

Ozarks Transportation Organization



October 18, 2012

Board of Directors Meeting

OTO Conference Room, Holland Building

205 Park Central East, Suite 212

12:00 – 1:30 PM



**Board of Directors Meeting Agenda, October 18, 2012
OTO Conference Room
205 Park Central Square, Suite 212**

Call to Order NOON

I. Administration

A. Introductions

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of the August 16, 2012 Meeting Minutes Tab 1
(2 minutes/Compton)**

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MEETING
MINUTES**

**D. Public Comment Period
(5 minutes/Compton)**

Individuals requesting to speak are asked 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/Fields)**

Sara Fields will provide a review of the OTO staff activities since the August 16, 2012 Board of Directors meeting.

**F. Legislative Reports
(5 minutes/Compton)**

Representatives from the OTO congressional delegation will have an opportunity to give updates on current items of interest.

II. New Business

**A. Amendment Number One to the FY 2013-2016 TIP Tab 2
(5 minutes/Longpine)**

OTO is requesting the Board of Directors review and approve Amendment Number 1 to the FY 2013-2016 Transportation Improvement Program (TIP). The request is for four items. Please see the attached materials for more information

**BOARD OF DIRECTORS ACTION REQUESTED TP APPROVE AMENDMENT
NUMBER ONE TO THE FY 2013-2016 TIP**

- B. STP-Urban Report Tab 3**
(5 minutes/Longpine)
Included for Board review is the most recent STP-Urban balance report.

NO ACTION-INFORMATIONAL ONLY

- C. Air Quality Report Tab 4**
(5 minutes/Longpine)
Staff will give an update of the most recent Air Quality numbers relating to Ozone.

NO ACTION-INFORMATIONAL ONLY

- D. Bicycle Pedestrian Plan Implementation Report..... Tab 5**
(5 minutes/Longpine)
The Bicycle and Pedestrian Implementation report is included for Board review.

NO ACTION-INFORMATIONAL ONLY

- E. Audit Report Tab 6**
(5 minutes/Rodgers)
Mrs. Cinda Rodgers will provide an overview of the FY2011-2012 Audit Report.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2011-2012
AUDIT REPORT**

- F. Procurement Manual Revisions Tab 7**
(5 minutes/Fields)
Procurement Manual revisions are proposed for the purpose of purchasing group health insurance.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE PROPOSED
PURCHASING MANUAL REVISIONS**

- G. Group Health Insurance Benefit Tab 8**
(10 minutes/Fields)
The purchase of group health insurance is proposed for November 1st. The proposal is attached for review.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE PURCHASE
OF GROUP HEALTH INSURANCE**

- H. Merit Raises Tab 9**
(10 minutes/Fields)
A proposal for merit raises to replace the current step and grade system is included for Board review.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MERIT
RAISE PROPOSAL**

- I. Mission Statement Tab 10**
(10 minutes/Fields)
A proposed mission statement is included for Board review as part of a larger strategic plan document.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE PROPOSED MISSION STATEMENT

- J. Appointment of a Nominating Committee Tab 11**
(5 Minutes/Compton)
OTO staff is recommending the appointment of a nominating committee to nominate a slate of officers for the 2013 calendar year.

BOARD OF DIRECTORS ACTION REQUESTED TO APPOINT A NOMINATING COMMITTEE

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.
- C. Articles for Board of Directors Member Information Tab 12**
(Articles attached)

IV. Adjournment

Targeted for **1:30 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, December 20, 2012 at 12:00 P.M. in the OTO Offices at 205 Park Central East, Suite 212.

Attachments

Pc: Jim Anderson, President, Springfield Area Chamber of Commerce
Ken McClure, Missouri State University
Stacy Burks, Senator Blunt's Office
Dan Wadlington, Senator Blunt's Office
David Rauch, Senator McCaskill's Office
Jered Taylor, Congressman Long'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) 865-3042, 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) 865-3042 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) 865-3042.

TAB 1

MEETING MINUTES AGENDA 10/18/12; ITEM I.C.

Attached for Board of Directors member review are the minutes from the August 16, 2012 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.

OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
August 16, 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:

Ms. Becky Baltz, MoDOT	Mr. Tom Finnie, Citizen-at-Large
Mr. Harold Bengsch, Greene County	Mr. Jim Krischke, City of Republic (a)
Mr. Brian Bingle, City of Nixa (a)	Mr. Aaron Kruse, City of Battlefield
Mr. Steve Bodenhamer, City of Strafford (a)	Ms. Robin Robeson, City Utilities
Mr. Phil Broyles, City of Springfield (a)	Mr. Jim Viebrock, Greene County
Mr. Steve Childers, City of Ozark (a)	Mr. Brian Weiler, Airport Board (a)
Mr. Jerry Compton, City of Springfield (Chair)	

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Mr. Bill Kirkman, City Utilities (a)
Mr. Thomas Bieker, City of Springfield (a)	Ms. Susan Krieger, City of Strafford
Mr. Shawn Billings, City of Battlefield (a)	Mr. Lou Lapaglia, Christian County
Mr. Richard Bottorf, Airport Board	Mr. Bradley McMahon, FHWA
Mr. Brian Buckner, City of Republic	Mr. Steve Meyer, City of Springfield (a)
Mr. Sam Clifton, City of Nixa	Mr. Shane Nelson, City of Ozark
Mr. John Elkins, Citizen-at-Large (a)	Mr. John Rush, City of Springfield
Mr. J. Howard Fisk, Citizen-at-Large	Mr. Dan Salisbury, MoDOT (a)
Ms. Teri Hacker, Citizen-at-Large	Mr. Mark Schenkelberg, FAA
Mr. Nick Heatherly, City of Willard (a)	Mr. Tim Smith, Greene County (a)
Mr. Tom Keltner, City of Willard	Mr. Bob Stephens, City of Springfield

Others Present: Ms. Sara Fields, Mr. Curtis Owens, Ms. Debbie Parks, Ms. Natasha Longpine, Ozarks Transportation Organization; Mr. Dan Smith, Greene County Highway Department; Mr. David Rauch, Senator Claire McCaskill's Office; Mr. Dan Wadlington, Senator Roy Blunt's Office; Mr. Ralph Rognstad, City of Springfield; Mr. Todd Wiesehan, Christian County; Mr. Frank Miller, MoDOT; Mr. Dave Nichols, MoDOT; Mr. Randell Wallace, Lathrop & Gage, LLP; Mr. Carl Carlson, Olsson Associates.

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

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda

Mr. Finnie made the motion to approve the August 16, 2012 Agenda. Mr. Broyles seconded and the agenda was approved unanimously.

Approval of the June 21, 2012 Meeting Minutes

Mr. Broyles made the motion to approve the June 21, 2012 meeting minutes. Mr. Finnie seconded and the minutes were approved unanimously.

C. Public Comment Period

None

D. Executive Director's Report

Ms. Fields stated that OTO received notice there will be \$1.386 million available to be awarded in Federal Enhancement Funds. This is made up of both Fiscal Year 12 and 13 funds. This will be a little complicated since FY 12 is under the old transportation bill and FY 13 is under the new law. The application date has not been announced yet, but OTO staff is working on a plan to get notice out and the procedures for handling it. OTO staff is researching how to address some of the issues before going forward. Applications are anticipated in the fall, since the awards need to be decided by the first of the year.

OTO staff has been invited by Federal Highway to a Planning Certification Review in Jefferson City on August 30. This reviews how FHWA works with the MPOs of Missouri and certifies that FHWA is following the Federal Transportation Planning Process. FHWA stated that OTO was a good model and wanted staff to talk with the on-site team about how well the Missouri office was working with the OTO.

The Blue Ribbon Panel was in town June 1 and wrapped up the meetings on August 6. Speaker Tilley formed the committee to talk about the funding means for transportation in Missouri. The panel will be convening and developing a plan for transportation in Missouri.

City Utilities had a triennial review from the Federal Transit Agency. The review had no findings, a perfect review. It was announced that this is very rare. It had only happened one other time in 25 years in this District. OTO helps furnish a lot of the Transit documents that City Utilities uses to meet the federal requirements, such as the Transportation Improvement Plan. In addition there is analysis for Environmental Justice and minorities, Transit Coordination Planning, and Transportation Management. It was actually a good review on OTO as well.

There was a meeting in July about the James River/Campbell Interchange and access management along Campbell. The study has been kicked off to look at options for the corridor. That is being done jointly by the City of Springfield and MoDOT. There is hope that some interesting solutions will come out of the study. Public input is already being gathered. Soon there should be some alternatives for additional comment.

Staff has been researching the Travel Demand Model. There have been some discussions here in the past about how the Travel Demand Model fits into the Long Range Plan as well as how communities in the OTO can use that to model transportation needs and demands. Staff is looking at innovative ways to use cell phone data or bluetooth data to save on cost. OTO has also been working with a consultant to do Travel Time Runs on the major corridors in the OTO as part of the Congestion Management Process. Of specific interest this time, is the South Campbell Corridor now that the six lanes are open and how the six lanes are open.

The Highway Commission will be in town on September 12. The area will give a presentation on what is going on here and talk to the Commission about needs and how to partner and fund projects. It is always a good presentation. The Highway Commission is always nice stating how well the area partners.

OTO has been participating in training relating to MAP-21. Staff will be attending two conferences – Transportation Research Board and the Association of MPOs.

E. Legislative Reports

Mr. Rauch stated that there is a new transportation bill. There is a summary in the agenda.

Mr. Wadlington stated that there was a bipartisan bill, \$109 billion dollars over 27 months. It does not answer the question on extended funding for Missouri Highways. It does extend the debate on how to pay for transportation and highways to the future.

II. New Business

A. Rideshare Program Proposal

Ms. Fields stated that it was announced with the adoption of the OTO work program that Federal Highway had stated that Federal Planning Funds could not be used to fund the Rideshare program anymore. The Rideshare program is Ozarkscommute.com. It is a website where anyone coming to or from the OTO area can sign up to find a carpooling partner. It was removed from the OTO budget and went forward to a subcommittee.

As the subcommittee reviewed it, there were two options. Option One is if OTO kept the Rideshare project. That would cost \$31,000 a year and would require STP-Urban funds. The STP-Urban funds that are currently suballocated out to the jurisdictions, but the OTO could take this off the top to run the program. After sitting at the table with the OTO partners, it was discovered that the Ozarks Clean Air Alliance, the

Partnership for Sustainability, and Springfield Environmental Services were all going to the same events to promote this program. The OTO partners stated that they could run the Rideshare program. The City of Springfield Environmental Services has the staff so they would only need the money to fund the website and promotional materials. That could be done for a cost of \$10,000. The subcommittee thought it was a good idea. The subcommittee is recommending that \$10,000 in STP-Urban funds be transferred to the City of Springfield, prior to suballocating the remaining funds.

There are some tables in the agenda illustrating how that would work among the jurisdictions. The City of Springfield Environmental Services would contract with the web provider for that website as well as provide the promotional materials. The \$10,000 would be good for one year. It would need to be reviewed annually. The subcommittee agreed that the OTO still has a role in the development of the Rideshare program and the outreach to employers. People are more likely to carpool if they work together, then with a complete stranger. That is the direction that the program is going to focus on, and hopefully this strategy will be successful for the program and for the region.

Mr. Compton stated that it is a much more cost effective way to work in a partnership with somebody, utilizing staff in common rather than trying to hire somebody else.

Mr. Finnie made the motion to transfer the Rideshare program and requested STP-Urban funds to the City of Springfield Environmental Services Division. Mr. Bingle seconded and the motion passed unanimously.

B. FY 2013-2016 Transportation Improvement Program

Ms. Fields stated that every year the Transportation Improvement Program is developed. It documents the OTO projects and the cost and status of those projects. Mr. Owens will highlight some of the projects. Most of it entails maintenance because of funding shortfalls. He presented a PowerPoint on the TIP. The PowerPoint is attached at the back of the minutes.

Ms. Hacker inquired about how far the \$75,000 would go that is designated for bus shelters and related items. Mr. Owens stated that City Utilities has a list that they work from. It depends on the cost of each individual project as to how far the money will go. Ms. Hacker inquired if the OTO knew if it was 5 or 10 locations. Mr. Owens stated that staff did not have those specifics but would ask for the list from City Utilities.

Mr. Bengsch made the motion to approve the FY 2013-2016 TIP. Mr. Weiler seconded and the motion was approved unanimously.

