OZARKS TRANSPORTATION ORGANIZATION

BOARD OF DIRECTORS MEETING MINUTES

April 19, 2012

The Board of Directors of the Ozarks Transportation Organization met at its scheduled time of 12:00 p.m. in the Ozarks Transportation Organization Large Conference Room, in Springfield, Missouri.

The following members were present:

Mr. Brian Bingle, City of Nixa (a) Mr. Jim Krischke, City of Republic (a)

Mr. Phil Broyles, City of Springfield (a) Mr. Lou Lapaglia, Christian County

Mr. Steve Childers, City of Ozark (a) Ms. Robin Robeson, City Utilities

Mr. Jerry Compton, City of Springfield (Chair) Mr. Brian Weiler, Airport Board (a)

Mr. Tom Finnie, Citizen-at-Large Mr. Tom Vicat, City of Strafford (a)

Mr. J. Howard Fisk, Citizen-at-Large Mr. Jim Viebrock, Greene County

Ms. Teri Hacker, Citizen-at-Large

1. *Denotes alternate given voting privileges as a substitute for voting member not present*

The following members were not present:

Mr. Mokhtee Ahmad, FTA Mr. Aaron Kruse, City of Battlefield

Ms. Becky Baltz, MoDOT Mr. Larry Martin, City of Ozark (a)

Mr. Harold Bengsch, Greene County Mr. Bradley McMahon, FHWA

Ms. Roseann Bentley, Greene County (a) Mr. Steve Meyer, City of Springfield (a)

Mr. Thomas Bieker, City of Springfield (a) Mr. Shane Nelson, City of Ozark

Mr. Shawn Billings, City of Battlefield (a) Mr. Jim O’Neal, City of Springfield

Mr. Brian Buckner, City of Republic Mr. John Rush, City of Springfield

Mr. Sam Clifton, City of Nixa Mr. Dan Salisbury, MoDOT (a)

Mr. John Elkins, Citizen-at-Large (a) Mr. Mark Schenkelberg, FAA

Mr. Jim Enyart, Airport Board Mr. Tim Smith, Greene County (a)

Mr. Nick Heatherly, City of Willard (a) Mr. John Vicat, City of Strafford

Mr. Tom Keltner, City of Willard

Others Present: Mr. Jered Taylor, Congressman Billy Long’s Office; Ms. Sara Edwards, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, Mr. Chris Stueve, Ozarks Transportation Organization; Mr. Joel Keller, Greene County Highway Department; Ms. Megan Hammer and Krista Gawlouski, Senator Claire McCaskill’s Office; Mr. Dan Wadlington, Senator Roy Blunt’s Office; Mr. Andy Mueller, MoDOT.

Mr. Compton called the meeting to order at 12:04 p.m.

1. **Administration**
2. **Introductions**
3. **Approval of Board of Directors Meeting Agenda**

Ms. Edwards stated that the OTO would add Item K to the agenda. This agenda item discusses the support of the Ozone Advance program, which is a new EPA program.

Mr. Weiler made the motion to approve the April 19, 2012 revised agenda. Mr. Fisk seconded and the revised agenda was approved unanimously.

1. **Approval of the February 16, 2012 Meeting Minutes**

Mr. Compton stated that Mr. Lapaglia was incorrectly listed as chair in the February 16, 2012 Meeting Minutes.

Mr. Finnie made the motion to approve the corrected February 16, 2012 Meeting Minutes. Mr. Lapaglia seconded and the minutes were approved unanimously.

1. **Public Comment Period**

None

1. **Executive Director’s Report**

Ms. Edwards stated that there were copies of the Long Range Transportation Plan available in the OTO office. The surface transportation bill was extended through June. There was a notice that the House passed another extension through September, but no Senate action yet on the extension.

Staff attended the TEAM Conference in March and Natasha Longpine received FHWA LPA Certification. A lot of the jurisdictions are currently working on certification as well. MoDOT is offering training on June 13 at the MoDOT Southwest District Office. This training is now full so there will be a second date which is June 14, 8:00 a.m. to noon.

Staff have been working on the Transportation Improvement Program set up for next year. It is currently being converted into an online database. The new software will have mapping capabilities where the user can zoom in on a project and all the project information will be available. There is a company working with the OTO on this project and hopefully in the next couple of weeks information will be sent out to the jurisdictions on how to go online and input the projects directly. It should be a more streamlined and easier process this year assuming that everything goes as planned.

