Cameron

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

District 2

Taking Care of the System - $254 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

11. MO 11 from US 63 to US 24
12. US 136 from I-35 to MO 27
13. MO 240/MO 3/MO 41/MO 5 from US 24 to US 65
14. MO 5 from MO 6 to US 36
15. MO 5 from MO 6 to Iowa state line

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - $131 million

16. US 63 corridor improvements from Kirksville to Iowa state line

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

District 3

Taking Care of the System - $298 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

17. MO 15 from Iowa state line to US 54 North junction
18. MO 19 from I-70 to Arkansas state line (portions also in D5 and D9)
19. MO 154 from MO 15 to MO 19
20. MO 168 from MO 15 to US 61
21. MO 19 from US 54 to Montgomery City
22. MO 94 from US 54 to Route D in St. Charles County (portions also in D5 and D6)
23. Route J from MO 47 to I-70

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - $161 million

24. US 61 corridor improvements from I-70 to north of Troy

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

Statewide Rural Major Projects - $109 million

25. US 61 corridor improvements to bypass the City of Hannibal
26. US 54 – Major bridge replacement over the Mississippi River at Louisiana

District 4

Taking Care of the System - $879 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

2. MO 13 from US 136 to Richmond (portion also in D1)
5. US 169 from Route FF to Smithville (portion also in D1)
27. MO 52 from US 71 to MO 13 (portion also in D7)
28. MO 131 from MO 224 to US 50
29. MO 52 from the City of Clinton to Pettis County

Major Bridge Rehabilitations

30. I-35 – Over Southwest Boulevard in Jackson County
31. MO 13 – Truman Lake in Henry County

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - $1,260 million

32. MO 13 corridor improvements from Warrensburg to Clinton
33. I-70/I-435 interchange improvements
34. MO 210 corridor improvements from I-435 to MO 291 near Liberty
35. I-70 corridor improvements from Blue Springs to Oak Grove
36. MO 291 and US 50 interchange improvements
37. I-470 corridor improvements from US 50 to I-70
38. I-70 corridor improvements from Kansas state line to I-470
39. MO 45 corridor improvements from Route K to I-435
40. I-29/US 169 interchange improvements
41. I-35/Pleasant Valley Rd. interchange modifications
42. I-35/MO 291 interchange improvements
43. MO 291N – Major bridge replacement over Missouri River at Liberty

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

Statewide Rural Major Projects - $97 million

44. MO 13 corridor improvements from Warrensburg to I-70

District 5

Taking Care of the System - $483 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

18. MO 19 from I-70 to Arkansas state line (portions also in D3 and D9)
22. MO 94 from US 54 to Route D in St. Charles County (portions also in D3 and D6)
45. MO 17 from US 54 to US 63 (portion also in D9)
46. MO 42 from US 63 to US 54
47. Route W from MO 5 to Business 54

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - $384 million

48. US 50 corridor improvements in Jefferson City (Whitton Expressway)
49. US 63 corridor improvements from Route AC to I-70 in Columbia – interchange improvements at Route AC and Route WW
50. MO 740 corridor improvements from US 63 to I-70 east of Columbia
51. US 50 corridor improvements from west of Linn to east of Linn
52. MO 42 corridor improvements – Route TT, Route F and Route MM from MO 5 to the toll bridge at Lake of the Ozarks
53. MO 5 – Major bridge replacement of Hurricane Deck bridge at Lake of the Ozarks

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

Statewide Rural Major Projects - $511 million

54. US 50 corridor improvements from California to Sedalia
55. US 63 corridor improvements from US 50/US 63 east of Jefferson City to Rolla

District 6

Taking Care of the System - $1,147 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

22. MO 94 from US 54 to Route D in St. Charles Co. (portions also in D3 and D5)
56. Route Z from US 61/US 67 to Route A near Mapaville
57. Route Z from I-70 to Route D
58. Route D from MO 94 to Route Z
59. Route DD from west of Sommers Rd. to MO 94
60. Route F from MO 94 to Route D
61. Route KK from MO 185 to MO 100
62. Route A from MO 100 to MO 47
63. Route BB from Route A to US 50
64. Route MM from Route T to MO 100
65. Route O from north of I-44 to Route N
66. Route FF from MO 109 to Route F
67. Route B from MO 30 to MO 21
68. MO 30 from I-44 to Route B
69. Route FF from MO 30 to MO 47
70. MO 21 from MO 47 to Route H/N

Major Bridge Rehabilitations

71. I-64 – Mississippi River (Poplar Street Bridge) in St. Louis City
72. I-64 – Over Vandeventer Avenue in St. Louis City

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - $2,347 million

73. I-270 operational improvements from McDonnell Blvd. to Chain of Rocks Bridge
74. I-64/US 40 realignment and replacement of the Daniel Boone Bridge
75. I-55 corridor improvements from Route Z to US 67
76. Route H corridor improvements from Hall Street to I-270
77. I-70 in St. Louis City – pedestrian enhancements from Market St. to Chestnut St.
78. I-44 interchange improvements at MO 141
79. MO 364 from MO 94 to US 40 – Page Avenue Phase III
80. US 50 corridor improvements from I-44 to Union
81. I-64/US 40 interchange improvements at Grand Avenue
82. 22nd Street corridor improvements from I-64 to Olive Blvd.

83. MO 47 corridor improvements from I-44 to Washington
84. I-270 operational improvements from MO 100 to MO 30
85. I-44 corridor improvements from St. Louis city limits to I-44/I-55 interchange
86. I-270/Page Ave. interchange improvements and Route D corridor improvements from I-270 to Lindbergh
87. I-170 from Route D to I-64 corridor improvements
88. I-44 interchange improvements at Shrewsbury
89. MO 47 – Major bridge replacement over Missouri River at Washington

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

District 7

Taking Care of the System - $371 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

27. MO 52 from US 71 to MO 13 (portion also in D4)
90. MO 39 from MO 32 to US 60
91. US 160 from Kansas state line to MO 123
92. MO 76 from US 71 to MO 13 (portion also in D8)

Major Bridge Rehabilitations

93. MO 215 – Sac River in Cedar County
94. Route E/Y – Stockton Lake in Dade County

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - $257 million

95. US 71 corridor improvements from Cass Co. to Joplin (upgrade to I-49)
96. US 71 corridor improvements from Arkansas state line to Pineville (upgrade to I-49)
97. US 60 corridor improvements from Oklahoma state line to Monett
98. Joplin West Corridor improvements from MO 171 to I-44

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

Statewide Rural Major Projects - $133 million

99. US 60 corridor improvements from Monett to Republic

District 8

Taking Care of the System - $437 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

92. MO 76 from US 71 to MO 13 (portion also in D7)
100. MO 5 from I-44 to US 60
101. US 160 from US 65 to US 63 (portion also in D9)

Major Bridge Rehabilitations

102. MO 76 – White River in Taney County
103. MO 13 – Table Rock Lake in Stone County
104. US 160 – White River in Ozark County

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - $514 million

105. US 60 corridor improvements from Farm Road 247 to east of Rogersville
106. US 65 corridor improvements from Buffalo to Warsaw
107. US 160 interchange improvements at US 60 and corridor improvements to Plainview Road
108. US 60 corridor improvements from US 65 to Farm Road 213
109. Business Route 65: railroad grade separation
110. US 60 corridor improvements from Farm Road 213 to Farm Road 247
111. US 160/MO 14 intersection improvements
112. US 65 corridor improvements from US 60 to Route CC in Ozark
113. US 160 corridor improvements from Plainview Rd. to MO 14
114. US 65 corridor improvements from Route CC to Route F in Ozark
115. MO 14 corridor improvements from Main St. in Nixa to 22nd St. in Ozark