C. 2012 Planning Process Certification

Ms. Fields stated that this is the first year that the Planning Process Certification was approved separately. Normally this form appears at the back of the TIP. The MPO is

certifying to ONEDOT that the OTO is complying with all federal regulations including the ten listed. The Certification basically states that the OTO is following Metropolitan Transportation Planning Law, the Clean Air Act, the Civil Rights Act, that the OTO is not discriminating, that the OTO follows the Disadvantaged Business Enterprise Requirements, the Equal Opportunity Employment Program, the ADA, Older American Act, Non-Discrimination on Gender, and the Rehabilitation Act regarding discriminating against people with disabilities. Staff is asking the Board to agree that the OTO is complying with these federal laws, certifying the Federal Planning Process.

Mr. Finnie made the motion to approve the 2012 Planning Process Certification. Mr. Broyles seconded and the motion was carried unanimously.

D. Year-End Financial Statements for the 2011-2012 Budget Year

Mr. Kruschke stated that the financials are in Tab 5 of the agenda. Staff prepared the Year-End Financial Statements for the 2011-2012 Budget Year. It is July 1, 2011 through June 30, 2012. Included in this report are the Profit & Loss Statements, Balance Sheets, and OTO Quarterly Expenditures. There is also a progress report by particular projects. This does not actually have dollars generated; it is how far along in the completion process for those particular projects and programs. From a money standpoint the OTO finished the year at \$694,604 in expenses.

There is a list of expenses that were under budget and that list includes salaries, TIP Software, and Rideshare. There were a couple of items that were over budget, one in particular was the move to the new facility. This move happened one month earlier than anticipated. There was a little extra rent that was a one time occurrence. There was a \$4,600 difference in the Transit Analysis because Branson was added to the study.

The OTO is starting its annual audit. Cinda Rogers, who is the OTO auditor per the contract agreement, will be working with staff on all the details. This is the first year for a single audit. This will be brought to the Board of Directors in October if it is complete, and the Audit Committee will convene.

There was a separate memo that was handed out. Mr. Kruschke stated this was a report he requested. The OTO has a cash balance that would allow the OTO to operate between three and six months if something was to happen to the funding. On top of that actual cash funding there is a balance of federal funds. OTO is usually running one year behind. This actually shows at the bottom line that there is a \$521,000 reserve of federal funds. The memo explains where the funding comes from. These funds can be used in future budgets for operations or for projects of a regional nature like the Transit Study.

Mr. Kruse made the motion to accept the Year-End Financial Report. Ms. Robeson seconded and the motion was carried unanimously.

E. FY 2012-2013 Budget Adjustment and UPWP Amendment

Ms. Fields stated that the UPWP stands for the Unified Planning Work Program, which is the OTO budget document. Staff is asking to amend this year's budget because the invoice for the electronic TIP Software Contract has not been paid. OTO went under contract in February with the completion date of April and an agreed timeline. The report is more detailed than the standard report that the company has done for other MPOs across the country. There are some extensive modifications to make the report function the way the OTO needs it to. Staff feels it is the federal requirement to make sure these things are in there. There is a new deadline of August 30 to complete the contract. If the contractors do not complete the contract, then the contract will be terminated and staff will look at other options.

For now staff is assuming that there is an agreement and a budget amendment is needed because the new budget started July 1. Staff is asking for \$15,000 which is the difference between the \$10,000 and the \$25,000 that is needed for the contract. Staff had budgeted \$10000 because there is a \$10,000 annual maintenance cost for the contract. There will be a \$10,000 annual maintenance going forward, but \$25,000 is needed this year for the development of \$15,000 and the \$10,000 for the maintenance for this next fiscal year. Staff is requesting the \$15,000 to be moved from last year's budget to this year's budget along with all the changes in the UPWP to make it happen.

Mr. Broyles asked if the \$15,000 was a onetime cost. Ms. Fields stated that the \$15,000 is a onetime cost and the \$10,000 is an annual cost. Mr. Finnie asked what the comfort level was that the project would be completed. Ms. Fields stated it was fairly good, if the contractors make it a priority and hustle they can complete what is left in time. Ms. Longpine stated that there are weekly conference calls with the consultant. Mr. Finnie asked if there was a penalty if the contract was terminated. Ms. Fields stated there was not. Staff still feels like electronic is the way to go. For example if Mr. Broyles wants to find a project, he has to flip through the TIP and then find the amendments. It can be difficult. When it is online a person can just go to the area they want, click it and find it. It is much more efficient.

Mr. Finnie made the motion to approve the Budget adjustment and UPWP Amendment. Ms. Hacker seconded and the motion was carried unanimously.

F. Federal Tax Classification

Ms. Fields stated that the OTO incorporated in 2008 as a non for profit, with the idea that the OTO would be a 501(c)(3). Lisa Officer, the former OTO treasurer, helped with the tax classifications. Staff feels like the OTO is a government entity, but the IRS has not stated that. In their system they have the OTO coded in various ways. In 2010, a letter was received stating that the OTO was not paying unemployment tax. It stated the OTO was subject to penalties if it was not paid. OTO went ahead and paid it. It amounts to around \$300 a year so it is not a huge amount. The OTO has not filed a federal tax return, which seems to suggest the IRS agrees with the OTO status, but it is unclear.

The OTO would like to get a letter ruling. The OTO would submit a packet of information and ask the IRS to give the OTO a ruling on what type of entity they feel that the OTO is. There are several options that can happen. The highest classification is an “integral part of a subdivision.” Staff feels like there is a case for this classification. However, the IRS might classify the OTO with the next level classification which is the “Section 115.” There is no exemption for governmental entities. The lawyer fee is around \$3,000 to \$4,000.

There is the option to become a 501(c)(3) which is cheaper. It is \$850 dollars and probably \$1,500 in processing fees. The thought, however, is that the OTO should be a governmental organization. OTO is funded with federal and local government dollars. The OTO should be entitled to the benefits of a governmental organization. That is what is being recommended. Mr. Randell Wallace attended the meeting to answer any questions. Mr. Broyles inquired what the other MPOs are classified as. Ms. Fields stated that the OTO is the only entity that is not part of a city, county or regional planning agency. So looking at MARC or East West Gateway, those are incorporated as regional planning agencies, which fall under specific laws. Looking at other MPOs that are the size of the OTO most of those are housed in counties or some other government agency. Because the OTO is independent it is not clear. Mr. Finnie inquired what the downside was to not doing anything and saving \$15,000. Ms. Fields stated that one day the IRS could come back and state that tax returns were owed. That is something the OTO would like to avoid. Staff would like to have a letter that states the OTO is governmental and it is in compliance.

Mr. Finnie stated that every other MPO is clearly government and the IRS has not asked for a tax return so \$15,000 seems high. Mr. Bingle inquired what the issue was with the employees not having a retirement plan. Ms. Fields stated that LAGERS was complicated. Staff feels that if there was a clear ruling from the IRS that the OTO was governmental then there would be a case to appeal to the State Legislature to include the OTO in the LAGERS legislation. Right now it states that cities, counties, and councils of governments could be included. Mr. Finnie inquired if there had been discussion with LAGERS about the issue. Ms. Fields stated that the State went through the amendment in 2009 in which the Councils of Governments were added to State Law. Mr. Finnie stated there were Councils of Governments all over the state and only one OTO.

Mr. Compton stated that part of the discussion that the Executive Committee had was that the funds are available now to pay for this ruling. There is nothing to guarantee that in the future that funding would be available if it was needed. Ms. Hacker asked which category best reflected OTO. Mr. Wallace stated it was political subdivision. Another point is that it can take a year from the start of the process to get a ruling, so if it is needed, it is not a quick process.

Mr. Krischke inquired if the IRS would rule on what the OTO would be asking or if the IRS would just give a no/yes answer or if there would be a clarification on what the OTO was if it was not in the letter ruling request. Mr. Wallace stated that if the OTO chose the letter ruling, which is the more expensive of the two options, the OTO

could file that and first ask for a designation as an integral part of a political subdivisions, and as a fall back, a Section 115. Lathrop and Gage are pretty confident that the OTO meets the definition of a Section 115. The ruling would ask for an either/or scenario. If the IRS did not agree with either choice then the OTO would have to apply for a 501(c)(3).

Mr. Krischke stated he thought it was a great idea. It is currently not a problem, but the OTO needs to make sure it is doing things the right way. Even though it is more expensive the letter ruling seems to be the way to go.

Ms. Robeson stated that the OTO was currently paying unemployment tax but not filing a tax return. She inquired if that could hurt the OTO. Mr. Wallace stated it possibly could. It was not worth fighting over the \$300, but it is inconsistent with the position.

Ms. Parks clarified that the OTO was filing the Forms 940 & 941 for the Payroll Taxes. The OTO was just not filing the regular tax returns.

Mr. Krischke made the motion to apply for tax classification with the Internal Revenue Service. Mr. Bingle seconded and the motion was carried with one dissention.

Ms. Fields stated that the OTO would also need to look at the By-laws and make a change to the By-laws before the letter ruling, in particular the part about how the OTO's assets are handled if the OTO were to dissolve. The OTO would also have to look at the time frame involved, if it should come out of next year's budget or if a budget amendment will be needed. She stated it was her job to inform that Board that there might be a problem. Mr. Compton stated that it would probably be 12 to 14 months if the process was started now. Ms. Fields state it could take up to 20 months, if it was delayed. Mr. Compton stated that part of the concern was how the taxes would be impacted and the if there was going to be changes in funding down the road. Ms. Fields stated that she would call LAGERS for clarification to Mr. Finnie's previous questions.

G. Creation of Two Additional Job Descriptions

Ms. Fields stated that since 2008 when the OTO first moved away from the City of Springfield, the OTO was an independent organization but some of the City employees were still working for OTO. The staff members were still handling the OTO accounting functions, paying the OTO bills, running the OTO website, and the Public Relations office was handling the press releases. The OTO has transitioned to the point that the City of Springfield does not assist the OTO with these duties anymore. The only functions of the City that the OTO still uses are printing services and items of that nature.

Originally the job descriptions were created that did not have as much responsibility because of relying on the City of Springfield. So as the OTO has evolved, the positions have been examined. The OTO is proposing two new jobs, Operations

Manager and Multimedia Coordinator. The OTO would leave the old positions in place in case there would be a need later. Those positions would not be currently filled; the Office Coordinator and the Planning Technician would remain vacant. The Operations Manager position would be filled with the Office Coordinator. Debbie Parks would be promoted to that position. She is currently doing all the duties outlined in the position and exceeds the requirements for the job. The Executive Committee went through similar jobs in the area as well as the salaries and responsibilities. They took a thorough look and decided this job description would be appropriate for the responsibilities.

The OTO is also asking for the creation of a Multimedia Coordinator position in lieu of the Planning Technician. This position is currently vacant, since Mr. Chris Stueve resigned on July 21 and took a position with Greene County in the GIS Department. Mr. Stueve did a great job setting up all of the GIS coverages. The Planning staff is somewhat skilled in GIS and knows how to operate a GIS database. However, staff is not as advanced as a GIS Technician or how to create all the stuff, but there is enough in place that it could be maintained with the current skill level. The OTO is limited with the five staff positions, so it is felt at this time the Multimedia Coordinator would be the best fit. This position would work with Facebook, Twitter, rework the OTO Website with some branding, create a new logo, and reach out to the press to have a better relationship, which hopefully would result in getting more stories out. The goal would be to train the position on GIS. There are a lot of training opportunities for GIS Training. The proposal is to fill the Multimedia Coordinator and to leave the Planning Technician position open. All of these proposals are outlined in the packet.

These positions pay a little more than the jobs being replaced, but staff has gone through the budget to make sure that the funds are available to do that. There are a few ways that will fund the difference. The OTO had budgeted three interns for the year. Instead, the OTO will just have one intern position. There will also be some savings from the current position that is vacant. There are not budget issues at this time with the new salaries.

Ms. Robeson inquired if the salary ranges were from a salary schedule. Ms. Fields stated that there were several surveys. There was a city wide survey; the City of Springfield has the job descriptions and salary wages listed online. The OTO also looked at other MPOs.