There is a new company for the OTO computer network services agreement. The company basically monitors the OTO’s systems on site and takes care of any viruses or updates remotely. The company is about $3,000 cheaper annually than the OTO’s current provider. There will be approximately $3,000 in annual savings over the next five years. The contract does not lock the OTO into a five-year commitment. Rather, it is a renewable contract each year up to five years.

Cost share applications are due May 4 at the MoDOT Southwest District Office and that is for the July 26 Cost Share Committee meeting with MoDOT. At the last meeting Springfield was awarded two projects. The first project was expanding Glenstone Avenue for Peele Street to Battlefield Road. Mr. Broyles stated that Glenstone will now be six lanes from Battlefield to the James River Interchange. Ms. Edwards stated that was a $5.2 million project. The second project was the James River Freeway/Kansas Expressway Diverging Diamond Interchange. If everything is processed on time the project letting should be in August, 2012.

The City of Springfield and MoDOT have also been looking at the James River/Campbell/Republic Road Interchange/Intersection area. They are in the final stages of hiring somebody to give a concept of access management as well as any redesign. Over the next few months there should be information available on some innovative improvements. Another project that the City of Springfield and MODOT, through the Traffic Management Center, are working on is employing Blue Tooth Technology. The technology will basically mount a blue tooth device to a traffic signal box or pole and will track the blue tooth devices whether in the car or in hands free devices and will tell us travel times across the city. There could be some real time travel information for congestion purposes as well as for planning purposes. Mr. Broyles stated it will not track individuals or determine speeds. Ms. Edwards stated that the exciting part is that in a lot of cities a person can go online and see what areas are congested.

Ms. Edwards stated that Carol Cruise has announced her retirement from City Utilities. City Utilities is currently working to hire her replacement. The Transit Study is in the final stages and the draft document is available on the OTO website. The transit consultants are in town on May 4 and everyone is invited to hear them speak. They will present their findings on improvements to the current system and the regional analysis. There will also be a presentation to the City Utilities Board at 2:00 p.m. and a public meeting from 5:00 to 7:00 p.m. The goal is to attract some attention from the Artwalk crowd and get some members of the public to attend who are interested in the issue.

Ms. Edwards stated she would be on vacation from the 20 to 29 of April.

1. **Legislative Reports**

Ms. Hammer stated the surface transportation bill extension was passed by the House. On the Senate side it will go directly to a conference committee as opposed to being passed and repassed in its entirety by the Senate. The date and members of the conference committee have yet to be determined. The President has indicated his disapproval of the part regarding the Keystone Pipeline. That is not a view shared by Senator McCaskill as she is in support of the Keystone Pipeline. There is a planned vote on the Postal Reform Legislation that has been debated over the last few weeks. There is also a discussion on reauthorization of the Violence Against Women Act.

Mr. Wadlington stated that the Highway Bill has gotten held up with politics. The Keystone Pipeline was added by the House, it is not in the Senate Bill. The Senate Bill is a bipartisan bill. It passed by 73 votes. There were both Democrats and Republicans who took part in that. The House Bill added the Keystone Pipeline. The House has passed the Keystone Pipeline three times. The Senate has voted on it three times, approving it once then refusing to vote on it twice. It is unsure how it will come out of the Conference Committee. It is possible that the Keystone will be removed so that the President will not veto. The President has made it clear that if the Keystone remains in the Highway Bill, which is a two year, $109 billion bill, he would veto it and they will have to start over. The Senator voted for the bill without the Keystone and will likely vote for the bill with the Keystone in it. Two years is better than a three or six-month extension. Missouri would get about $940 million a year out of that. That is down about $40 million from what Missouri currently receives, but it is a good bill and there is a two-year certainty of highway construction.

Mr. Taylor stated Congressman Long is still hopeful of a five year Highway Bill. That might not happen at this point and that the House had just passed a two year bill.

# New Business

1. FY 2013 Unified Planning Work Program

Ms. Edwards stated that the Unified Planning Work Program lists the work programmed for the next fiscal year. The fiscal year runs July 1 through June 30. The reason that it is approved so far in advance is that Federal Highway needs time to get through the papers. There are six tasks in the UPWP program. Typically it has been divided into seven tasks, however, Federal Highway ruled that the OTO is only allowed to plan not do work. The Rideshare program was considered work so it was ruled to be an ineligible use of funds. The website Ozarkscommute.com is paid through December, 2012. There needs to be a plan for the Rideshare program between now and December. The Technical Planning Committee recommended a subcommittee be formed to look at alternative ways to fund the program. One possible way of funding the program would be through STP Urban funding that right now is sub-allocated to all the jurisdictions. The funds would be taken off the top before it goes to each city or county. There will be a subcommittee put together to see if there are other options or if it is even a supported program. Right now it has been removed from the UPWP. If it is not funded with planning funds then it does not need to be in the program.