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

District 9

Taking Care of the System - $345 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

18. MO 19 from I-70 to Arkansas state line (portions also in D3 and D5)
45. MO 17 from US 54 to US 63 (portion also in D5)
101. US 160 from US 65 to US 63 (portion also in D8)
116. MO 32/MO 72/MO 21 from MO 19 to US 67 (portion also in D10)
117. US 160 from MO 17 to US 67 (portion also in D10)

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - $203 million

118. US 63 corridor improvements – begin work from Rolla to Cabool

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

District 10

Taking Care of the System - $440 million

- Major highways 85% good condition
- Minor highways 70% good condition
- Major highway bridges 85% good condition
- Minor highway bridges 80% good condition

Minor Road Improvement Program

116. MO 32/MO 72/MO 21 from MO 19 to US 67 (portion also in D9)
117. US 160 from MO 17 to US 67 (portion also in D9)
119. MO 80 from I-55 to MO 105
120. MO 25/US 62 from Arkansas state line to Malden
121. MO 25 from north of Malden to MO 34
122. MO 51 from MO 72 to US 60

Major Bridge Rehabilitations

123. US 62 – St. Francis River in Dunklin County

Safety Improvement Program

- Adding rumble stripes
- Improve curves with wider shoulders and better pavements
- Improve intersections

Major Projects - $305 million

124. MO 34 corridor improvements from Piedmont to MO 72
125. US 412 corridor improvements from east of MO 25 to east of Arkansas state line

Other Ways to Get Around

- Prioritized and selected by districts and planning partners.

Statewide Rural Major Projects - $124 million

126. I-55 corridor improvements from Fruitland to south of Scott City including interchange improvements at Scott City
127. MO 51 – Major bridge replacement over the Mississippi River at Chester

2010 Investment Scenario Timeline

MoDOT Transportation Planning
DRAFT

November 16, 2009
MoDOT Central Office Transportation Planning videoconference with MoDOT district planning managers and district engineers concerning overall process and strategy for completion

December 2009
Districts begin work with planning partners to determine priorities

December 7, 2009
Central Office Transportation Planning submits draft investment scenario major project detail sheets to district offices for input and verification of accuracy

December 11, 2009
District submits major project prioritization verification back to Central Office Transportation Planning

December 30, 2009
Central Office Transportation Planning submits Investment Scenario Package to districts and planning partners

----- District and planning partner discussions continue -----

February 23, 2010
Districts submit flexible funds and distributed major projects funding selections to Central Office Transportation Planning

February 25-26, 2010

- Planning Framework Statewide Rural Major Projects Task Force meets to prioritize major projects
- Planning Framework Rural Major Projects Task Force Sub Committee tabulates results from task force meeting
- Rural Major Projects Task Force prioritizes 2011-2014 scoping projects

March 1, 2010
MoDOT finalizes Investment Scenario Package

10-Year Revenue Estimates for 1% General Sales Tax Increase
(Dollars in Millions)

Fiscal Year*	Revenue Estimate
2011	341
2012	694
2013	708
2014	723
2015	737
2016	752
2017	767
2018	782
2019	798
2020	814
2021	415
Total	7,530

* Assumes sales tax increase is effective 1/1/2011 through 1/1/2021

Prepared by Resource Management - 11/23/2009

Fiscal Year 2011-2020 Financial Projections for Highways and Other Modes
(Dollars in Millions)

Highways[1]:

Fiscal Year	Net Motor Fuel	M.V. Licenses & Fees	M.V. Sales & Use Tax	Interest & Misc.	Bonds	Total State Revenue	Operating Costs	Other State Agencies	Total Non-Construction Expenses	State Revenue Available for Construction & Debt Service	Federal Aid-Obligation Limitation	Less: Federal Aid To Others	Federal Aid Available	Federal Funds Not Matched	Federal Funds Matched	State Match	100% State	Total Available For Construction & Debt Service	Debt Service	Total Available For Construction
2011	513	274	242	138	0	1,168	673	234	907	260	836	142	694	0	694	174	87	954	281	673
2012	520	281	257	152	0	1,209	674	238	912	297	867	147	720	0	720	180	117	1,017	299	718
2013	523	287	269	151	0	1,229	686	238	924	306	877	149	728	0	728	182	124	1,034	303	731
2014	528	294	279	144	0	1,245	698	253	951	295	886	151	735	0	735	184	111	1,030	303	727
2015	535	302	290	83	0	1,210	721	258	979	232	884	150	734	0	734	184	48	966	303	663
2016	541	309	305	83	0	1,238	745	267	1,012	226	884	150	734	0	734	184	43	960	305	655
2017	548	316	318	83	0	1,264	769	276	1,045	219	884	150	734	0	734	184	35	953	297	656
2018	554	323	330	83	0	1,290	795	285	1,080	210	884	150	734	0	734	184	26	944	297	647
2019	560	330	343	83	0	1,316	821	294	1,115	201	884	150	734	0	734	184	17	935	297	638
2020	566	337	356	83	0	1,343	848	304	1,152	190	884	150	734	0	734	184	7	924	297	627
Total	5,388	3,052	2,990	1,083	0	12,513	7,431	2,647	10,078	2,435	8,770	1,489	7,281	0	7,281	1,820	615	9,716	2,982	6,734