Mr. Childers stated that without the GIS mapping responsibility could the Multimedia Coordinator position fill 40 hours a week? Ms. Fields stated that she did not think so, but since the OTO had such a small staff the Multimedia Coordinator would have to do a little of everything. The primary purpose is still to do planning, not just look good. The person would help with plan support as well. Mr. Childers stated that having worked a lot with GIS, and with the OTO being so heavily dependent on mapping, that using ARC View was easy but using ARC Info was very complicated. He did not think a website design person would be able to use the ARC Info. Perhaps the position should be filled with a GIS person then train the person in website and

multimedia. His feeling was that GIS was not an easy thing to take on. Ms. Fields stated that almost all of the member jurisdictions have GIS and could be used for support if needed.

Mr. Finnie made the motion to approve two additional Job Descriptions. Mr. Broyles seconded and the motion was carried unanimously.

H. MAP-21 Summary

Ms. Fields stated that MAP-21 went into effect July 6. It extended SAFETEA-LU until September 30, then created a new bill MAP-21 for the two years after that. Basically funding levels have been maintained at the FY 12 funding levels. That is good, but FY 11 was a better year, FY 12 and FY 13 are down a little. FY 14 will be up a little with inflation. It is good to have some numbers to work with. It is not a funding increase, so does not meet all the needs out there, but it is good to have something in place. There is a lot of good news in the bill. There are two thirds fewer programs, which really helps MoDOT since that is easier to work with.

Enhancements have really changed. That program is now called Transportation Alternatives. Safe Routes to School and Recreational Trails have been moved to the Transportation Alternatives. It is a little confusing because it is not clear if Recreational Trails can be funded or not. Staff is seeking clarification, but it is known that the Safe Routes to School is no longer a separate funding category.

Transit funding is not as good as it used to be. Much of the discretionary funding was awarded through earmarks. The region received funding for many things, including the transfer and maintenance facilities and buses. Now, this funding is distributed by formula, so CU will not get a reasonable amount each year.

On the planning side, performance measures are now required. OTO has two years before which measures are known, but in anticipation, they have been incorporated into the Long Range Transportation Plan.

The BRO program will be continued. The bridge money going to the counties will continue so that is good news. There is a stable source of money for two years. Ms. Baltz stated that MoDOT sees it the same way; it does not solve the problem of funding transportation. MoDOT appreciates that some of the programs have been consolidated.

III. Other Business

A. Board of Directors Member Announcements

Mr. Broyles thanked MoDOT, Greene County, Springfield Area Chamber and the OTO for the support in the passage of the 1/8 sales tax. Getting 81 percent vote for the tax was great. There will be some good Springfield projects, but more importantly some of these projects are going to be regional type projects; the interchange of Battlefield/65 and the interchange at Kansas Expressway and James River Freeway. The people that live in all the communities within the OTO that

come to work each day will be impacted. Mr. Compton stated that the City of Springfield is fortunate to have so much support from the voters.

Ms. Baltz stated that the 60/65 Interchange is showing some great improvement. It is close to completion. There will be a ribbon cutting on that project on November 1.

B. Transportation Issues For Board of Directors Member Review

None

C. Articles for Board of Directors Member Information

No Discussion

IV. Adjournment

Meeting adjourned at 1:07 p.m.

DRAFT



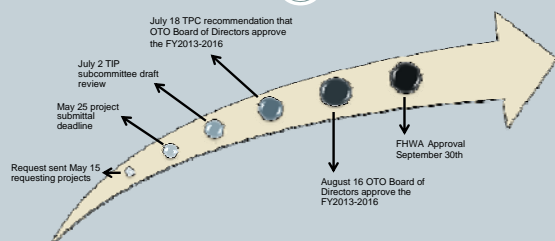
Curtis Owens

FY 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM

WHAT IS A TRANSPORTATION IMPROVEMENT PROGRAM

- 4 year Improvement Program
- Transportation projects using federal or state funds within the OTO area
- Fiscally Constrained

UPDATE PROCESS



PUBLIC COMMENT

- Tip drafts are located at OTO office, Library Center, CU Transit Center and available at OTO website
- Notice published in the New-Leader and Community Free Press, (July 2012)
- All comments reviewed by Board of Directors

TIP SECTIONS

- Introduction
- Aviation
- Bicycle and Pedestrian
- Roadways
- Transit
- Financial
- Appendix

AVIATION



- **F 2013 8.5M** programmed from Aviation Improvement Program (AIP) Funding – FAA

× 9 Projects include

- 1 Midfield Terminal Reimbursement,
- 2 Snow Removal Equipment,
- 3 Air Carrier Ramp Expansion/Glycol Contaminate,
- 4 Environmental Assessment,
- 5 Design and Construction of General Aviation Facility – Phase I and II,
- 6 Runway Pavement Condition Study,
- 7 Replace Perimeter Fencing,
- 8 Replace Airport Beacon,
- 9 Construct Taxiway to Airport Fueling Facility

BICYCLE AND PEDESTRIAN

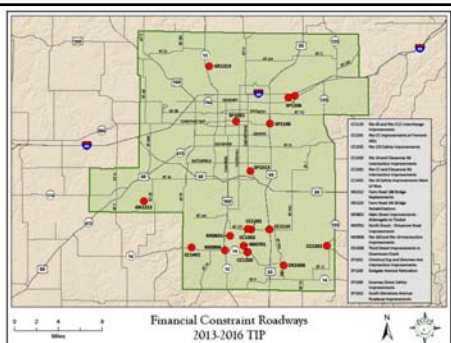
- No new funding programs
- Projects are utilizing previously awarded funding
- Bicycle and Pedestrian projects
 - FY2013-2016 \$3.8M programmed for nine projects
 - Sidewalks and Bike/Ped Trail Connections, ADA Improvements, Kearney Street Pedestrian Improvements (Kansas Expressway to Glenstone Ave)\$941,000

ROADWAYS

Major Expansion Projects

<u>CC1110</u> Route 65 and Route CC/J Intersection (\$8,807,000)	<u>NX0601</u> Main Street – Aldersgate to Tracker (\$2,623,000)
<u>CC1201</u> Route CC Improvement at Fremont Hills (\$2,415,000)	<u>NX0701</u> North Street & Cheyenne Road (\$377,400)
<u>CC1202</u> Safety improvements on Route 125 (\$327,000)	<u>NX0906</u> Route 160 and Route 14 Intersection Improvements (\$3,493,882)
<u>CC1203</u> Route 14 and Cheyenne Road Intersection (\$982,000)	<u>OK1006</u> Third Street in Downtown Ozark (\$1,530,000)
<u>CC1302</u> Route CC & Cheyenne Road Intersection Improvements (\$1,635,000)	<u>SP1021</u> Chestnut Expressway and Sherman Avenue Intersection (\$825,000)
<u>CC1305</u> Guardrail Improvements at Bridges (\$166,000)	<u>SP1106</u> Eastgate Avenue Relocation (\$2,529,884)
<u>CC1401</u> Route 14 Safety Improvements West of Nixa (\$214,000)	<u>SP1206</u> Kearney Street Safety Improvements (\$877,000)
<u>GR1212</u> Farm Road 186 Bridge Replacements #1860096 and #1860098 (\$1,007,000)	<u>SP1313</u> South Glenstone Roadway Improvements (\$13,102,053)
<u>GR1213</u> Farm Road 141 Bridge Rehabilitation #1410151 and #1410155 (\$200,000)	<u>SP1321</u> RideShare Program (\$13,984)

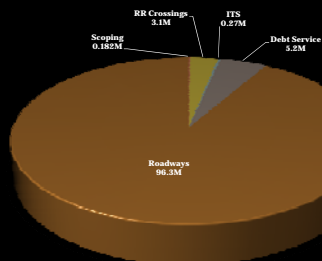
Roadway Project Highlight



FINANCIAL CONSTRAINT ROADWAYS

MoDOT Available State and Federal Funds	\$101,894,325
Operations and Maintenance	\$26,163,141
OTO Suballocated (STP-Urban/Bridge)	\$40,753,721
Total Available Funds	\$168,811,187
Programmed	\$131,432,652
Unprogrammed	\$37,378,535
State and Federal	\$3,511,334
STP-URBAN	\$31,140,812
BRM	\$2,726,389

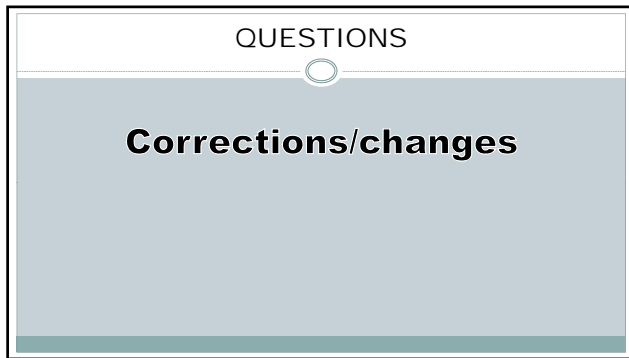
Financial Constraint Programmed Funding



TRANSIT

Funding for Human Service Agencies

- 5310 Projects
 - Priority #1 Burrell Inc. Raised Roof (Modified)
 - Priority #2 OATS Inc. mini bus with two wheelchair capacity
- 5316 and 5317 LCB Project
 - 5316 - Job Access and Reverse Commute (JARC) - \$151,803 was awarded to City Utilities to provide continual service of four fixed routes. Line 8 Norton, Line 10 Cedarbrook, Line 11 Sunshine and Line 15 East Kearney
 - 5317 - New Freedom \$75,876 was awarded to City Utilities to provide amenities such as bus shelters, benches, concrete bus stop pads, curb cuts for accessibility to bus stops.



TAB 2

BOARD OF DIRECTORS AGENDA 10/18/12; ITEM II.A.

Amendment Number One to the FY 2013-2016 Transportation Improvement Program

Ozarks Transportation Organization

AGENDA DESCRIPTION:

There are four items requested by MoDOT to be included as part of TIP Amendment Number One to the FY 2013-2016 Transportation Improvement Program.

1. Route 65 and Battlefield Interchange Improvements (SP1108)

Project is being updated to reflect signed cost share agreements, adding construction to the existing design project already included in the TIP. Additional funds are being programmed in 2014 and 2015 for a total programmed amount of \$13,549,767.

2. East Chestnut Expressway Railroad Overpass (SP1109)

Project is being updated to reflect signed cost share agreements, adding construction to the existing design project already included in the TIP. Additional funds are being programmed in 2014 and 2015 for a total programmed amount of \$11,331,940.

3. Route 65 Southbound Bridge over I-44 (SP1112)

Update project to reflect earmark in amount of \$166,134. There is no net budget change on this project.

4. Route 160 and Hunt Road Intersection (WI1201)

Update project to reflect cost share for pedestrian improvements. Willard is providing \$21,000 in STP-Urban funding for a total programmed amount of \$614,000.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

At its September 19, 2012 meeting, the TPC voted to recommend Amendment Number One to the FY 2013-2016 TIP to the Board of Directors.

BOARD OF DIRECTORS ACTION REQUESTED

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

“Move to approve Amendment Number One (1) to the FY 2013-2016 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...”