Mr. Weiler asked how much Rideshare funds had been removed. Ms. Edwards stated $37,000 annually. That covers the website as well as the different employee fairs, community events, hand outs, giveaways and promotions to get people to sign up for the website.

In addition to the UPWP covering OTO funding, it covers City Utilities planning activities. The funds are required to be included in the UPWP but the funds do not come to the OTO, the funds go directly to City Utilities. There are also in-kind direct costs and donated funds in the budget. In-kind funds count member attendance at meetings, that is why there are sign in sheets at the meetings. MoDOT also counts some of the staff time for their staff projects. The UPWP has run through the UPWP subcommittee which consists of members of the Technical Committee as well as the Executive Committee. All the committees are recommending approval of the UPWP.

Of notable cost this year is the aerial photography for $50,000 that was just flown. The City of Springfield agreed to be reimbursed during the next fiscal year instead of the current year. The OTO’s contribution towards this is $40,000 but it will show $50,000 in here because of the in-kind match of $10,000. There is also a Travel Demand Model update in the amount of $150,000. The census data are due out in December for the travel part of the census. The RFP will be done this August and could have a company under contract ahead of the data release. There will be a huge demand for it once the data is released. The OTO is requesting approval of the UPWP.

Mr. Broyles made the motion to approve the FY2013 Unified Planning Work Program. Mr. Bingle seconded and the motion was carried unanimously.

1. Executive Committee Appointments

Ms. Edwards stated that back in 2009 it was determined that the OTO could use an Executive Committee to conduct some of the OTO’s day-to-day business. Those positions need to be reappointed. At the last Board of Directors meeting Aaron Kruse and Steve Childers were reappointed to those positions. There is one vacant position. The Executive Committee met and recommended that Brian Bingle of the City of Nixa be appointed to serve on the Executive Committee.

Mr. Lapaglia made the motion to appoint Mr. Brian Bingle to the Executive Committee. Mr. Fisk seconded and the motion was carried unanimously.

1. TIGER Summary

See attached PowerPoint presentation.

Mr. Compton inquired what the NEPA acronym stands for. Ms. Edwards stated it stands for the National Environmental Protection Act. Ms. Longpine stated that it includes all the Environmental Impact Statements, all of the public input side as well as environmental justice factors.

1. Transit Coordination Plan Update

Mr. Curtis Owens stated that over the last five months the Transit Coordination Board has been working on an updating the Transit Coordination Plan. It is a requirement under the SAFETEA-LU reauthorization, so the group has reviewed the plan. It is just a five-year update. This plan addresses the assessment of transportation needs for the disabled. It includes an inventory of available services, identifies gaps in the services, and eliminates and reduces duplication of those human service agencies that provide transportation or provide a human service program. The Local Coordination Board for Transit finished the plan update at the end of March. The LCBT approved the plan and have sent it to the OTO Board for adoption.

The plan covers three programs, 5310, 5316, 5317, and the plan has to be in place so those funds can come through the organization.

Mr. Fisk made a motion for approval. He stated that 5310 is for the permanently disabled, the 5316 is for JARC – Job Access Reverse Commute, and the 5317 New Freedom is for low income persons. Typically the funds come through the OTO for redistribution. This is because of the applications; City Utilities has received the JARC funds in the past because there were projects that were appropriate in the scoring system. There have been enough funds to provide to other social service agencies such as the Burrell Agency or a variety of agencies that purchase vehicles to transport people who need access to services.

The LCB for transit will get together, look at the application and make sure the application that has been used in the past is appropriate to send forward. That application will move out and the agencies will apply for the funds. The Coordinating Board will meet and rank the applications and award the funds. Last year, there was a training session to make sure all agencies were fairly represented. There is an opportunity to be trained on how to qualify for the funds before the applications are filled out. The LCB for Transit has been diligent on working with the applications.

Mr. Fisk made the motion to approve the Transit Coordination Plan. Mr. Broyles made the second and the motion was carried unanimously.