[1] Estimates based on the 2010-2014 STIP financial forecast

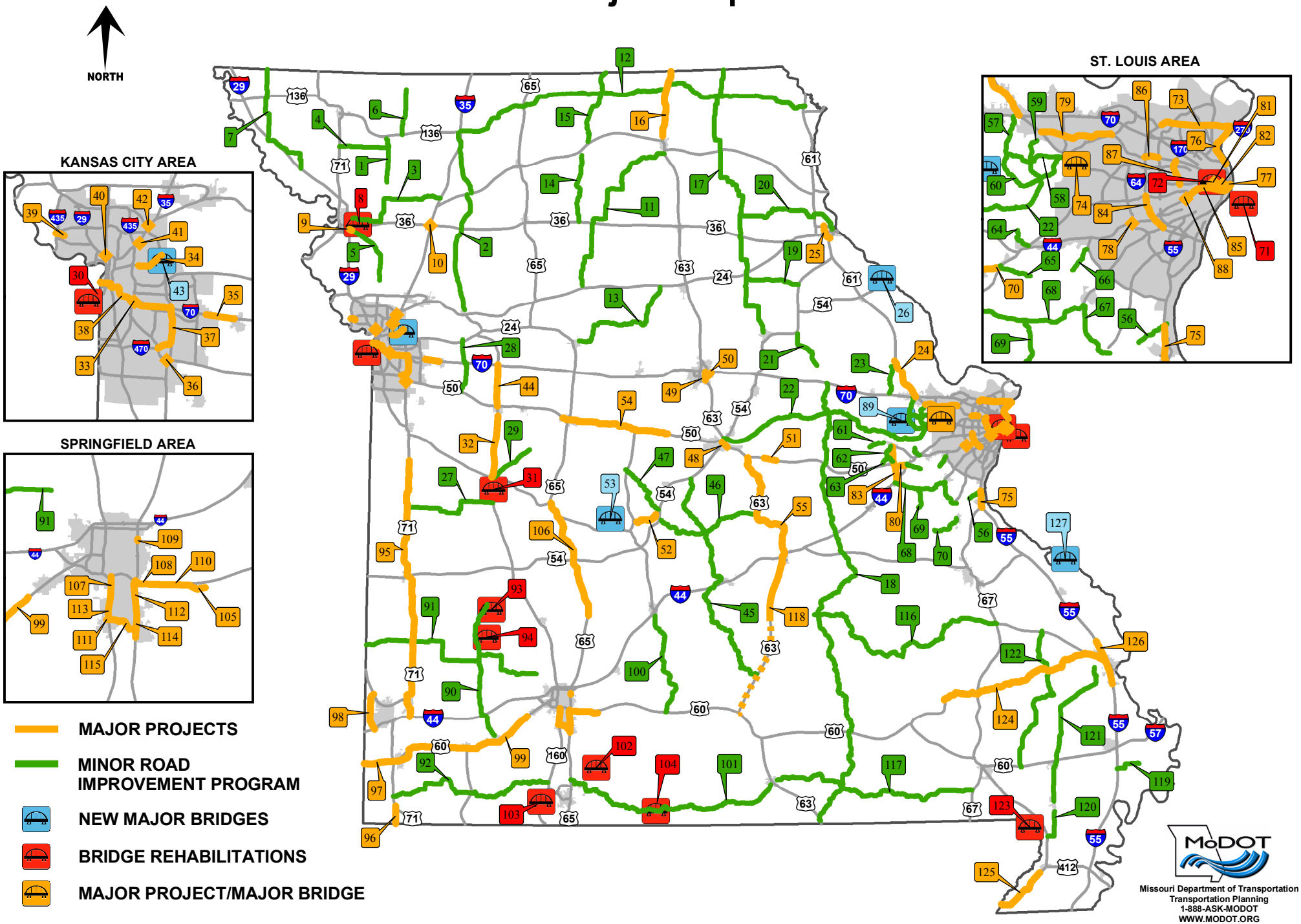
Other Modes[2]:

Fiscal Year	State General Revenue*
2011	14
2012	14
2013	15
2014	16
2015	16
2016	17
2017	18
2018	19
2019	20
2020	21
Total	170

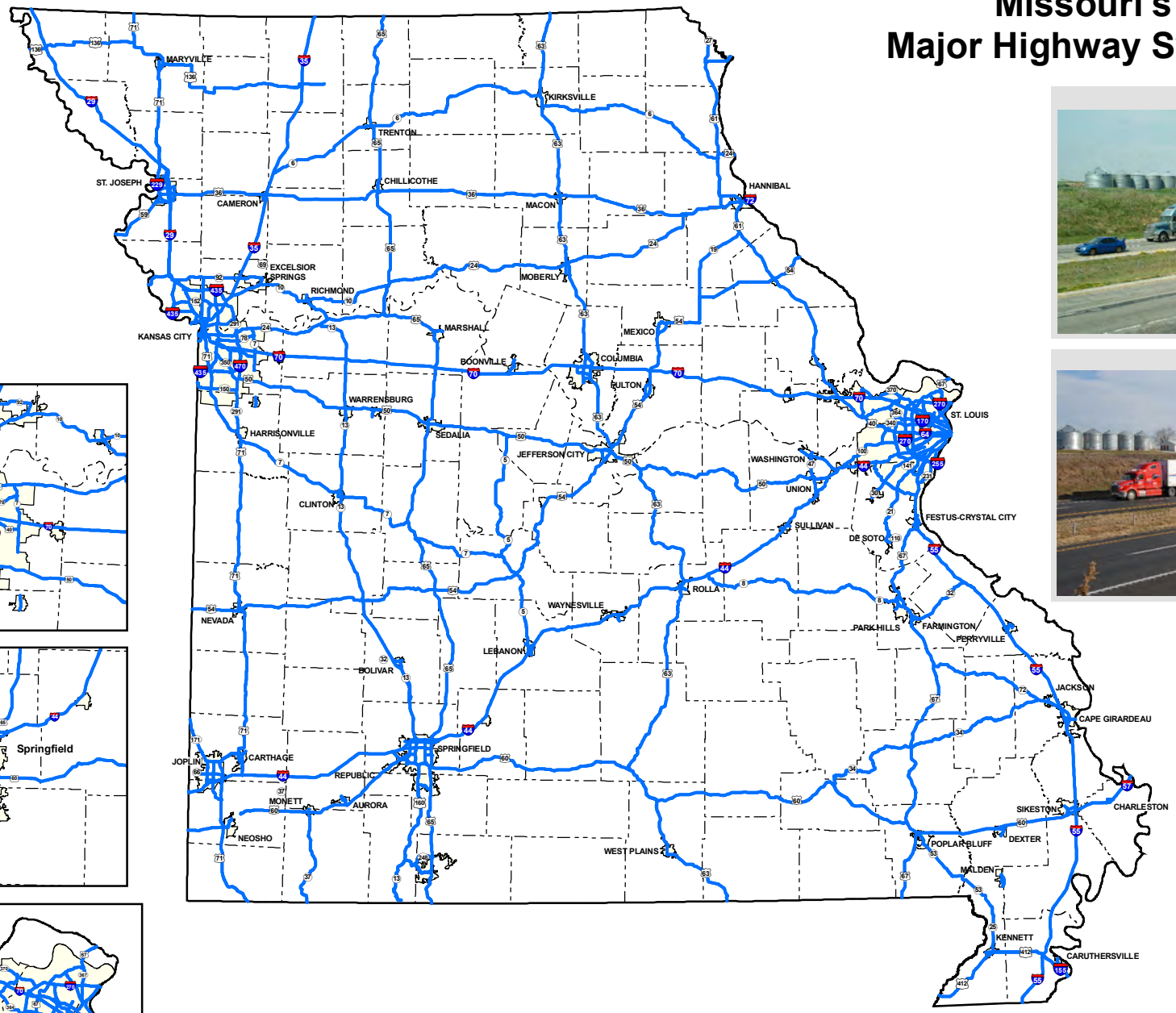
[2] Estimates based on MoDOT's 2011 appropriation request

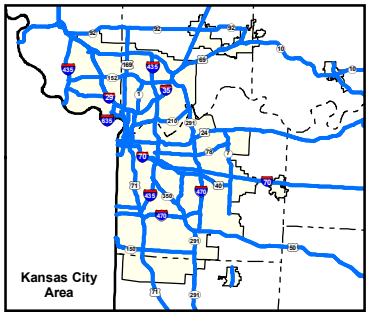
Prepared by Resource Management - 11/23/2009