PROGRAMMED IMPROVEMENTS

-Roadways-

CITY OF SPRINGFIELD			Funding	Fiscal Year				
				2013	2014	2015	2016	TOTALS
ORIGINAL								
Project Title:	DESIGN FOR IMPROVEMENTS AT ROUTE 65 & BATTLEFIELD RD	ENG	FHWA (NHS)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8U0500		MoDOT	\$ 25,000	\$ 100,000	\$ 2,000	\$ -	\$ 127,000
TIP #	SP1108		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Design for bridge and interchange improvements at the Route 65 and Battlefield Road interchange in Springfield.	ROW	FHWA (___)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (___)	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	NHS		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Cost Share Program		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$15 - \$25 million							
Source of MoDOT Funds: State transportation revenues. Previously programmed funds of \$1,252,000. Advance Construction with anticipated conversion beyond FY 2016.			TOTAL	\$ 25,000	\$ 100,000	\$ 2,000	\$ -	\$ 127,000

CITY OF SPRINGFIELD		Funding	Fiscal Year					
			2013	2014	2015	2016	TOTALS	
PROPOSED								
Project Title:	IMPROVEMENTS AT ROUTE 65 & BATTLEFIELD RD	ENG	FHWA (___)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8U0500		MoDOT	\$ 25,000	\$ 174,892	\$ 842,044	\$ -	\$ 1,041,936
TIP #	SP1108		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Bridge and interchange improvements at Route 65 and Battlefield Road in Springfield.	ROW	FHWA (___)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ 25,751	\$ -	\$ -	\$ 25,751
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (STP)	\$ -	\$ -	\$ 3,295,436	\$ -	\$ 3,295,436
Federal Funding Category	STP		MoDOT	\$ -	\$ -	\$ 4,407,878	\$ -	\$ 4,407,878
MoDOT Funding Category	Cost Share Program		Local	\$ -	\$ -	\$ 4,778,766	\$ -	\$ 4,778,766
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 14,801,767							
Source of Funds: State transportation revenues in the statewide cost share program, City of Springfield 1/8 Transportation Sales tax and STP-Urban balances. City of Springfield STP-U of \$2,795,436; Greene County STP-U of \$500,000. Previously programmed funds of \$1,252,000. Advance construction with anticipated conversion beyond FY 2016.								
			TOTAL	\$ 25,000	\$ 200,643	\$ 13,324,124	\$ -	\$ 13,549,767

PROGRAMMED IMPROVEMENTS

-Roadways-

CITY OF SPRINGFIELD			Funding	Fiscal Year				
				2013	2014	2015	2016	TOTALS
ORIGINAL								
Project Title:	DESIGN FOR EAST CHESTNUT EXPRESSWAY RAILROAD OVERPASS	ENG	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8P2196		MoDOT	\$ 2,000	\$ 30,000	\$ 2,000	\$ -	\$ 34,000
TIP #	SP1109		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Design for a grade separated crossing at the Chestnut Expressway (Business 65) BNSF railway crossing 0.2 miles west of Route 65.	ROW	FHWA (____)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (____)	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	STP		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Cost Share Program		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Design		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$5 - \$10 million							
Source of MoDOT Funds: State transportation revenues. Previously programmed funds of \$500,000. Advance Construction with anticipated conversion beyond FY 2016.			TOTAL	\$ 2,000	\$ 30,000	\$ 2,000	\$ -	\$ 34,000

CITY OF SPRINGFIELD			Funding	Fiscal Year				
				2013	2014	2015	2016	TOTALS
PROPOSED								
Project Title:	EAST CHESTNUT EXPRESSWAY RAILROAD OVERPASS	ENG	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8P2196		MoDOT	\$ 2,000	\$ 84,604	\$ 482,735	\$ -	\$ 569,339
TIP #	SP1109		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Construct a grade separated crossing at the Chestnut Expressway (Business 65) BNSF railway crossing 0.2 miles west of Route 65.	ROW	FHWA (____)	\$ -	\$ 2,067,130	\$ -	\$ -	\$ 2,067,130
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (STP)	\$ -	\$ -	\$ 658,533	\$ -	\$ 658,533
Federal Funding Category	STP		MoDOT	\$ -	\$ -	\$ 4,846,523	\$ -	\$ 4,846,523
MoDOT Funding Category	Cost Share Program		Local	\$ -	\$ -	\$ 1,190,415	\$ -	\$ 1,190,415
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$ 11,831,940							
MoDOT Funds: State transportation revenues in the statewide cost share program. Local Funds: City of Springfield 1/8 Transportation Sales tax and STP-Urban balances, City of Springfield STP-U of \$2,325,663, Greene County STP-U of \$400,000. Previously programmed funds of \$500,000. Advance construction with anticipated conversion beyond FY 2016.			TOTAL	\$ 2,000	\$ 4,151,734	\$ 7,178,206	\$ -	\$ 11,331,940

PROGRAMMED IMPROVEMENTS

-Roadways-

CITY OF SPRINGFIELD			Funding	Fiscal Year				
				2013	2014	2015	2016	TOTALS
ORIGINAL								
Project Title:	ROUTE 65 SOUTHBOUND BRIDGE OVER I-44	ENG	FHWA (I/M)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ 5,000	\$ 5,000	\$ 50,000	\$ 143,000	\$ 203,000
MoDOT #	8P2293		Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	SP1112		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Replace Route 65 southbound bridge over I-44 in Springfield.	ROW	FHWA (___)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (I/M)	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	I/M		MoDOT	\$ -	\$ -	\$ -	\$ 1,935,000	\$ 1,935,000
MoDOT Funding Category	Taking Care of the System		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$2,355,000							
Source of MoDOT Funds: State transportation revenues. Previously programmed funds of \$217,000. Advance Construction with conversion anticipated in FY 2017.								
TOTAL			\$ 5,000	\$ 5,000	\$ 50,000	\$ 2,078,000	\$ 2,138,000	

CITY OF SPRINGFIELD		Funding	Fiscal Year					
			2013	2014	2015	2016	TOTALS	
PROPOSED								
Project Title:	ROUTE 65 SOUTHBOUND BRIDGE OVER I-44	ENG	FHWA (I/M)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ 5,000	\$ 5,000	\$ 50,000	\$ 143,000	\$ 203,000
MoDOT #	8P2293		Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	SP1112		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Replace Route 65 southbound bridge over I-44 in Springfield.	ROW	FHWA (___)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (I/M)	\$ -	\$ -	\$ 166,134	\$ 166,134	
Federal Funding Category	I/M		MoDOT	\$ -	\$ -	\$ 1,768,866	\$ 1,768,866	
MoDOT Funding Category	Taking Care of the System		Local	\$ -	\$ -	\$ -	\$ -	
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	
Total Project Cost	\$2,355,000							
Source of MoDOT Funds: State transportation revenues. Source of \$166,134 Federal Funds: Earmark MO108. Previously programmed funds of \$217,000. Advance Construction with conversion anticipated in FY 2017.								
TOTAL			\$ 5,000	\$ 5,000	\$ 50,000	\$ 2,078,000	\$ 2,138,000	

PROGRAMMED IMPROVEMENTS

-Roadways-

CITY OF WILLARD			Funding	Fiscal Year				
				2013	2014	2015	2016	TOTALS
ORIGINAL								
Project Title:	ROUTE 160 & HUNT ROAD INTERSECTION	ENG	FHWA (STP)	\$ -	\$ 128,000	\$ -	\$ -	\$ 128,000
			MoDOT	\$ 160,000	\$ (128,000)	\$ -	\$ -	\$ 32,000
MoDOT #	8P2425		Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	WI1201		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Intersection improvements on Route 160 at Hunt Road in Willard.	ROW	FHWA (____)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (STP)	\$ -	\$ 363,200	\$ -	\$ -	\$ 363,200
Federal Funding Category	STP		MoDOT	\$ 454,000	\$ (363,200)	\$ -	\$ -	\$ 90,800
MoDOT Funding Category	Major Projects and Emerging Needs		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$669,000							
Source of MoDOT Funds: State transportation revenues. Previously programmed funds of \$55,000. Advance Construction with anticipated conversion in 2014.			TOTAL	\$ 614,000	\$ -	\$ -	\$ -	\$ 614,000

CITY OF WILLARD			Funding	Fiscal Year				
				2013	2014	2015	2016	TOTALS
PROPOSED								
Project Title:	ROUTE 160 & HUNT ROAD INTERSECTION	ENG	FHWA (STP)	\$ -	\$ 128,000	\$ -	\$ -	\$ 128,000
			MoDOT	\$ 160,000	\$ (128,000)	\$ -	\$ -	\$ 32,000
MoDOT #	8P2425		Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	WI1201		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Intersection improvements on Route 160 at Hunt Road in Willard.	ROW	FHWA (___)	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (STP)	\$ 21,000	\$ 342,200	\$ -	\$ -	\$ 363,200
Federal Funding Category	STP		MoDOT	\$ 433,000	\$ (342,200)	\$ -	\$ -	\$ 90,800
MoDOT Funding Category	Major Projects and Emerging Needs		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$669,000							
Source of MoDOT Funds: State transportation revenues. Source of \$21,000 Federal FundsL Willard STP-Urban. Previously programmed funds of \$55,000. Advance Construction with anticipated conversion in 2014.								
			TOTAL	\$ 614,000	\$ -	\$ -	\$ -	\$ 614,000

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2013

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1105											\$ 284,000			\$ 284,000
MO1106											\$ 7,000			\$ 7,000
MO1107				\$ 27,000							\$ 3,000			\$ 30,000
MO1150											\$ 195,000			\$ 195,000
MO1201				\$ 900							\$ 100			\$ 1,000
MO1206											\$ 13,000			\$ 13,000
MO1303		\$ 260,000									\$ 451,000	\$ 65,000		\$ 776,000
MO1304											\$ 39,000			\$ 39,000
MO1306											\$ 4,000			\$ 4,000
MO1308											\$ 25,000			\$ 25,000
MO1309											\$ 25,000			\$ 25,000
CC0901											\$ 2,000			\$ 2,000
CC1102											\$ 2,000			\$ 2,000
CC1110											\$ 22,000			\$ 22,000
CC1201				\$ 288,000							\$ 32,000			\$ 320,000
CC1202				\$ 1,800							\$ 200			\$ 2,000
CC1203											\$ 447,000			\$ 447,000
CC1301											\$ 1,000			\$ 1,000
CC1302				\$ 504,000							\$ 56,000			\$ 560,000
CC1303											\$ 12,000			\$ 12,000
CC1304				\$ 11,700							\$ 1,300			\$ 13,000
CC1305				\$ 2,700							\$ 300			\$ 3,000
CC1306											\$ 2,984,000			\$ 2,984,000
CC1307											\$ 10,000			\$ 10,000
CC1401				\$ 11,700							\$ 1,300			\$ 13,000
GR0909		\$ 320,000										\$ 80,000		\$ 400,000
GR1010											\$ 2,000			\$ 2,000
GR1206								\$ 33,600			\$ 8,400			\$ 42,000
GR1212										\$ 960,000		\$ 240,000		\$ 1,200,000
GR1213							\$ 160,000					\$ 40,000		\$ 200,000
GR1302							\$ 160,000				\$ 40,000			\$ 200,000
GR1303											\$ 4,486,000			\$ 4,486,000
GR1304											\$ 2,000			\$ 2,000
GR1305											\$ 10,000			\$ 10,000
GR1306											\$ 2,000			\$ 2,000
GR1307											\$ 216,000			\$ 216,000
GR1308											\$ 2,000			\$ 2,000
GR1309											\$ 5,000			\$ 5,000
NX0601		\$ 1,989,600										\$ 633,400		\$ 2,623,000
NX0701		\$ 301,920										\$ 75,480		\$ 377,400
NX1201												\$ 30,000		\$ 30,000
NX1301											\$ 189,000			\$ 189,000
OK1004								\$ 2,433,600			\$ 608,400			\$ 3,042,000
OK1006		\$ 723,000									\$ 767,000	\$ 20,000		\$ 1,510,000
OK1101								\$ 909,600			\$ 227,400			\$ 1,137,000
RP1201											\$ 272,000			\$ 272,000
RP1301											\$ 2,000			\$ 2,000
RP1302											\$ 1,187,000			\$ 1,187,000
RP1303		\$ 64,000										\$ 16,000		\$ 80,000
RP1304		\$ 50,000												\$ 50,000
RP1305											\$ 228,000			\$ 228,000