1. STP-Urban Balance Report December 2011 Update

Ms. Longpine stated that the STP-Urban Balance Report is in the agenda and also on the OTO website for review. The report outlines how the OTO distributes STP-Urban funding among the various jurisdictions. It also shows how the jurisdictions have used the funding to date, in this case through December 2011. It also shows the balance. MoDOT policy states that no more than three years worth of funding can accumulate. The cost shares are allowed to count against that accumulation. This report shows whether each jurisdiction has met that obligation or not. Overall, the OTO actually has a balance of $20 million for FY2012; once the cost shares with MoDOT are subtracted it goes down to $9 million to $11 million. That fits within the balance that the OTO is allowed to carry. The Federal Government does not care about the Cost Share agreements with MoDOT if the money has not been obligated. The whole amount available for rescission by Congress is $20 million. The funds should be obligated so the funds are not at risk of being lost.

Mr. Bingle asked how quickly the funds could be obligated through a cost share if the OTO was in the position of losing the funds. Ms. Edwards clarified that it would have to be an approved cost share. Mr. Bingle gave the example of 65 and CC. There is a cost share agreement in place with Ozark/Christian County/MoDOT to do a project. The City of Nixa has unobligated funds that could be potentially rescinded. If the OTO receives notice that the federal government was considering a rescission, could Nixa step up and enter into a cost share to share its funds so the district does not lose them? Christian County and Ozark could reimburse the City of Nixa at a later date for that appropriation. Ms. Edwards stated that within the OTO the funds can move wherever they are needed. However, it is the paperwork processing with FHWA that takes time. So if the funds are rescinded in 30 days the funds could not be obligated. Mr. Bingle stated that the last time the OTO lost a substantial amount of money. Ms. Edwards stated that, for example, if the OTO has $20 million dollars and $5 million is rescinded, then all of the $20 million would need to be obligated to not lose the $5 million in the rescission. It would be difficult to move forward. Even if every penny could get obligated it would have to be programmed in the TIP; the programming data forms would need to go through FHWA, which takes 45 days.

Mr. Broyles inquired if that could be used to forward funds to the cost share. Mr. Miller stated that the cost share agreements would need to be rewritten and that is a process. Ms. Edwards stated that was an available option. Mr. Childers stated that, for example, if Mr. Miller stated that the first check is due from Christian County and the jurisdiction is paying 50%, most of that coming through STP Funds, would it be an option to get it approved to help keep Christian County from paying the balance of $1,657,000 that will be due. There is a 10-year low interest rate with MoDOT, but could some of the money be used to make the annual payment lower?

Mr. Lapaglia inquired if it would help in the long run, based on what Mr. Bingle said if Christian County paid some additional funds down? Mr. Miller stated that would still not obligate it. The obligation won’t happen until about a month before the project is let and at that time FHWA obligates.

Mr. Childers stated that FHWA looks at the whole area and not individual jurisdictions. Ms. Edwards stated that the funds are considered OTO funds and individual sub-allocations are not looked at. Mr. Fisk stated that there was a cost share relationship that was a stand-alone entity for Springfield and MoDOT projects. Mr. Miller stated that was a corporation that was used on Sunshine and 65 but it has not been used since then. Mr. Fisk inquired if a corporation could be set up for the Christian County cost share. Mr. Miller stated the federal funds cannot be protected because from the federal perspective whether it is MoDOT or a city the funds are not being spent. What happens is that when there is a project the agreement is sent to FHWA stating the plan to spend the federal funds on the project. The funds are held and then the reimbursement requests can be submitted. It is the part of FHWA holding the funds that makes the money obligated. Mr. Miller stated there is no way to protect the funds.

Mr. Broyles stated that the only thing that could be done as a MPO is to give the funds to the different jurisdictions that need to work on projects and keep track of it. Mr. Miller stated it would take longer than 30 days to get approved.

1. Growth Trends Report – through December 31, 2011

Mr. Stueve stated that one of the products produced each year is the growth trends report that looks at area socio economic/demographic factors, as well as residential activity in the area. The entire report is available online. The report has four major sections, some charts and graphs that analyze residential construction activity in the area, both over the past year and past eleven years. The population and socioeconomic data section, includes some population migration maps showing where people move from and to into and out of the area. At the end of the report are maps that show residential construction activity.

There are a few sample slides. The first slide shows residential permits in the OTO area between 2001 and 2011 for some of the various cities. The number of permits issued now is down a lot from 2005 but is beginning to go back up.