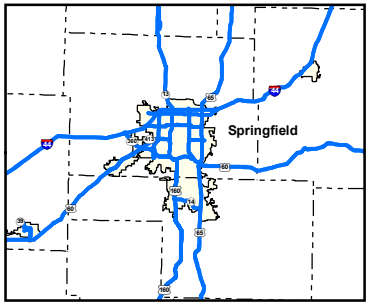
Project Map

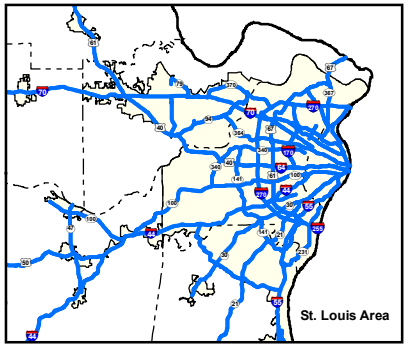

NORTH
KANSAS CITY AREA
SPRINGFIELD AREA
ST. LOUIS AREA
MAJOR PROJECTS
MINOR ROAD IMPROVEMENT PROGRAM
NEW MAJOR BRIDGES
BRIDGE REHABILITATIONS
MAJOR PROJECT/MAJOR BRIDGE
MoDOT
Missouri Department of Transportation
Transportation Planning
1-888-ASK-MODOT
WWW.MODOT.ORG
12/2/2009

Missouri's Major Highway System









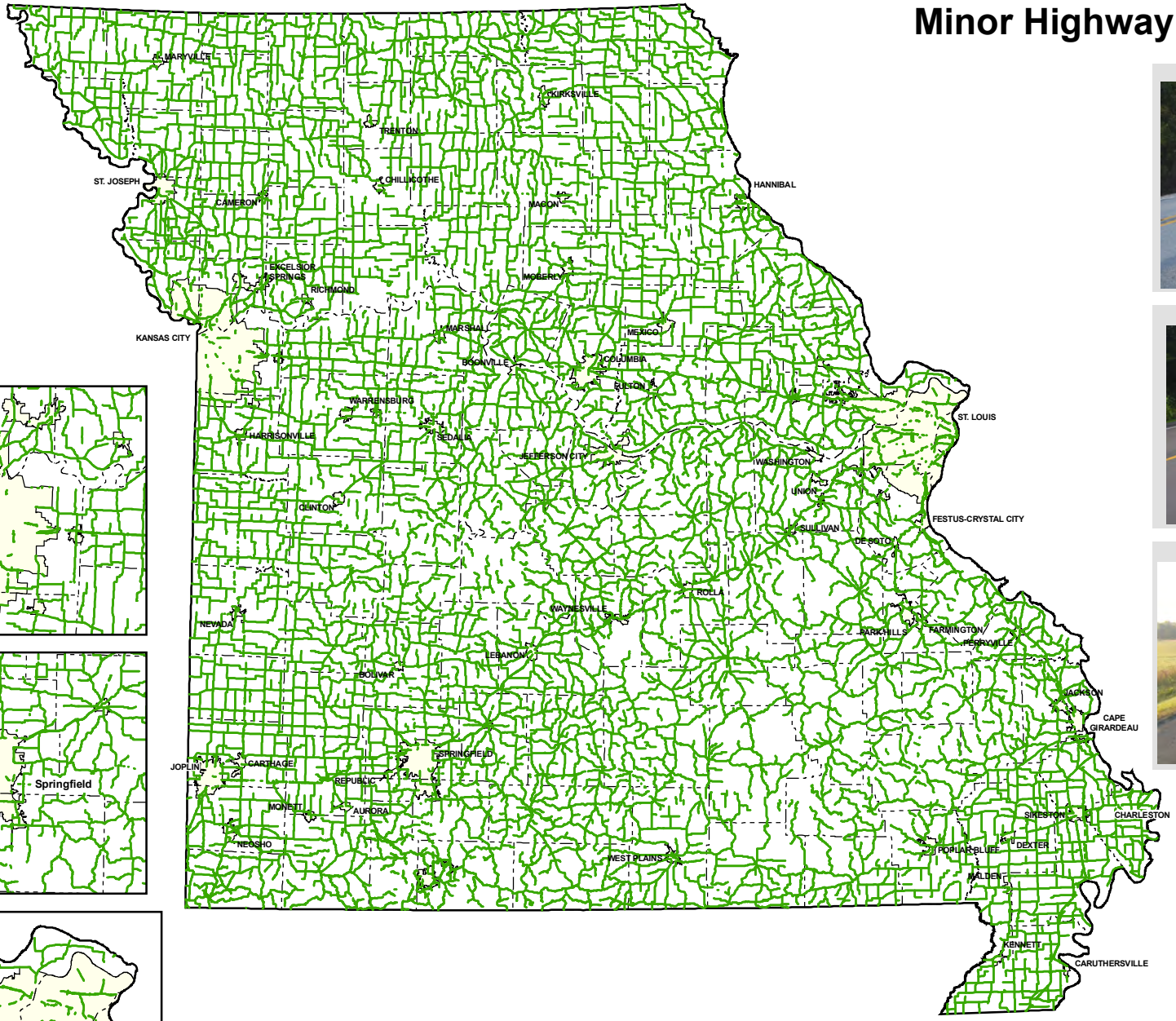
Before

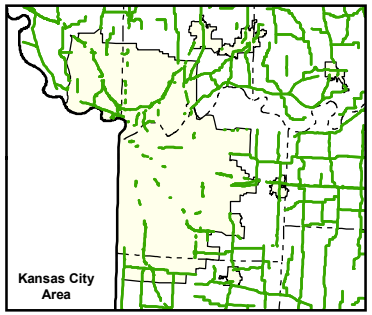
After

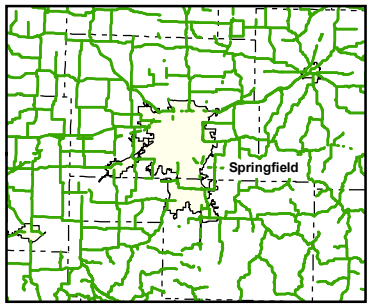
- There are approximately 5,600 miles on the major highway system
- They carry approximately 75% of all state highway traffic
- Approximately 4,800 miles of the major highway system will be resurfaced

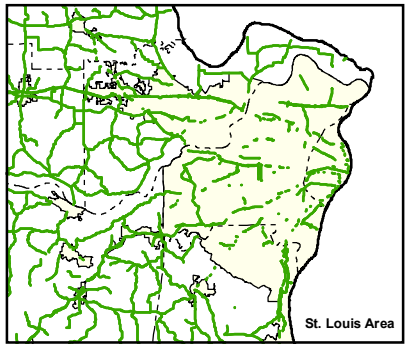
Missouri Department of Transportation
Transportation Planning
1-888-ASK-MODOT
WWW.MODOT.ORG
12/4/2009