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2013 Continued														
PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
RG0901											\$ 2,000			\$ 2,000
RG1201											\$ 1,000			\$ 1,000
SP1018								\$ 80,000			\$ 20,000			\$ 100,000
SP1021											\$ 825,000			\$ 825,000
SP1106	\$ 100,000										\$ 1,349,942	\$ 1,178,942		\$ 2,628,884
SP1107											\$ 830,000			\$ 830,000
SP1108											\$ 25,000			\$ 25,000
SP1109											\$ 2,000			\$ 2,000
SP1110											\$ 1,571,000			\$ 1,571,000
SP1112											\$ 5,000			\$ 5,000
SP1113							\$ 80,000				\$ 20,000			\$ 100,000
SP1115							\$ 160,000				\$ 40,000			\$ 200,000
SP1202											\$ 1,469,000			\$ 1,469,000
SP1203											\$ 1,024,000			\$ 1,024,000
SP1204											\$ 2,000			\$ 2,000
SP1206											\$ 120,000			\$ 120,000
SP1212							\$ 160,000				\$ 40,000			\$ 200,000
SP1213											\$ 100,000			\$ 100,000
SP1302							\$ 80,000				\$ 20,000			\$ 100,000
SP1303							\$ 160,000				\$ 40,000			\$ 200,000
SP1304							\$ 160,000				\$ 40,000			\$ 200,000
SP1305							\$ 160,000				\$ 40,000			\$ 200,000
SP1306							\$ 160,000				\$ 40,000			\$ 200,000
SP1307							\$ 160,000				\$ 40,000			\$ 200,000
SP1308							\$ 160,000				\$ 40,000			\$ 200,000
SP1309							\$ 160,000				\$ 40,000			\$ 200,000
SP1310											\$ 1,000			\$ 1,000
SP1311											\$ 2,000			\$ 2,000
SP1312											\$ 6,000			\$ 6,000
SP1313	\$ 2,135,742										\$ 2,669,677	\$ 533,936		\$ 5,339,355
SP1314											\$ 12,000			\$ 12,000
SP1315											\$ 2,000			\$ 2,000
SP1316											\$ 2,000			\$ 2,000
SP1317											\$ 2,000			\$ 2,000
SP1318											\$ 2,000			\$ 2,000
SP1319											\$ 4,000			\$ 4,000
SP1320											\$ 847,000			\$ 847,000
SP1321		\$ 10,000										\$ 3,984		\$ 13,984
SP1401											\$ 2,000			\$ 2,000
ST1201											\$ 133,000			\$ 133,000
ST1204							\$ 400,000				\$ 100,000			\$ 500,000
WI1201		\$ 21,000									\$ 593,000			\$ 614,000
WI1301											\$ 2,000			\$ 2,000
TOTAL	\$ 2,235,742	\$ 3,739,520	\$ -	\$ 847,800	\$ -	\$ -	\$ 2,320,130	\$ 3,456,800	\$ -	\$ 960,000	\$ 24,997,019	\$ 2,916,742	\$ -	\$ 41,473,623

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2014

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
	FHWA Federal Funding Source													
MO1105											\$ 284,000			\$ 284,000
MO1107				\$ 13,500							\$ 1,500			\$ 15,000
MO1150											\$ 202,000			\$ 202,000
MO1201				\$ 900							\$ 100			\$ 1,000
MO1206											\$ 2,230,000			\$ 2,230,000
MO1306											\$ 2,000			\$ 2,000
MO1309											\$ 25,000			\$ 25,000
MO1401											\$ 29,000			\$ 29,000
MO1403		\$ 268,000									\$ 451,000	\$ 67,000		\$ 786,000
CC0901											\$ 2,000			\$ 2,000
CC1102											\$ 2,000			\$ 2,000
CC1110		\$ 238,000									\$ 166,000			\$ 404,000
CC1201				\$ 1,885,500							\$ 209,500			\$ 2,095,000
CC1202				\$ 274,500							\$ 30,500			\$ 305,000
CC1203											\$ 495,000			\$ 495,000
CC1301	\$ 105,000										\$ 264,000			\$ 369,000
CC1302				\$ 967,500							\$ 107,500			\$ 1,075,000
CC1303											\$ 1,808,000			\$ 1,808,000
CC1304				\$ 104,400							\$ 11,600			\$ 116,000
CC1305				\$ 146,700							\$ 16,300			\$ 163,000
CC1306	\$ 2,387,200										\$ (2,387,200)			\$ -
CC1401				\$ 180,900							\$ 20,100			\$ 201,000
GR1010											\$ 2,000			\$ 2,000
GR1104							\$ 80,000				\$ 20,000			\$ 100,000
GR1206								\$ 34,400			\$ 8,600			\$ 43,000
GR1303	\$ 3,588,800										\$ (3,588,800)			\$ -
GR1304											\$ 17,000			\$ 17,000
GR1305											\$ 1,574,000			\$ 1,574,000
GR1306											\$ 8,000			\$ 8,000
GR1308											\$ 2,000			\$ 2,000
GR1309											\$ 5,000			\$ 5,000
NX0801												\$ 175,000		\$ 175,000
NX0803												\$ 1,313,314		\$ 1,313,314
NX1401												\$ 188,700		\$ 188,700
OK1006	\$ 535,200										\$ (535,200)			\$ -
RP1201			\$ 217,600								\$ (217,600)			\$ -
RP1301											\$ 7,000			\$ 7,000
RP1302			\$ 949,600								\$ (949,600)			\$ -
RP1305			\$ 182,400								\$ (182,400)			\$ -
RG0901											\$ 2,000			\$ 2,000
RG1201											\$ 1,000			\$ 1,000
SP1018								\$ 80,000			\$ 20,000			\$ 100,000
SP1021	\$ 660,000										\$ (660,000)			\$ -
SP1106	\$ 1,315,742										\$ (1,315,742)			\$ -
SP1108											\$ 174,892	\$ 25,751		\$ 200,643
SP1109	\$ 2,067,130										\$ 84,604	\$ 2,000,000		\$ 4,151,734
SP1110			\$ 1,256,800								\$ (1,256,800)			\$ -
SP1112											\$ 5,000			\$ 5,000
SP1202			\$ 1,175,200								\$ (1,175,200)			\$ -
SP1203	\$ 819,200										\$ (819,200)			\$ -
SP1204											\$ 2,000			\$ 2,000

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2014 Continued														
PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
SP1206											\$ 715,000		\$ 715,000	
SP1213											\$ 100,000		\$ 100,000	
SP1310											\$ 2,000		\$ 2,000	
SP1311											\$ 2,000		\$ 2,000	
SP1312											\$ 1,027,000		\$ 1,027,000	
SP1313	\$ 3,105,079										\$ 3,881,350	\$ 776,269	\$ 7,762,698	
SP1314											\$ 1,880,000		\$ 1,880,000	
SP1315											\$ 2,000		\$ 2,000	
SP1316											\$ 13,000		\$ 13,000	
SP1317											\$ 2,000		\$ 2,000	
SP1318											\$ 7,000		\$ 7,000	
SP1319											\$ 748,000		\$ 748,000	
SP1320	\$ 677,600										\$ (677,600)		\$ -	
SP1321		\$ 10,000										\$ 3,984	\$ 13,984	
SP1401											\$ 3,000		\$ 3,000	
ST1201											\$ 549,000		\$ 549,000	
WI1201	\$ 470,200										\$ (470,200)		\$ -	
WI1301											\$ 3,000		\$ 3,000	
TOTAL	\$ 15,731,151	\$ 516,000	\$ 3,781,600	\$ 3,573,900	\$ -	\$ -	\$ 80,130	\$ 114,400	\$ -	\$ -	\$ 2,989,004	\$ 4,550,018	\$ - \$ 31,336,073	

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2015

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1105											\$ 284,000			\$ 284,000
MO1150											\$ 206,000			\$ 206,000
MO1201				\$ 900							\$ 100			\$ 1,000
MO1206											\$ 1,700,000			\$ 1,700,000
MO1306											\$ 4,246,000			\$ 4,246,000
MO1309											\$ 25,000			\$ 25,000
MO1501											\$ 22,000			\$ 22,000
MO1503		\$ 276,000									\$ 451,000	\$ 69,000		\$ 796,000
CC0901											\$ 2,000			\$ 2,000
CC1102											\$ 2,000			\$ 2,000
CC1110		\$ 2,072,000									\$ 4,740,000	\$ 1,557,000		\$ 8,369,000
CC1203			\$ 753,600								\$ (753,600)			\$ -
CC1301	\$ 212,000										\$ (212,000)			\$ -
CC1303	\$ 1,456,000										\$ (1,456,000)			\$ -
GR1010											\$ 2,000			\$ 2,000
GR1104							\$ 40,000				\$ 10,000			\$ 50,000
GR1206								\$ 1,708,800			\$ 427,200			\$ 2,136,000
GR1304											\$ 2,880,000			\$ 2,880,000
GR1305	\$ 1,267,200										\$ (1,267,200)			\$ -
GR1306											\$ 1,663,000			\$ 1,663,000
GR1308											\$ 2,000			\$ 2,000
NX0801												\$ 1,530,000		\$ 1,530,000
NX0906	\$ 1,754,941										\$ (8,000)	\$ 1,746,941		\$ 3,493,882
NX1501												\$ 150,000		\$ 150,000
RP1301											\$ 1,422,000			\$ 1,422,000
RG0901											\$ 2,000			\$ 2,000
RG1201											\$ 1,000			\$ 1,000
SP1018								\$ 5,639,200			\$ 1,409,800			\$ 7,049,000
SP1108	\$ 3,295,436										\$ 5,249,922	\$ 4,778,766		\$ 13,324,124
SP1109	\$ 658,533										\$ 5,329,258	\$ 1,190,415		\$ 7,178,206
SP1112											\$ 50,000			\$ 50,000
SP1114							\$ 160,000				\$ 40,000			\$ 200,000
SP1120							\$ 4,000				\$ 1,000			\$ 5,000
SP1204											\$ 2,000			\$ 2,000
SP1206			\$ 668,000								\$ (668,000)			\$ -
SP1310											\$ 241,000			\$ 241,000
SP1311											\$ 28,000			\$ 28,000
SP1312	\$ 821,600										\$ (821,600)			\$ -
SP1313	\$ 5,240,822										\$ (5,240,822)			\$ -
SP1314			\$ 1,427,920								\$ (1,427,920)			\$ -
SP1315											\$ 753,000			\$ 753,000
SP1316											\$ 2,361,000			\$ 2,361,000
SP1317											\$ 689,000			\$ 689,000
SP1318											\$ 1,453,000			\$ 1,453,000
SP1319	\$ 601,600										\$ (601,600)			\$ -
SP1321		\$ 10,000										\$ 3,984		\$ 13,984
SP1401											\$ 5,000			\$ 5,000
ST1101	\$ 468,000										\$ (468,000)			\$ -
ST1201	\$ 546,800										\$ (546,800)			\$ -
WI1301											\$ 5,000			\$ 5,000
TOTAL	\$ 16,322,932	\$ 2,358,000	\$ 2,849,520	\$ 900	\$ -	\$ -	\$ 204,000	\$ 7,348,000	\$ -	\$ -	\$ 22,232,738	\$ 11,026,106	\$ -	\$ 62,342,196

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2016

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1105											\$ 284,000			\$ 284,000
MO1150											\$ 210,000			\$ 210,000
MO1201				\$ 2,700							\$ 300			\$ 3,000
MO1206											\$ 1,164,000			\$ 1,164,000
MO1306			\$ 3,401,600								\$ (3,401,600)			\$ -
MO1309											\$ 25,000			\$ 25,000
MO1601											\$ 21,000			\$ 21,000
MO1603		\$ 284,000									\$ 451,000	\$ 71,000		\$ 806,000
CC0901											\$ 2,000			\$ 2,000
CC1102											\$ 2,000			\$ 2,000
CC1110			\$ 3,862,400								\$ (3,862,400)			\$ -
GR1010											\$ 2,000			\$ 2,000
GR1104							\$ 40,000				\$ 10,000			\$ 50,000
GR1304			\$ 2,319,200								\$ (2,319,200)			\$ -
GR1306	\$ 1,338,400										\$ (1,338,400)			\$ -
NX1502												\$ 1,500,000		\$ 1,500,000
RP1301	\$ 1,144,800										\$ (1,144,800)			\$ -
RG0901											\$ 2,000			\$ 2,000
RG01201											\$ 27,000			\$ 27,000
SP1112						\$ 166,134					\$ 1,911,866			\$ 2,078,000
SP1204											\$ 16,000			\$ 16,000
SP1310	\$ 195,200										\$ (195,200)			\$ -
SP1311	\$ 25,600										\$ (25,600)			\$ -
SP1315	\$ 605,600										\$ (605,600)			\$ -
SP1316	\$ 1,900,800										\$ (1,900,800)			\$ -
SP1317	\$ 554,400										\$ (554,400)			\$ -
SP1318	\$ 1,169,600										\$ (1,169,600)			\$ -
SP1321		\$ 10,000										\$ 3,984		\$ 13,984
SP1401											70,000.00			\$ 70,000
WI1301											50,000.00			\$ 50,000
TOTAL	\$ 6,934,400	\$ 294,000	\$ 9,583,200	\$ 2,700	\$ -	\$ 166,134	\$ 40,000	\$ -	\$ -	\$ -	\$ (12,269,434)	\$ 1,574,984	\$ -	\$ 6,325,984