The next slide shows the population of the MSA over the past 30 years, from 1980, and this is the MSA of Greene, Christian, and Webster County. That is the old three-county area MSA. There were about 225,000 people and now that same three county has almost 400,000 people and that represents a 70% growth rate over the past 30 years. This slide shows the population of the cities in the OTO over the past twenty years. This is one of the socio-economic slides showing per capita income; locally the City of Battlefield has the highest level, with Springfield and Willard toward the bottom. This slide shows commuting patterns for various counties in the area. Over 90 percent of Greene County residents live and work inside Greene County. On the flip side over 60 percent of Christian County residents live in Christian County and work outside the county.

The next slide shows commuting time for residents of local counties. The citizens of Webster County have the highest commute time at 30 minutes. Greene County residents have the shortest commute. There are migration maps that were referred to earlier. This shows where people move from elsewhere in the state and country. In Springfield, most people come from Webster, Taney, Stone, Lawrence, and Polk Counties, with some coming from Kansas City and St. Louis. Outside of Missouri most people come from Johnson County/Overland Park, Kansas; Phoenix, AZ; Tulsa; OK and some from California.

These data come from the IRS. Every year the IRS publishes county to county migration profiles. The number of exemptions has been substituted for people. It is not 100% accurate but it gives a good idea.

The last map shows where people go to when they leave Springfield. They go to the counties around Greene, Christian and Kansas City. Outside Missouri, Overland Park, Johnson County, Kansas; Tulsa; Northwest Arkansas and Phoenix. This map shows the net change in housing units at the census tract level during 2011. During 2011 the most residential activity occurred in West Battlefield, East Republic, West Springfield and Northern Christian County. This shows the net change in housing units in the area between 2000 and the end of last year. Overall the highest number of new units was in Fremont Hills area, though all areas around the core of Springfield have seen growth.

Ms. Hacker inquired why there was a lot of exchange between Phoenix and Springfield. Mr. Stueve stated that Phoenix is the number one city in the country for people leaving and coming to from all areas of the country.

1. Administrative Modification Number Two to the FY 2012-2015 TIP

Ms. Longpine stated that with the OTO’s Public Involvement Plan are TIP amendments that can be made without approval of the Board. Those are Administrative modifications. This particular case the modification changes funding from state to local funds. It is for the City of Springfield project at the US 160 bridge over I-44. Springfield is putting $500,000 towards construction, reducing MoDOT’s share by that amount.

Mr. Broyles stated this is in exchange for some projects that will be presented at the City of Springfield’s Council meeting on Tuesday. It is on the actual 1/8 cent ballot that was voted on. There are two bridges on James River Freeway that go over Republic Road in exchange for this $500,000; MoDOT is going to do $600,000 worth of design and administration, construction and inspection.

1. Administrative Modification Number Three to the FY 2012-2015 TIP

Ms. Longpine stated that this particular modification changes the project amount less than15%. The City of Ozark is adding funding to the engineering of Third Street and downtown. The City of Ozark is adding a total of $37,000 to the project and changing it from a little over $2 million to just a little more over $2 million.

Mr. Childers stated it is at Business 14. There are about 5 names for that road.

1. Amendment Number Three to the FY 2012-2015 TIP

Ms. Longpine stated that there was a revised agenda passed out. The change is that the TIP Amendment at the interchange at Kansas Expressway and James River Freeway has been withdrawn. The project received cost share funding and the process will need to change for how it goes through the TIP amendment process. There will be an e-meeting in the next couple of weeks where it will go to the TPC and then have a public comment period before it is brought to the Board. It will be added as a new project instead of changing an existing project. This TIP amendment is for three City Utilities projects. City Utilities has applied for “State of Good Repair and Bus Livability” grants and is looking to seek funding for an engine overhaul of thirteen buses. It will replace a supervisor sudan which will actually be CNG. CU is also looking at a voice navigation system for the fixed route fleet. That includes a GPS program that will automatically announce and display name of each bus stop. There is an LCD display that goes with the system. The passengers will be able to hear it clearly and it will not be up to the drivers announce each stop. It also means CU will have the GPS module for other systems that can be later integrated into the fleet. It has not been awarded yet but the process needs to be in place if the award goes through.

Mr. Finnie made the motion to approve TIP amendment number three. Mr. Childers seconded and the motion was carried unanimously.

1. Executive Director Performance Objectives and Job Description

Ms. Edwards stated that as part of her performance review in February she was charged with coming up with performance objectives during the next year. As the performance objectives were examined, the desire was for the objectives to match the Executive Director Job Description. Looking at the description, it was decided that the description should be rewritten and put in line with the other OTO job descriptions, as well as establishing a salary range that was not in the original description. The Executive Committee has looked over this several times.