Missouri's Minor Highway System





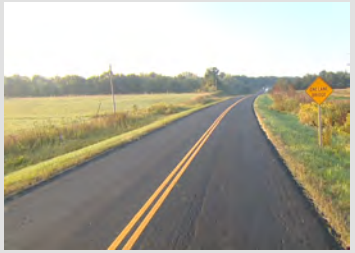




Before

Higher Traffic / After

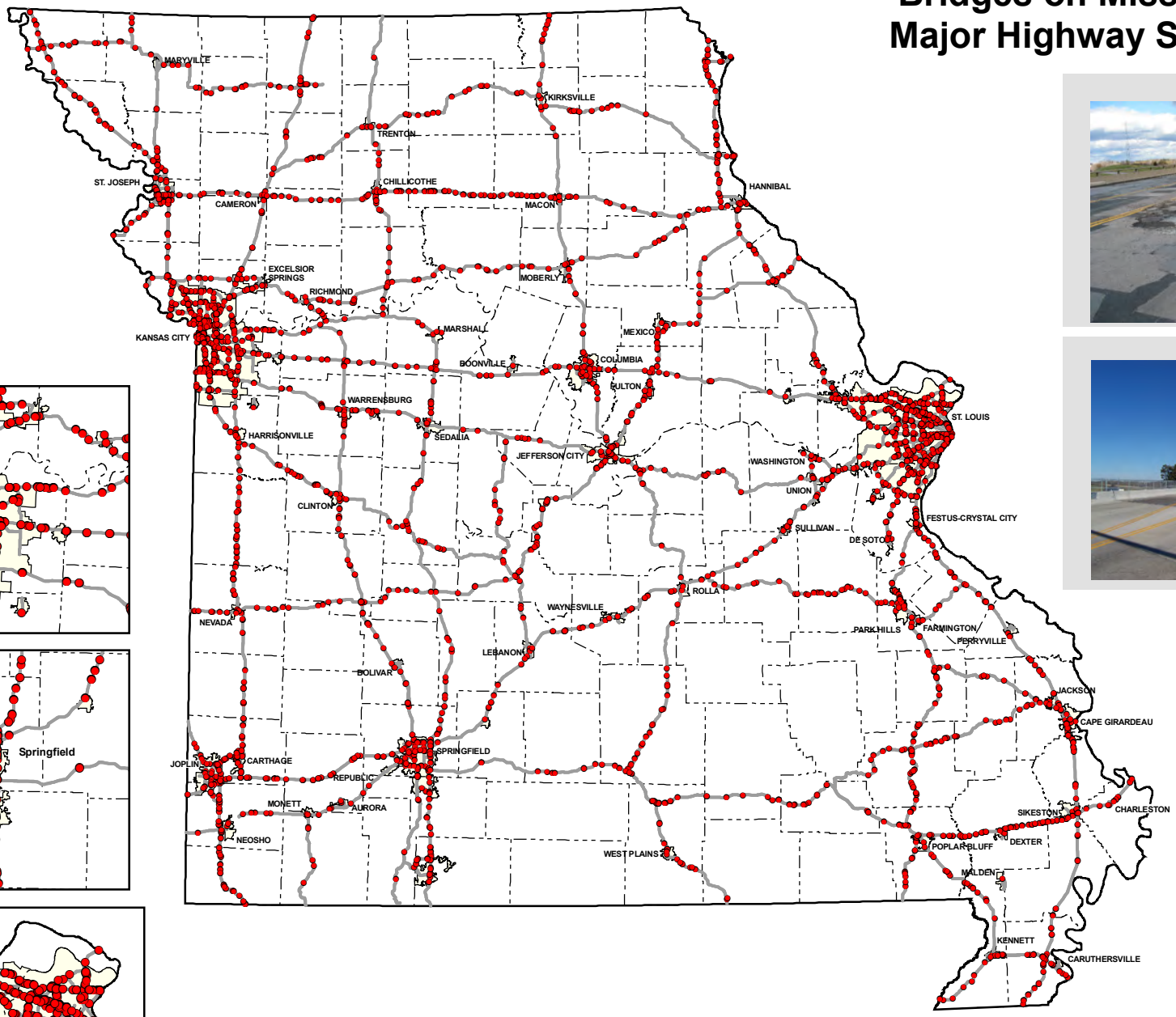
Lower Traffic / After

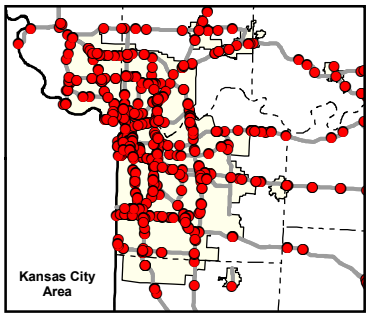


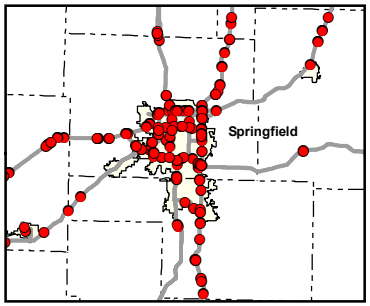
- There are approximately 28,000 miles on the minor highway system
- They carry approximately 25% of all state highway traffic
- Approximately 13,000 miles of the minor highway system will be resurfaced

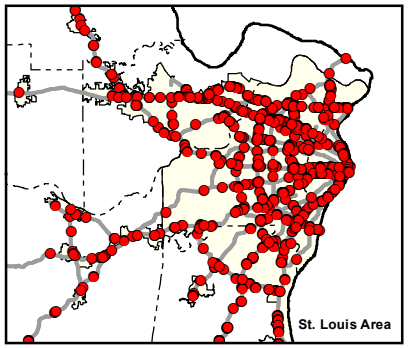
Missouri Department of Transportation
Transportation Planning
1-888-ASK-MODOT
WWW.MODOT.ORG
12/4/2009