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

FINANCIAL SUMMARY

- Roadways -

FINANCIAL CONSTRAINT

	FHWA Federal Funding Source															
	STP	STP-Urban	NHS	Safety	I/M	130	Bridge	BRM	BRO	TOTAL Federal Funds	MoDOT Programmed Funds	Operations and Maintenance	TOTAL	Local	Other	TOTAL
2013 Funds Programmed	\$ 2,235,742	\$ 3,739,520	\$ -	\$ 847,800	\$ -	\$ 2,320,130	\$ 3,456,800	\$ -	\$ 960,000	\$ 13,559,992	\$ 24,997,019	\$ 6,245,959	\$ 44,802,970	\$ 2,916,742	\$ -	\$ 47,719,712
2014 Funds Programmed	\$ 15,731,151	\$ 516,000	\$ 3,781,600	\$ 3,573,900	\$ -	\$ 80,130	\$ 114,400	\$ -	\$ -	\$ 23,797,181	\$ 2,989,004	\$ 6,439,584	\$ 33,225,769	\$ 4,550,018	\$ -	\$ 37,775,787
2015 Funds Programmed	\$ 16,322,932	\$ 2,358,000	\$ 2,849,520	\$ 900	\$ -	\$ 204,000	\$ 7,348,000	\$ -	\$ -	\$ 29,083,352	\$ 22,232,738	\$ 6,639,211	\$ 57,955,301	\$ 11,026,106	\$ -	\$ 68,981,407
2016 Funds Programmed	\$ 6,934,400	\$ 294,000	\$ 9,583,200	\$ 2,700	\$ 166,134	\$ 40,000	\$ -	\$ -	\$ -	\$ 17,020,434	\$ (12,269,434)	\$ 6,838,387	\$ 11,589,387	\$ 1,574,984	\$ -	\$ 13,164,371
Total	\$ 41,224,225	\$ 6,907,520	\$ 16,214,320	\$ 4,425,300	\$ 166,134	\$ 2,644,260	\$ 10,919,200	\$ -	\$ 960,000	\$ 83,460,959	\$ 37,949,327	\$ 26,163,141	\$ 147,573,427	\$ 20,067,850	\$ -	\$ 154,476,906

	Prior Year	2013	2014	2015	2016	TOTAL
Available State and Federal Funding	\$0	\$21,534,163	\$28,611,163	\$19,949,000	\$31,800,000	\$101,894,325
Available Operations and Maintenance Funding	\$0	\$ 6,245,959	\$ 6,439,584	\$ 6,639,211	\$ 6,838,387	\$26,163,141
Available Suballocated STP-U	\$20,641,220	\$4,346,528	\$4,346,528	\$4,346,528	\$4,346,528	\$38,027,332
Available Suballocated BRM	\$1,420,249	\$326,535.00	\$326,535.00	\$326,535.00	\$326,535.00	\$2,726,389
TOTAL AVAILABLE FUNDING	\$22,061,469	\$32,453,185	\$39,723,810	\$31,261,274	\$43,311,450	\$168,811,187
Programmed State and Federal Funding	\$0	\$ (44,802,970)	\$ (33,225,769)	\$ (57,955,301)	\$ (11,589,387)	(\$147,573,427)
TOTAL REMAINING	\$22,061,469	(\$12,349,786)	\$6,498,041	(\$26,694,027)	\$31,722,063	\$21,237,760

Remaining State and Federal Funding	(\$12,608,441)
Remaining Suballocated STP-Urban	\$31,119,812
Remaining Suballocated BRM	\$2,726,389
TOTAL REMAINING	\$21,237,760

OZARKS TRANSPORTATION ORGANIZATION

2013-2016 Transportation Improvement Program

TAB 3

BOARD OF DIRECTORS AGENDA 10/18/12; ITEM II.B.

STP-Urban Balance June 2012 Report

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Ozarks Transportation Organization is allocated STP-Urban funds each year through MoDOT from the Federal Highway Administration. OTO has elected to sub-allocate these balances among the jurisdictions within the urbanized area. Each of these jurisdiction's allocations are based upon the population within the urbanized area.

MoDOT has enacted a policy of allowing no more than three years of this STP-Urban allocation to accrue due to requirements by FHWA. If a balance greater than 3 years accrues, funds will lapse (be forfeited). OTO's balance is monitored as a whole by MoDOT and OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds and not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports which reflect the projects that have been obligated. MoDOT's policy does allow for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2012.

Staff has included a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order not to be rescinded by MoDOT. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT funding exceeding the minimum amount required to be programmed for FY 2012, therefore, there is not an immediate threat of rescission by MoDOT.

The Obligation Summary Report Balance Sheet (Page 1) indicates the STP-Urban balance for OTO as a whole. OTO has an ending balance of \$20,077,404.29 for FY 2012. After the MoDOT cost share projects that appear in the STIP are subtracted, the balance is \$2,776,718.12. This is well within the balance allowed to be carried by MoDOT.

In 2009, \$3.5 million in STP-U funding was rescinded when SAFETEA-LU expired and then was restored nine months later. The only action that prevents a rescission of federal funding is obligation. The OTO unobligated balance that is subject to rescission is \$20,077,404.29. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions.

The OTO jurisdictions have acted in response to the suggestion that these funds be spent. Several jurisdictions have partnered with MoDOT to spend these funds. OTO commends them for their swift action.

BOARD OF DIRECTORS ACTION REQUESTED:

No official action requested, however, OTO is requesting each jurisdiction review the report for any inaccuracies or changes in project status and advise staff.

Ozarks Transportation Organization



STP-Urban Obligation Report

June 2012

Ozarks Transportation Organization

STP-Urban Obligation Report

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Obligation Summary Report

June 2012
Balance Sheet

TOTAL APPROPRIATIONS FY2003-FY2012 (See Pg 2)	\$43,088,304.69
TOTAL OBLIGATIONS FY2003-FY2012 (See Pg 2)	<u>(\$23,010,900.40)</u>
TOTAL UNOBLIGATED BALANCE	\$20,077,404.29
MoDOT COST SHARES (See Pg 5)	<u>(\$17,300,686.17)</u>
BALANCE AFTER COST SHARES	\$2,776,718.12
 TOTAL BALANCE*	 <u><u>\$2,776,718.12</u></u>
 MAXIMUM BALANCE ALLOWED	 \$13,281,562.95
REMAINING TO BE OBLIGATED BY SEPT 2012	<u>\$0.00</u>

Total Unobligated Balance

OTO Obligation Limitation through FY2012 (See Pgs 19-20)	\$21,780,093.78
Republic Small Urban through FY2012 (See Pg 12)	\$99,263.94
BRM	<u>(\$1,801,953.43)</u>
TOTAL	\$20,077,404.29

* Total Balance reflects cost shares committing future STP-U funding not yet allocated.

Obligation Summary Report

June 2012

Appropriations and Obligations

APPROPRIATIONS

TOTAL STP-URBAN (2003-2011) & REPUBLIC SMALL URBAN (2010-2011)	\$34,954,969.21
TOTAL STP-URBAN (2012) & REPUBLIC SMALL URBAN (2012)	\$4,427,187.65
TOTAL REMAINING SMALL URBAN (thru 2002)	\$3,507,681.84
TOTAL PREVIOUS REPUBLIC SMALL URBAN BALANCE (thru 2009)	\$198,465.99
TOTAL APPROPRIATIONS	\$43,088,304.69

OBLIGATIONS

Small Urban

N/S Corridor Study	(\$184,224.00)
N/S Corridor Study	\$14.67
Ozark (Third Street)	(\$132,800.00)
Springfield	(\$2,502,106.13)
Greene County	(\$564,027.15)
Campbell/Weaver	(\$124,524.56)
TOTAL Small Urban Obligations	(\$3,507,667.17)

Republic Small Urban

Obligation	(\$198,465.00)
TOTAL Republic Small Urban Obligations	(\$198,465.00)

STP-Urban

Adjustment to Balance	
Chestnut/National	(\$20,056.73)
JRF/Glenstone	(\$946,611.27)
TMC Staff	(\$112,000.00)
Terminal Access Rd	(\$1,993,062.73)
Terminal Access Rd	(\$2,461,290.27)
Glenstone/Primrose	(\$134,432.60)
Terminal Access Rd	\$1,069,858.00
Terminal Access Rd	(\$508,570.80)
CC	(\$236,800.00)
Glenstone/Primrose	\$22,101.02
Campbell/Weaver	(\$124,524.56)
17th street/65	(\$244,800.00)
Scenic Avenue Sidewalks	(\$74,642.40)
Roadway Prioritization	(\$14,681.60)
Main Street	(\$53,822.02)
Gregg/14	(\$38,133.92)
Scenic Avenue Sidewalks	\$18,089.16
Glenstone (I-44 to Valley Water Mill)	(\$2,700,000.00)
TMC Salaries	(\$128,800.00)
Chestnut/National	(\$78,307.24)
Prioritization Study	\$349.91
TMC Salaries	(\$61,600.00)
Kansas/Evergreen	(\$300,000.00)
Kansas/Evergreen	\$19,036.04
National/JRF Interchange	(\$1,244,617.00)
Northview Rd	(\$17,386.10)
Glenstone/Primrose	(\$312,694.65)

OZARKS TRANSPORTATION ORGANIZATION
STP-URBAN OBLIGATION REPORT - JUNE 2012

13/44	(\$978,000.00)
CC	(\$320,000.00)
Master Transportation Plan	(\$7,243.20)
Traffic Analysis	(\$6,821.60)
Kansas/Evergreen	\$38,753.65
65	(\$7,570.99)
65	(\$1,061,000.00)
TMC Salaries	\$659.24
TMC Salaries	\$859.06
TMC Salaries	(\$228,000.00)
Rt 160 & Weaver Rd	(\$2,657,587.76)
Highway M Study	(\$14,399.22)
Scenic Sidewalks	(\$7,350.46)
Elm Street Sidewalks	(\$1,998.24)
Cloverdale Lane Sidewalks	(\$795.68)
Hwy 14 (Third St), Ozark	(\$56,192.80)
Rt 160 & Weaver Rd	\$328,117.82
Rte FF, Greene Co, pavement improvements	(\$70,000.00)
James River Freeway & Rte 160 (Campbell Ave)	(\$1,800,000.00)
ARRA City of Ozark Trans Plan	\$7,243.20
JRF/Glenstone	\$47,734.48
Gregg/14	(\$54,780.00)
Airport Blvd, SPGFD	\$0.15
Airport Blvd, SPGFD	(\$43,205.64)
Airport Blvd, SPGFD	(\$59,268.28)
Hwy 14 (Third St), Ozark - Streetscape	(\$72,962.40)
City of Nixa - Northview Rd	(\$89,798.40)
Rte 65, Greene Co, pedestrian accommodations on Bus 65/Loop 44	(\$106,000.00)
Rte FF, Greene Co, pavement improvements	\$35,578.89
City of Springfield, TMC Salaries	(\$276,000.00)
Springfield/Greene County Bicycle Destination Plan, Ph. 1	(\$40,033.84)
Ozark Traffic Study from Jackson to Church on 3rd	\$17.39
60/65 Interchange Improvements	(\$100,000.00)
14/3rd Street Streetscape	(\$177,500.00)
Northview Rd	\$107,184.50
14 and Gregg Intersection Improvements	(\$209,764.71)
Route 60 Intersection Improvemenst at Oakwood/FR93	(\$173,050.00)
Route 65 Interchange Improvements at Chestnut Expy	(\$1,369,515.74)
Payback for National/James River	\$1,244,617.00
Route 125/OO	(\$63,775.00)
Kansas Expressway/James River Freeway	(\$385,519.89)
TOTAL STP-Urban Obligations	(\$19,304,768.23)
TOTAL OBLIGATIONS	(\$23,010,900.40)

Obligation Summary Report

June 2012

Ending Balance by Jurisdiction FY 12

FY 2003 - FY 2012

Jurisdiction	Allocations	Obligations	Balance	MoDOT Cost Share Balance	Balance after Cost Shares
Christian*	\$2,137,559.37	(\$320,000.00)	\$1,817,559.37	(\$2,300,000.00)	(\$482,440.63)
Greene (inc. Small-U)	\$8,975,647.56	(\$6,348,774.22)	\$2,626,873.34	(\$1,400,000.00)	\$1,226,873.34
Battlefield	\$426,439.87	(\$116,614.25)	\$309,825.62	N/A	\$309,825.62
Nixa	\$1,994,864.21	(\$593,300.65)	\$1,401,563.56	N/A	\$1,401,563.56
Ozark	\$1,664,405.93	(\$705,391.10)	\$959,014.83	(\$594,344.80)	\$364,670.03
Republic (inc. Small-U)	\$602,955.50	(\$371,515.00)	\$231,440.50	N/A	\$231,440.50
Springfield (inc. Small-U)*	\$26,897,820.65	(\$14,307,320.85)	\$12,590,499.80	(\$12,985,341.37)	(\$394,841.57)
Strafford	\$68,495.85	(\$63,775.00)	\$4,720.85	N/A	\$4,720.85
Willard	\$135,906.42	\$0.00	\$135,906.42	(\$21,000.00)	\$114,906.42
Special Earmarks	\$184,209.33	(\$184,209.33)	\$0.00	N/A	\$0.00
TOTAL	\$43,088,304.69	(\$23,010,900.40)	\$20,077,404.29	(\$17,300,686.17)	\$2,776,718.12

* Overprogrammed Balance reflects cost shares committing future STP-U funding not yet allocated.