Mr. Lapaglia made the motion to approve the Executive Director Job Description and performance objectives. Mr. Broyles seconded and the motion carried unanimously.

1. **Ozone Advance**

Ms. Longpine stated there is a new program with the EPA called Ozone Advance. The EPA used to have a program called the Ozone Flex Program. It is a voluntary effort for communities to work with the EPA to look at how to implement different measures to improve air quality in the region and prevent non-attainment. This is an improved version of the old program. The Ozarks Clean Air Alliance met last Friday and reviewed the program. It was decided it was something the region should go for as being voluntary it does not impose any additional stipulations on the region. It gives the community the opportunity to work with the EPA, hopefully preventing the region from going into non-attainment.

If the region does go non-attainment then it will give credit moving forward, since a lot of the work has been laid out for what has to be done. If the OTO were to go non-attainment everything would need to be in place within a year of that designation. Really having the incentive to work in advance of that helps the OTO to be prepared if that ever happens. To get into the program the region would submit a letter of intent. The EPA states that once an area qualifies for the program then they can work with the EPA on a plan which the EPA signs off on. A region can exit voluntarily at any time. The Ozarks Clean Air Alliance has asked that the OTO become a partner of the initial sign up letter.

Mr. Fisk stated that basically it is an advantage for the community to be working with the EPA. If there are any changes on the national level of guidelines the fact is that since the region is signed up already it shows we are willing participants. That puts the region in a much better place and gives access to training materials, online webinars, and a lot of information that is available. There is no cost and it is something that the Ozarks Clean Air Alliance is asking of the OTO because it makes sense for the OTO to support it because of its regional footprint. The Ozarks Clean Air Alliance is asking for letters from the City of Springfield and Greene County separately. This really puts the region in place to examine the options moving forward that are needed to be prepared for the EPA’s new requirements. Fortunately, the EPA does not have money currently to monitor any changes and perhaps that is the reason there have not been changes. The Ozarks Clean Air Alliance felt it was appropriate that OTO know about and be supportive of the program.

Ms. Longpine stated another benefit of being part of the program. There is funding that comes through the EPA, such as Diesel Emission Reduction Grants. Basically the EPA has said that funding is a priority to participate in the program. $1 million have been brought to the area to do retrofits on school buses and to provide auxiliary power units to semi-truck fleets. There have been a lot of grants that have come through; the region is looking at applying for another one with DNR shortly.

Mr. Childers noted that the information stated emission reducing actions are taken as part of the program. Since it is not known what those are yet, maybe some of the items mentioned can be used as credits going forward. If some potential actions are identified that might seem reasonable and there is also an opportunity to receive grant money to implement those actions. Mr. Fisk stated that is correct. Ms. Longpine stated that in addition to that, when the EPA says credits they base future allowances on what they call a base year. If the region is working on controlling emissions now it could potentially affect what that base year allowance would be going forward. The EPA would take that into account and give the region credit for that as opposed to starting at the lower number. It gives the region a way to document and credit it as opposed to doing all the work and not getting credit for it.

Mr. Lapaglia made the motion to support application of the region for the EPA Ozone Advance Program and to be a partner included with the Sign-Up Letter. Ms. Hacker seconded and the motion was carried unanimously.

1. **Other Business**
2. **Board of Directors Member Announcements**

Ms. Longpine stated there was a handout regarding the Metal Cowboy. The Metal Cowboy is a bicycle advocate and an award-winning author who is speaking for the Ozarks Greenways. The Metal Cowboy has been meeting with different committees between the City of Springfield and Ozarks Greenways. There will be a presentation tonight. Part of the presentation will be to launch the new program for Ozark Greenways called “Let’s Go Smart Springfield.” It is a whole integration of how to drive smart, bus smart, bike smart, and walk smart. There is a website that goes along with that.

1. **Transportation Issues For Board of Directors Member Review**

No discussion.

1. Articles for Board of Directors Member Information

Mr. Vicat suggested a speaker system for the conference room. It was done at Strafford City Hall, just a simple speaker system with little microphones and a speaker here and there. Ms. Edwards stated that has already been drafted for next year but the cost of a speaker system would be looked at.

Mr. Fisk asked about the effort to get the entire TIP project and interactive maps online. Ms. Edwards stated that the website will tie to a second website, where there will be a map interface. A person should be able to go into a project and click on it and print a one page summary of the project. You can see the area of a whole project or zoom in on a specific project which is great for the public and great for the OTO.

1. **Adjournment**

The meeting was adjourned at 1:03 p.m.