Bridges on Missouri's Major Highway System









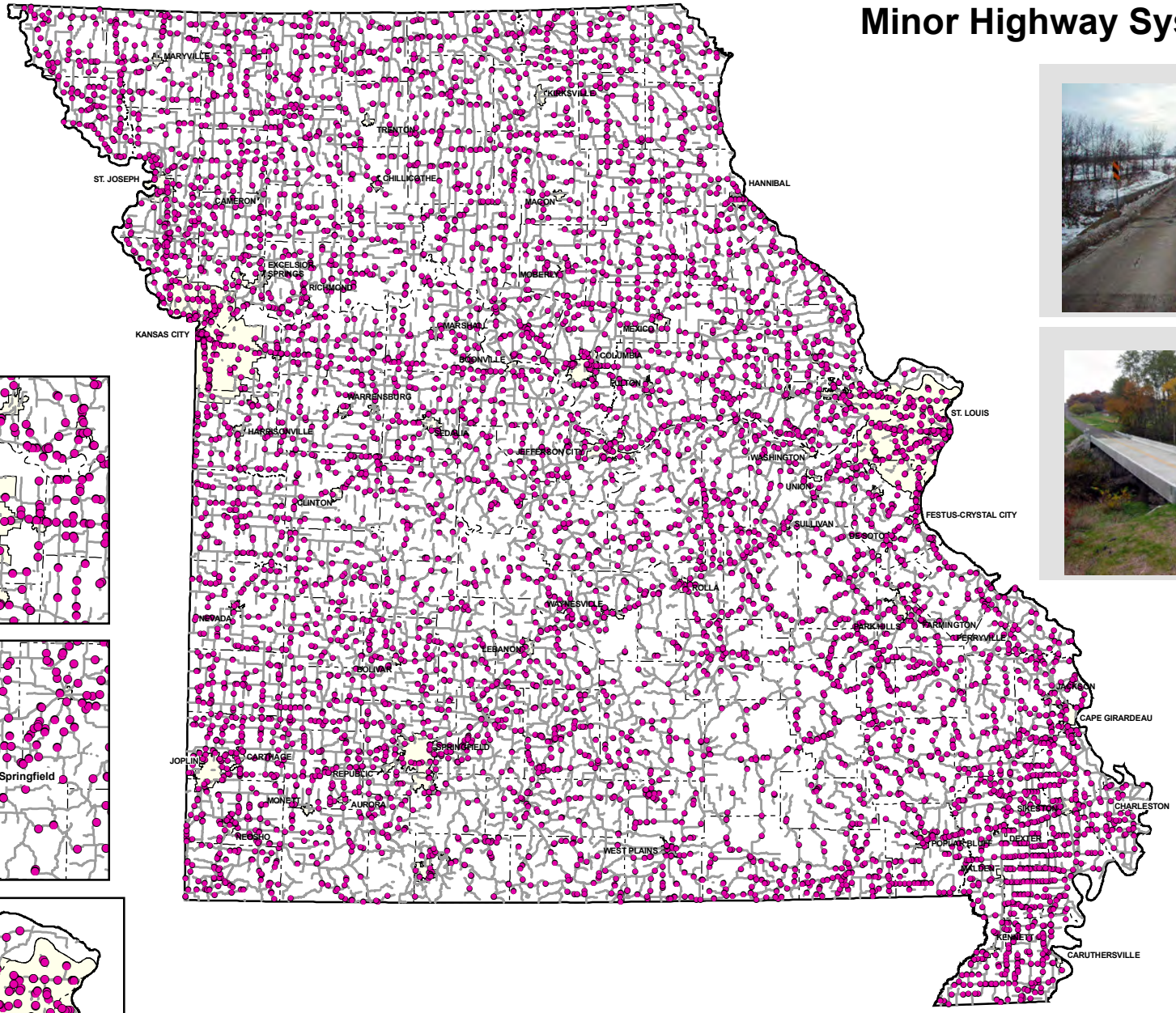
Before

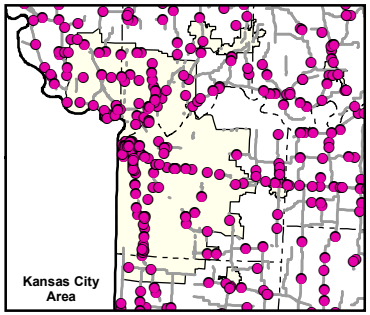
After

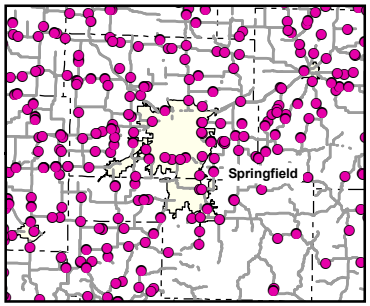
- There are approximately 3,350 bridges on the major highway system
- Approximately 730 bridges on the major highway system will be rehabilitated or replaced

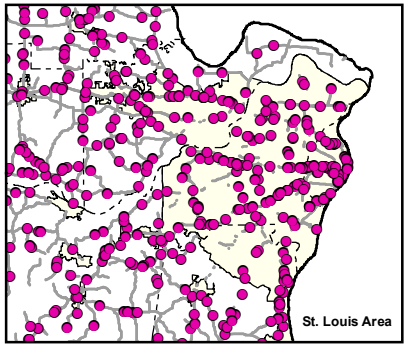
Missouri Department of Transportation
Transportation Planning
1-888-ASK-MODOT
WWW.MODOT.ORG
12/4/2009

Bridges on Missouri's Minor Highway System









Before

After

- There are approximately 6,900 bridges on the minor highway system
- Approximately 1,030 bridges on the minor highway system will be rehabilitated or replaced

Missouri Department of Transportation
Transportation Planning
1-888-ASK-MODOT
WWW.MODOT.ORG
12/4/2009

TAB 7

BOARD OF DIRECTORS AGENDA 02/18/10; ITEM II.F.

Bridge Rehabilitation and Replacement Program (BRM)

Ozarks Transportation Organization
(Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO is allocated On-System Bridge Rehabilitation and Replacement Program (BRM) funds and has a $1,051,368.05 BRM balance. OTO is allowed to have a three year running maximum balance of $755,244 or the excess funds will revert to MoDOT to be spent in the OTO area.

OTO staff is requesting a bridge project to be added to the 2011-2014 TIP. The BRM funds require a 20 percent match and the project will need to be obligated prior to September 30, 2010. On-System Bridge funding is available for use on roads that are functionally classified as urban collectors, rural major collectors, and arterials. MoDOT has identified several bridges in the OTO area that can be programmed in the FY 2011-2014 OTO Transportation Improvement Program.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

The Technical Planning Committee recommended placing the balance of BRM funds on a MoDOT project and approving an application process for FY 2011 funding.

BOARD OF DIRECTORS ACTION REQUESTED:

That a member of the Board of Directors makes one of the following motions:

"Move to approve allocating the existing On-System Bridge Replacement and Rehabilitation Program (BRM) funds on a MoDOT project and direct staff to develop an application process for 2011."

OR

"Move to return the request the back to the Technical Planning Committee to consider the following…"

(Metropolitan Planning Organization) 136.1.6.1 Highway Bridge Program

The Highway Bridge Program (HBP) has been authorized for public bridges beginning with Fiscal Year 1979. Funds are normally apportioned on or about October 1, each year. Funds are available for three years after the close of the fiscal year for which they were authorized. Unused funds may be withdrawn by MoDOT to make other arrangements for their expenditure. This is necessary in order to prevent loss of the funds through statutory lapse.

Federal funds are available to finance up to 80% of the eligible project cost, but may be increased with the use of credit earned from replacing an eligible bridge that is not on the federal-aid system. It will be necessary for the local agency to provide the necessary matching funds. The fair market value of donated right of way (after March 1987) may be credited to the local agency's matching share with the amount not to exceed the local agency's share. For further details regarding donated right of way, refer to 236.18 Local Public Agency Land Acquisition or contact the MoDOT district representative. Refer to 136.1.7 Local Match Guidelines for additional information.

If a local agency replaces or rehabilitates an eligible bridge that is not on the federal aid system with their own funds, they may receive a credit that can be applied to the non-federal share on other federal aid bridge projects. Details are included in 136.2 Bridge Soft Match Credit Program.

The HBP Program is intended for bridge rehabilitation and replacement and a minimum amount of approach roadway construction will be allowed.

The funds will be administered according to the following policies:

1. The current transportation bill requires that at least 15% of the state's total bridge appropriation be allocated for use on off-system bridges (BRO). The Missouri Highway and Transportation Commission approves the amount of bridge funds allocated to this program. Off-system bridges are bridges that are on roads that are functionally classified as a local road or street and rural minor collectors.

2. Off-System funds allocated to the counties will be based on the ratio of the replacement cost of the square footage of deficient bridge deck in the county to the replacement cost of the square footage of deficient bridge deck in all counties of the state.

3. Bridge funds for off-system projects may be programmed by counties for future projects. If the county does not have a sufficient balance of off-system bridge funds, they may borrow up to three years of future allocations for preliminary engineering or one year of future allocation for construction costs.

4. The Missouri Highway and Transportation Commission approves the amount of bridge funds allocated to the Kansas City, Springfield and St. Louis TMAs and other cities with an urban

cluster population of greater than 5,000 for use on on-system bridges (BRM). On-system bridges are bridges that are on roads that are functionally classified as urban collectors, rural major collectors, and arterials. Bridge funds for cities with an urban cluster population between 5,000 and 200,000 are distributed on a selection process which is conducted annually. The amount of money programmed will be the maximum amount the city will receive. Any costs over the programmed amount will be funded with the city's allocated STP funds or with local funds.

There are two types of projects that can be evaluated to see if exceptions to these guidelines should be made. Projects will be evaluated on an individual basis to see if any exceptions are warranted.