Obligation Summary Report

June 2012

MoDOT Cost Shares

Projects Currently Programmed in the STIP

	Christian	Greene	Ozark	Springfield	Willard	Total
Chestnut/65	\$ -	\$0.00	\$ -	(\$953,606.26)	\$ -	(\$953,606.26)
14/3rd Street	\$ -	\$ -	(\$594,344.80)	\$ -	\$ -	(\$594,344.80)
CC/65	(\$2,300,000.00)	\$ -	\$ -	\$ -	\$ -	(\$2,300,000.00)
South Glenstone	\$ -	\$ -	\$ -	(\$5,240,756.00)	\$ -	(\$5,240,756.00)
Kansas Expy/JRF	\$ -	(\$500,000.00)	\$ -	(\$1,669,880.11)	\$ -	(\$2,169,880.11)
Hunt/160	\$ -	\$0.00	\$ -	\$ -	(\$21,000.00)	(\$21,000.00)
TOTAL	(\$2,300,000.00)	(\$500,000.00)	(\$594,344.80)	(\$7,864,242.37)	(\$21,000.00)	(\$11,279,587.17)

Approved Cost Shares Not Yet Programmed*

	Christian	Greene	Ozark	Springfield	Willard	Total
Battlefield/65	\$ -	(\$500,000.00)	\$ -	(\$2,795,436.00)	\$ -	(\$3,295,436.00)
Chestnut RR Overpass	\$ -	(\$400,000.00)	\$ -	(\$2,325,663.00)	\$ -	(\$2,725,663.00)
TOTAL	\$ -	(\$900,000.00)	\$ -	(\$5,121,099.00)	\$ -	(\$6,021,099.00)
GRAND TOTAL	(\$2,300,000.00)	(\$1,400,000.00)	(\$594,344.80)	(\$12,985,341.37)	(\$21,000.00)	(\$17,300,686.17)

*Will be placed in the STIP once agreements have been approved and signed by jurisdiction

Obligation Summary Report

June 2012

Bridge (BRM) Balance

2004	\$210,242.66
2005	\$203,613.48
2006	\$265,090.64
Adjustment to Balance	(\$0.43)
2007	\$255,748.00
James River Bridge	(\$780,000.00)
2008	\$297,860.03
2009	\$299,406.62
2010	\$341,753.00
2011	\$326,535.00
2012	\$381,704.00
TOTAL	\$1,801,953.00

Programmed (Farmer Branch) (\$1,000,000.00)

TOTAL AVAILABLE \$801,953.00

Maximum Balance Allowed \$979,605.00

Need to Obligate an Additional \$0.00

STP-Urban Balance Based on Current Obligations

June 2012

Christian County

Allocation/Project	Amount	Running Balance
Allocation FY 03/04	\$348,765.17	\$348,765.17
Allocation FY 05	\$210,184.62	\$558,949.79
Allocation FY 06	\$176,680.04	\$735,629.84
Allocation FY 07	\$205,358.34	\$940,988.18
Allocation FY 08	\$219,817.75	\$1,160,805.93
Allocation FY 09	\$225,611.19	\$1,386,417.12
CC	(\$320,000.00)	\$1,066,417.12
Allocation FY 10	\$263,786.19	\$1,330,203.32
Allocation FY 11	\$255,651.07	\$1,585,854.38
Allocation FY 12	\$231,704.99	\$1,817,559.37
TOTAL ALLOCATIONS	\$2,137,559.37	
TOTAL OBLIGATIONS	(\$320,000.00)	
TOTAL AVAILABLE	\$1,817,559.37	
Remaining MoDOT Cost Shares		
CC/65	(\$2,300,000.00)	
Total Available after MoDOT Cost Shares	(\$482,440.63)	
Maximum Balance Allowed	\$695,114.97	
Need to Obligate an Additional	\$0.00	

STP-Urban Balance Based on Current Obligations

June 2012

Greene County

Allocation/Project	Amount	Running Balance
Small Urban Remaining Funds	\$ 344,278.68	\$344,278.68
Allocation FY 03/04	\$1,399,042.73	\$1,743,321.41
Allocation FY 05	\$843,138.29	\$2,586,459.70
Transfer from City of Battlefield	\$45,000.00	\$2,631,459.70
Allocation FY 06	\$708,737.42	\$3,340,197.12
Allocation FY 07	\$823,778.07	\$4,163,975.19
Allocation FY 08	\$881,780.76	\$5,045,755.95
Transfer from City of Springfield	\$43,450.00	\$5,089,205.95
Scenic Avenue Sidewalks	(\$74,642.40)	\$5,014,563.55
Scenic Avenue Sidewalks	\$18,089.16	\$5,032,652.71
JRF/Glenstone	(\$500,000.00)	\$4,532,652.71
Division Underground Tank Removal	(\$64,027.15)	\$4,468,625.56
Midfield Terminal Access Road	(\$1,000,000.00)	\$3,468,625.56
Glenstone (I-44 to Valley Water Mill)	(\$1,500,000.00)	\$1,968,625.56
Allocation FY 09	\$905,020.70	\$2,873,646.27
Transfer from City of Battlefield	\$20,000.00	\$2,893,646.27
Allocation FY 10	\$1,058,156.57	\$3,951,802.84
Campbell/Weaver	(\$124,524.56)	\$3,827,278.28
Campbell/Weaver	(\$1,328,793.88)	\$2,498,484.40
Scenic Avenue Sidewalks	(\$7,350.46)	\$2,491,133.94
Campbell/Weaver	\$164,058.91	\$2,655,192.85
James River Freeway & Rte 160 (Campbell Ave)	(\$1,000,000.00)	\$1,655,192.85
Allocation FY 11	\$1,025,523.19	\$2,680,716.04
Bicycle Destination Plan	(\$40,033.84)	\$2,640,682.20
Allocation FY 12	\$986,191.15	\$3,626,873.34
65/Chestnut Interchange Improvements	(\$1,000,000.00)	\$2,626,873.34
TOTAL ALLOCATIONS (inc. prior Small Urban)	\$8,975,647.56	
TOTAL OBLIGATIONS	(\$6,348,774.22)	
TOTAL AVAILABLE	\$2,626,873.34	
 MoDOT Cost Shares		
Kansas/JRF	(\$500,000.00)	
Battlefield/65	(\$500,000.00)	
Chestnut RR Overpass	(\$400,000.00)	
Total Available after MoDOT Cost Shares	\$1,226,873.34	
 Maximum Balance Allowed	\$2,958,573.44	
Need to Obligate an Additional	\$0.00	

STP-Urban Balance Based on Current Obligations

June 2012

City of Battlefield

Allocation/Project	Amount	Running Balance
Allocation FY 03/04	\$63,402.45	\$63,402.45
Transfer to Greene County	(\$45,000.00)	\$18,402.45
Allocation FY 05	\$38,209.72	\$56,612.17
Allocation FY 06	\$32,118.88	\$88,731.05
Allocation FY 07	\$37,332.34	\$126,063.39
Allocation FY 08	\$39,960.94	\$166,024.33
Allocation FY 09	\$41,014.13	\$207,038.46
Transfer to Greene County	(\$20,000.00)	\$187,038.46
Allocation FY 10	\$47,954.01	\$234,992.48
Highway M Study	(\$14,399.22)	\$220,593.26
Elm Street Sidewalks	(\$1,998.24)	\$218,595.02
Cloverdale Lane Sidewalks	(\$795.68)	\$217,799.34
Rte FF, Greene Co, pavement improvements	(\$70,000.00)	\$147,799.34
Allocation FY 11	\$46,475.12	\$194,274.46
Rte FF, Greene Co, pavement improvements	\$35,578.89	\$229,853.35
Allocation FY 12	\$79,972.27	\$309,825.62
TOTAL ALLOCATIONS	\$426,439.87	
TOTAL OBLIGATIONS	(\$116,614.25)	
TOTAL AVAILABLE	\$309,825.62	
Maximum Balance Allowed	\$239,916.81	
Need to Obligate an Additional	\$69,908.81	

STP-Urban Balance Based on Current Obligations

June 2012

City of Nixa

Allocation/Project	Amount	Running Balance
Allocation FY 03/04	\$315,253.93	\$315,253.93
Allocation FY 05	\$189,988.95	\$505,242.87
Allocation FY 06	\$159,703.67	\$664,946.54
CC Realignment	(\$236,800.00)	\$428,146.54
Main Street	(\$53,822.02)	\$374,324.52
Allocation FY 07	\$185,626.40	\$559,950.93
Allocation FY 08	\$198,696.47	\$758,647.39
Gregg/14	(\$38,133.92)	\$720,513.47
Allocation FY 09	\$203,933.25	\$924,446.72
Northview	(\$17,386.10)	\$907,060.62
Allocation FY 10	\$238,440.19	\$1,145,500.81
Allocation FY 11	\$231,086.73	\$1,376,587.55
Northview	(\$89,798.40)	\$1,286,789.15
Gregg/14	(\$54,780.00)	\$1,232,009.15
Allocation FY 12	\$272,134.62	\$1,504,143.77
Northview	\$107,184.50	\$1,611,328.27
Gregg/14	(\$209,764.71)	\$1,401,563.56
TOTAL ALLOCATION	\$1,994,864.21	
TOTAL OBLIGATIONS	(\$593,300.65)	
TOTAL AVAILABLE	\$1,401,563.56	
Maximum Balance Allowed	\$816,403.86	
Need to Obligate an Additional	\$585,159.69	

STP-Urban Balance Based on Current Obligations

June 2012

City of Ozark

Allocation/Project	Amount	Running Balance
Allocation FY 03/04	\$257,927.98	\$257,927.98
Allocation FY 05	\$155,441.25	\$413,369.23
Allocation FY 06	\$130,663.07	\$544,032.30
Allocation FY 07	\$151,872.00	\$695,904.29
Third Street/14	(\$132,800.00)	\$563,104.29
Allocation FY 08	\$162,565.39	\$725,669.69
17th Street Relocation	(\$244,800.00)	\$480,869.69
Roadway Prioritization	(\$14,681.60)	\$466,188.09
Allocation FY 09	\$166,849.92	\$633,038.00
Roadway Prioritization	\$349.91	\$633,387.91
Transportation Plan	(\$7,243.20)	\$626,144.71
Traffic Analysis	(\$6,821.60)	\$619,323.11
Allocation FY 10	\$195,082.09	\$814,405.21
Hwy 14 (Third St), Ozark	(\$56,192.80)	\$758,212.41
ARRA City of Ozark Trans Plan	\$7,243.20	\$765,455.61
Allocation FY 11	\$189,065.79	\$954,521.40
Hwy 14 (Third St), Ozark - Streetscape	(\$72,962.40)	\$881,559.00
3rd Street Traffic Study	\$17.39	\$881,576.39
Allocation FY 12	\$254,938.44	\$1,136,514.83
Hwy 14 (Third St), Ozark - Streetscape	(\$177,500.00)	\$959,014.83
TOTAL ALLOCATION	\$1,664,405.93	
TOTAL OBLIGATIONS	(\$705,391.10)	
TOTAL AVAILABLE	\$959,014.83	
MoDOT Cost Shares		
TOTAL REMAINING COST SHARE	(\$594,344.80)	
Total Available after MoDOT Cost Shares	\$364,670.03	
Maximum Balance Allowed	\$764,815.31	
Need to Obligate an Additional	\$0.00	