1. Emergency Project When a bridge has fallen down or washed out and is essential for travel in the area, MoDOT will consider allowing the county to exceed its amount of available funds by more than the guidelines.

2. County Receives Small Allocation Some counties do not receive enough allocation to reasonably finance a bridge project. Some allowance will be made for these counties to exceed the guidelines so they can participate in the program.

TAB 8

BOARD OF DIRECTORS AGENDA 02/18/10; ITEM II.K.

IRS Status

Ozarks Transportation Organization
(Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO recently hired a CPA firm, Dunton and Associates, to review OTO's status with the IRS. OTO has been operating under the assumed governmental entity status since April 2008.

Governmental entities must satisfy two tests to be exempt from income taxes, the "essential governmental function" and the "accrual test." Dutton and Associates has provided the opinion OTO has met these two tests (Please see attached letter).

OTO is not able to obtain an official IRS status in their database due to how the organization was coded in 2008 on the SS4 form. The IRS stated they are unable to change their database without a private letter ruling.

Dutton and Associates has also informed OTO of the option to receive a private letter ruling to ensure IRS's agreement with this claim or position, however; this is not a requirement to operate as a governmental entity. A private letter ruling would approximately cost OTO $5,000 to $15,000.

OTO employment taxes with the State of Missouri are currently coded as government and OTO has received a tax exempt letter for purchasing.

STAFF RECOMMENDATION:

Staff is recommending that OTO continues to operate as a governmental entity until there is a need to revisit OTO's tax status based on future operations and programs of OTO.

BOARD OF DIRECTORS ACTION REQUESTED

Informational Only – No Action Required

Dunton & Associates, LLC
Certified Public Accountants

January 27, 2010

Mr. Tim Conklin
Ozarks Transportation Organization
117 Park Central Square Suite 107
Springfield, MO 65806

Dear Tim

We are writing in response to Ozarks Transportation Organization's (OTO) request for a written statement/opinion regarding the Organization's qualification to be classified as a governmental entity.

Facts

1. The Internal Revenue Service (IRS) is currently showing the Organization as unclassified in their computer system, since a classification of governmental can only be made on the initial form SS-4 and the Organization did not make this classification at that time. Per Ms. Chambers (IRS badge #195772), "if the status is not entered upon processing the initial form SS-4, the system will not allow them to enter the code later. If your classification is governmental, there is nothing else to do.

2. Subsequent to the initial SS-4application to IRS, Lisa Officer faxed a letter to the Internal Revenue Service (IRS) requesting the Organization be classified as a governmental entity exempt from taxes. She provided documentation of the revenue streams to support her claims as to the applicability of the Organization's exemption under Internal Revenue Code (IRC) section 115(1) at that time. OTO has been operating as a governmental entity under IRC section 115(1) since that time.

3. OTO was incorporated by the City of Springfield in the State of Missouri as a Public Benefit Corporation on 4/23/08. The Articles of Incorporation filed with the state indicate that upon dissolution, all assets will be sold and distributed to the City of Springfield, a municipal corporation.

4. There is no application process to become a governmental agency with the IRS, instead you have the ability to request a private letter ruling to confirm that your Organization is a governmental entity at the time of application. Any changes in method of operations and or organizational structure would require an additional private letter ruling.

5. There is no annual information return or tax return required by the IRS for governmental entities.

www.duntoncpas.com
1835 East Republic Road, Suite 200, Springfield, Missouri 65804 • 417-823-7171 • FAX: 417-823-0744
500 West Main Street, Suite 300, Branson, Missouri 65616 • 417-336-5900 • FAX: 417-337-7715
502B East Maupin, Bolivar, Missouri 65613 • 417-777-CPAS (2727) • FAX: 417-777-4962

The Law/Regulation:

1. Internal Revenue Code Section 115(1) is the main law/regulation for tax exempt governmental entities. It states that gross income does not include income derived from any public utility or the exercise of any essential governmental function ("essential government function test") and accruing to a State or any political subdivision thereof, or the District of Columbia ("accrual test").

   To satisfy the "accrual test", a "distribution of assets upon dissolution" requirement must be met. Specifically, upon dissolution, the assets of the organization must be distributed to:

   - One or more states,
   - Political subdivisions of states,
   - The District of Columbia, or
   - Other organizations whose income is excluded under Code Section 115(1).

   The organization's assets may not be distributed upon dissolution (or any other time) to the US government.

   An "essential government function" is one that state or local governments generally have performed directly and that would have to be carried on by the state or local government if the organization did not exist.

2. An organization is not required to obtain a private letter ruling to claim an income exemption under Internal Revenue Code Section 115(1); however, if they wish to receive a favorable private letter ruling that the organization's income is excluded under this section; the articles of organization must limit the distribution of the organization's assets on dissolution. A fee is associated with obtaining a letter ruling.
3. Title 23, chapter 1, section 134 of the U.S. Code requires a metropolitan planning organization be designated for each urbanized area with a population of more than 50,000 individuals.

Conclusion

Governmental entities must satisfy two tests to be exempt from income taxes, the "essential governmental function" and the "accrual test". It is our opinion that the facts listed above support a claim to have met these two tests as described above. However, a favorable private letter ruling that the Organization's income is excluded under section 115(1) is the only way to ensure IRS's agreement with this claim or position. We would be happy to review or assist in the preparation of the request for such a ruling, if OTO desires to obtain a positive private letter ruling.

We appreciate the opportunity to assist you in this matter. If you have any additional questions, please don't hesitate to call.

Sincerely,

Dunton & Associates, LLC

Dunton & Associates, LLC

TAB 9

BOARD OF DIRECTORS AGENDA 02/18/10; ITEM II.H.

Financial Statements for 2nd Quarter Fiscal Year 2010

Ozarks Transportation Organization
(Metropolitan Planning Organization)

AGENDA DESCRIPTION:

Included for consideration are the second quarter financial statements for FY 2010. This period includes October 1, 2009 through December 31, 2009. The reports included are the *Profit and Loss Statement*, *Balance Sheet*, and *OTO Profit & Loss Budget vs. Actual* (categorized to match the approved Unified Planning Work Program Budget). During this period, expenditures exceeded revenues by $12,610.26, however, the Local Jurisdiction Dues payments for Fiscal Year 2010 were received in the first quarter.

The OTO was able to utilize $5,625.28 of In-Kind Match Income during the second quarter. Staff would like to thank all member jurisdictions for helping with the in-kind match documentation.

Eighty percent of Ozarks Transportation Organization's funding is from the Consolidated Planning Grant administered through MoDOT, utilizing federal transportation dollars. This is a reimbursable grant program. OTO bills MoDOT 80 percent of the actual expenses. Dues are collected from member jurisdictions to pay for the remaining 20 percent.

BOARD OF DIRECTORS ACTION REQUESTED:

Board of Directors action requested to accept the financial statements for Fiscal Year 2010 Second Quarter.

Ozarks Transportation Organization
Profit & Loss
October through December 2009

	Oct - Dec 09
Ordinary Income/Expense	
Income	
Interest Income	277.21
Other Types of Income	
Consolidated Planning Grant CPG	86,421.50
In-Kind Match, Donated Direct C	5,625.28
Total Other Types of Income	92,046.78
Total Income	92,323.99
Expense	
Bank Fees	2.00
Business Expenses	
Membership Dues	2,059.03
Total Business Expenses	2,059.03
Contract Services	
Payroll Company Fee	377.70
Total Contract Services	377.70
Facilities and Equipment	
Building Rental	2,991.00
Total Facilities and Equipment	2,991.00
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	2,784.32
Donated Ride Share Advertising	996.00
Member Attendance at Meetings	1,844.96
Total In-Kind Match Expense	5,625.28
Operations	
Advertising	189.98
Data Storage/Backup	221.10
Food Supplies	697.90
Mileage	245.96
Office Supplies/Furniture	1,146.56
Postage	494.65
Printing	556.68
Publications	25.35
Rideshare Software/Materials	408.00
Telephone	1,182.85
Training	600.00
Total Operations	5,769.03
Other Types of Expenses	
Mobile Data Plans	254.71
Total Other Types of Expenses	254.71
Salaries	
Payroll Tax Expense	4,983.02
SEP-IRA Contribution	7,330.17
Salaries - Other	68,191.36
Total Salaries	80,504.55
Spfld Contract for Staff	6,000.00

Ozarks Transportation Organization
Profit & Loss
October through December 2009

	Oct - Dec 09
Travel	
Hotel	970.02
Meals	181.93
Registration	0.00
Transportation	199.00
Total Travel	1,350.95
Total Expense	104,934.25
Net Ordinary Income	-12,610.26
Net Income	-12,610.26

Ozarks Transportation Organization
Balance Sheet
As of December 31, 2009

	Dec 31, 09
ASSETS	
Current Assets	
Checking/Savings	
Great Southern Bank	70,250.06
Total Checking/Savings	70,250.06
Total Current Assets	70,250.06
TOTAL ASSETS	70,250.06
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
US Bank Purchasing Card	1,559.61
Total Credit Cards	1,559.61
Total Current Liabilities	1,559.61
Total Liabilities	1,559.61
Equity	
Unrestricted Net Assets	-63,211.90
Net Income	131,902.35
Total Equity	68,690.45
TOTAL LIABILITIES & EQUITY	70,250.06

11:21 AM

01/11/10

Cash Basis

Ozarks Transportation Organization
Profit & Loss Budget vs. Actual
July through December 2009

	Jul - Dec 09	Budget	$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Interest Income	501.42			
Other Types of Income				
Consolidated Planning Grant CPG	243,953.82	499,019.00	-255,065.18	48.9%
In-Kind Match, Donated Direct C	8,714.01	28,429.00	-19,714.99	30.7%
Miscellaneous Revenue	500.00			
Total Other Types of Income	253,167.83	527,448.00	-274,280.17	48.0%
Program Income				
Local Jurisdiction Match Funds	88,499.69	96,328.00	-7,828.31	91.9%
Total Program Income	88,499.69	96,328.00	-7,828.31	91.9%
Total Income	342,168.94	623,776.00	-281,607.06	54.9%
Expense				
Bank Fees	2.00			
Business Expenses				
Business Registration Fees	25.00			
Membership Dues	2,475.03	3,000.00	-524.97	82.5%
Total Business Expenses	2,500.03	3,000.00	-499.97	83.3%
Contract Services				
Accounting Services	0.00	6,000.00	-6,000.00	0.0%
Legal Fees	0.00	4,000.00	-4,000.00	0.0%
Payroll Company Fee	756.40	2,000.00	-1,243.60	37.8%
Travel Model Consultant	0.00	10,000.00	-10,000.00	0.0%
Total Contract Services	756.40	22,000.00	-21,243.60	3.4%
Facilities and Equipment				
Building Rental	5,982.00	11,000.00	-5,018.00	54.4%
Copy Machine Lease	441.68	2,500.00	-2,058.32	17.7%
Total Facilities and Equipment	6,423.68	13,500.00	-7,076.32	47.6%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	2,784.32			
Donated Ride Share Advertising	1,884.91			
Member Attendance at Meetings	4,044.78			
Total In-Kind Match Expense	8,714.01			

11:21 AM

01/11/10

Cash Basis

Ozarks Transportation Organization
Profit & Loss Budget vs. Actual
July through December 2009

	Jul - Dec 09	Budget	$ Over Budget	% of Budget	
Operations					
Advertising	1,069.92	1,000.00	69.92	107.0%	
Aerial Photos	0.00	14,333.33	-14,333.33	0.0%	
Audit - City of Springfield	0.00	6,000.00	-6,000.00	0.0%	
Computer Software	0.00	5,000.00	-5,000.00	0.0%	
Computer Upgrades	2,564.99	4,000.00	-1,435.01	64.1%	
Data Storage/Backup	221.10	693.00	-471.90	31.9%	
Food Supplies	1,074.22	2,500.00	-1,425.78	43.0%	
GIS Maintenance	7,183.29	3,841.45	3,341.84	187.0%	
Infill Costs	1,375.00	1,375.00	0.00	100.0%	
IT Maintenance Contract	9,480.00	10,000.00	-520.00	94.8%	
Mapping/Drafting Supplies	0.00	2,000.00	-2,000.00	0.0%	
Mileage	347.77	2,000.00	-1,652.23	17.4%	
Office Equip Repair	0.00	500.00	-500.00	0.0%	
Office Supplies/Furniture	1,240.88	9,000.00	-7,759.12	13.8%	
Parking	0.00	3,000.00	-3,000.00	0.0%	
Postage	941.69	3,000.00	-2,058.31	31.4%	
Printing	2,987.66	15,000.00	-12,012.34	19.9%	
Publications	245.30	1,000.00	-754.70	24.5%	
Rideshare Software/Materials	633.00	24,000.00	-23,367.00	2.6%	
Telephone	1,599.32	5,799.45	-4,200.13	27.6%	
TIP Software	0.00	25,000.00	-25,000.00	0.0%	
Training	1,928.00	6,000.00	-4,072.00	32.1%	
Web Hosting	29.99	450.00	-420.01	6.7%	
Total Operations	32,922.13	145,492.23	-112,570.10		22.6%
Other Types of Expenses					
Insurance - Liability	964.00	1,000.00	-36.00	96.4%	
Mobile Data Plans	553.21	1,620.00	-1,066.79	34.1%	
Workmen's Compensation Ins	0.00	1,112.00	-1,112.00	0.0%	
Total Other Types of Expenses	1,517.21	3,732.00	-2,214.79		40.7%
Salaries					
Payroll Tax Expense	9,311.12				
SEP-IRA Contribution	13,641.18				
Salaries - Other	125,738.73	346,121.77	-220,383.04	36.3%	
Total Salaries	148,691.03	346,121.77	-197,430.74		43.0%
Spfld Contract for Staff	6,000.00	47,000.00	-41,000.00		12.8%

Ozarks Transportation Organization
Profit & Loss Budget vs. Actual
July through December 2009

	Jul - Dec 09	Budget	$ Over Budget	% of Budget
Travel				
Hotel	2,076.38			
Meals	318.07			
Registration	0.00			
Transportation	313.65			
Travel Miscellaneous	32.00			
Travel - Other	0.00	14,501.00	-14,501.00	0.0%
Total Travel	2,740.10	14,501.00	-11,760.90	18.9%
Total Expense	210,266.59	595,347.00	-385,080.41	35.3%
Net Ordinary Income	131,902.35	28,429.00	103,473.35	464.0%
Net Income	131,902.35	28,429.00	103,473.35	464.0%