STP-Urban Balance Based on Current Obligations

June 2012

City of Republic

Allocation/Project	Amount	Running Balance
Small Urban Balance FY 09	\$198,465.99	\$198,465.99
Obligation	(\$198,465.00)	\$0.99
Small Urban Allocation FY 10	\$33,087.65	\$33,088.64
Small Urban Allocation FY 11	\$33,087.65	\$66,176.29
STP-Urban Allocation FY 11	\$127,281.84	\$193,458.13
Small Urban Allocation FY 12	\$33,087.65	\$226,545.78
STP-Urban Allocation FY 12	\$177,944.72	\$404,490.50
Route 60/Oakwood/FR93	(\$173,050.00)	\$231,440.50
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TOTAL SMALL URBAN ALLOCATION	\$297,728.94	
TOTAL STP-URBAN ALLOCATION	\$305,226.56	
TOTAL ALLOCATION	\$602,955.50	
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TOTAL SMALL URBAN OBLIGATIONS	(\$198,465.00)	
TOTAL STP-URBAN OBLIGATIONS	(\$173,050.00)	
TOTAL OBLIGATIONS	(\$371,515.00)	
<hr/>		
TOTAL SMALL URBAN AVAILABLE	\$99,263.94	
TOTAL STP-URBAN AVAILABLE	\$132,176.56	
TOTAL AVAILABLE	\$231,440.50	
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Maximum STP-Urban Balance Allowed	\$533,834.17	
Maximum Small Urban Balance Allowed	\$99,262.95	
Need to Obligate an Additional STP-Urban	\$0.00	
Need to Obligate an Additional Small Urban	(\$0.99)	

STP-Urban Balance Based on Current Obligations

June 2012

City of Springfield

Allocation/Project	Amount	Running Balance
Small Urban Balance	\$3,163,403.16	\$3,163,403.16
Allocation FY 03/04	\$3,925,754.34	\$7,089,157.50
Allocation FY 05	\$2,365,870.41	\$9,455,027.91
Allocation FY 06	\$1,988,737.70	\$11,443,765.61
Allocation FY 07	\$2,311,545.07	\$13,755,310.68
Allocation FY 08	\$2,474,302.31	\$16,229,612.99
44/65	(\$74,000.00)	\$16,155,612.99
Chestnut/National	(\$20,056.73)	\$16,135,556.26
Chestnut/National	(\$948,888.79)	\$15,186,667.47
JRF/Glenstone	(\$2,103,741.90)	\$13,082,925.57
JRF/Glenstone	(\$446,611.27)	\$12,636,314.30
Midfield Terminal Access Road	(\$2,461,290.27)	\$10,175,024.03
Glenstone/Primrose	(\$134,432.60)	\$10,040,591.43
Midfield Terminal Access Road	\$1,069,858.00	\$11,110,449.43
Glenstone/Primrose	\$22,101.02	\$11,132,550.45
TMC Salaries	(\$112,000.00)	\$11,020,550.45
Weaver/Campbell	(\$124,524.56)	\$10,896,025.89
JRF/Glenstone	(\$946,611.27)	\$9,949,414.62
Midfield Terminal Access Road	(\$993,062.73)	\$8,956,351.89
Midfield Terminal Access Road	(\$508,570.80)	\$8,447,781.09
Transfer to Greene County	(\$43,450.00)	\$8,404,331.09
JRF/Glenstone (small urban credit)	\$1,071,135.83	\$9,475,466.92
Glenstone (I-44 to VW Mill)	(\$1,200,000.00)	\$8,275,466.92
Allocation FY 09	\$2,539,514.25	\$10,814,981.17
TMC Salaries	(\$128,800.00)	\$10,686,181.17
Chestnut/National	(\$78,307.24)	\$10,607,873.93
TMC Salaries	(\$61,600.00)	\$10,546,273.93
Kansas/ Evergreen	(\$300,000.00)	\$10,246,273.93
Kansas/ Evergreen	\$19,036.04	\$10,265,309.97
National/JRF	(\$1,244,617.00)	\$9,020,692.97
13/44	(\$978,000.00)	\$8,042,692.97
Glenstone/Primrose	(\$312,694.65)	\$7,729,998.32
Kansas/ Evergreen	\$38,753.65	\$7,768,751.97
JRF/Glenstone (small urban credit)	\$47,734.48	\$7,816,486.45
Allocation FY 10	\$2,969,217.93	\$10,785,704.39
65	(\$7,570.99)	\$10,778,133.40
65	(\$1,061,000.00)	\$9,717,133.40
TMC Salaries	\$659.24	\$9,717,792.64
TMC Salaries	\$859.06	\$9,718,651.70
TMC Salaries	(\$228,000.00)	\$9,490,651.70
Campbell/Weaver	(\$1,328,793.88)	\$8,161,857.82
Campbell/Weaver	\$164,058.91	\$8,325,916.73
JRF/Campbell	(\$800,000.00)	\$7,525,916.73

STP-Urban Balance Based on Current Obligations

June 2012

City of Springfield

Allocation/Project	Amount	Running Balance
Allocation FY 11	\$2,877,647.71	\$10,403,564.43
Midfield Terminal Access Road	\$0.15	\$10,403,564.58
Midfield Terminal Access Road	(\$43,205.64)	\$10,360,358.94
Midfield Terminal Access Road	(\$59,268.28)	\$10,301,090.66
Glenstone Sidewalks	(\$106,000.00)	\$10,195,090.66
TMC Salaries	(\$276,000.00)	\$9,919,090.66
Allocation FY 12	\$2,281,827.77	\$12,200,918.43
60/65 Interchange Improvements	(\$100,000.00)	\$12,100,918.43
65/Chestnut Interchange Improvements	(\$369,515.74)	\$11,731,402.69
Payback on National/James River Freeway	\$1,244,617.00	\$12,976,019.69
Kansas Expressway/James River Freeway	(\$385,519.89)	\$12,590,499.80
TOTAL ALLOCATIONS (inc. prior Small Urban)	\$26,897,820.65	
TOTAL OBLIGATIONS	(\$14,307,320.85)	
TOTAL AVAILABLE	\$12,590,499.80	
 MoDOT Cost Shares		
Chestnut/65	(\$953,606.26)	
Battlefield/65	(\$2,795,436.00)	
Chestnut RR Overpass	(\$2,325,663.00)	
South Glenstone	(\$5,240,756.00)	
Kansas/James River Freeway	(\$1,669,880.11)	
Total Available after MoDOT Cost Shares*	(\$394,841.57)	
 Maximum Balance Allowed	\$6,845,483.31	
Need to Obligate an Additional	\$0.00	

STP-Urban Balance Based on Current Obligations

June 2012

City of Strafford

<u>Allocation/Project</u>	<u>Amount</u>	<u>Running Balance</u>
Allocation FY 11	\$34,761.57	\$34,761.57
Allocation FY 12	\$33,734.28	\$68,495.85
Route 125/OO	(\$63,775.00)	\$4,720.85
TOTAL ALLOCATION	\$68,495.85	
TOTAL OBLIGATIONS	(\$63,775.00)	
TOTAL AVAILABLE	\$4,720.85	
 Maximum Balanced Allowed	 \$101,202.83	
Need to Obligate an Additional	\$0.00	

STP-Urban Balance Based on Current Obligations

June 2012

City of Willard

Allocation/Project	Amount	Running Balance
Allocation FY 11	\$60,254.65	\$60,254.65
Allocation FY 12	\$75,651.77	\$135,906.42
TOTAL ALLOCATION	\$135,906.42	
TOTAL OBLIGATIONS	\$0.00	
TOTAL AVAILABLE	\$135,906.42	
MoDOT Cost Shares		
Hunt/160	(\$21,000.00)	
Total Available after MoDOT Cost Shares	\$114,906.42	
Maximum Balance Allowed	\$226,955.30	
Need to Obligate an Additional	\$0.00	

MPO Population Distribution

<u>Jurisdiction</u>	<u>2000</u> <u>Population in</u> <u>MPO Area</u>	<u>Population in</u> <u>Urbanized Area</u>	<u>% of MPO</u> <u>Population</u>	<u>% of Urbanized</u> <u>Area</u> <u>Population</u>	<u>2010</u> <u>Population in</u> <u>MPO Area</u>	<u>% of MPO</u> <u>Population</u>	<u>Percent Change</u>
Christian County	13,488	13,488	5.24%	5.53%	16,196	5.23%	0.00%
Greene County	54,106	54,106	21.01%	22.17%	68,934	22.28%	1.26%
Battlefield	2,452	2,452	0.95%	1.00%	5,590	1.81%	0.85%
Nixa	12,192	12,192	4.73%	5.00%	19,022	6.15%	1.41%
Ozark	9,975	9,975	3.87%	4.09%	17,820	5.76%	1.88%
Republic	8,461	-	3.29%	0.00%	14,751	4.77%	1.48%
Springfield	151,823	151,823	58.96%	62.21%	159,498	51.54%	-7.42%
Strafford	1,834	-	0.71%	0.00%	2,358	0.76%	0.05%
Willard	3,179	-	1.23%	0.00%	5,288	1.71%	0.47%
Totals	257,510	244,036	100.00%	100.00%	309,457	100.00%	0.00%

Note: STP-Urban funds distribution based on percentage of 2010 MPO Population.

STP Funding Allocation

<u>Jurisdiction</u>	FY 2003/2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Christian County	\$348,765.17	\$210,184.62	\$176,680.04	\$205,358.34	\$219,817.75	\$225,611.19
Greene County	\$1,399,042.73	\$843,138.29	\$708,737.42	\$823,778.07	\$881,780.76	\$905,020.70
Battlefield	\$63,402.45	\$38,209.72	\$32,118.88	\$37,332.34	\$39,960.94	\$41,014.13
Nixa	\$315,253.93	\$189,988.95	\$159,703.67	\$185,626.40	\$198,696.47	\$203,933.25
Ozark	\$257,927.98	\$155,441.25	\$130,663.07	\$151,872.00	\$162,565.39	\$166,849.92
Republic	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Springfield	\$3,925,754.34	\$2,365,870.41	\$1,988,737.70	\$2,311,545.07	\$2,474,302.31	\$2,539,514.25
Strafford	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Willard	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Republic Small Urban	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Special Earmarks	\$ -	\$ -	\$184,224.00	\$ -	\$ -	\$ -
Special Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$6,310,146.59	\$3,802,833.24	\$3,380,864.78	\$3,715,512.23	\$3,977,123.62	\$4,081,943.45

	FY 2010	FY 2011	FY 2012	Projected FY2013		TOTAL ALLOCATIONS FY 2003-2012	PROJECTED TOTAL ALLOCATIONS FY 2003-2013
Christian County	\$263,786.19	\$255,651.07	\$231,704.99	\$231,181.62	Christian County	\$2,137,559.37	\$2,368,741.00
Greene County	\$1,058,156.57	\$1,025,523.19	\$986,191.15	\$983,963.57	Greene County	\$8,631,368.88	\$9,615,332.45
Battlefield	\$47,954.01	\$46,475.12	\$79,972.27	\$79,791.63	Battlefield	\$426,439.87	\$506,231.50
Nixa	\$238,440.19	\$231,086.73	\$272,134.62	\$271,519.93	Nixa	\$1,994,864.21	\$2,266,384.14
Ozark	\$195,082.09	\$189,065.79	\$254,938.44	\$254,362.59	Ozark	\$1,664,405.93	\$1,918,768.52
Republic	\$ -	\$127,281.84	\$177,944.72	\$177,468.05	Republic	\$305,226.56	\$482,694.61
Springfield	\$2,969,217.93	\$2,877,647.71	\$2,281,827.77	\$2,276,673.64	Springfield	\$23,734,417.49	\$26,011,091.14
Strafford	\$ -	\$34,761.57	\$33,734.28	\$33,658.08	Strafford	\$68,495.85	\$102,153.93
Willard	\$ -	\$60,254.65	\$75,651.77	\$75,480.89	Willard	\$135,906.42	\$211,387.30
Republic Small Urban	\$33,087.65	\$33,087.65	\$33,087.65	\$33,087.65	Republic Small Urban	\$99,262.95	\$132,350.60
Special Earmarks	\$ -	(\$14.67)	\$ -	\$ -	Special Earmarks	\$184,209.33	\$184,209.33
Special Projects	\$ -	\$ -	\$ -	\$10,000.00	Special Projects	\$ -	\$10,000.00
	\$4,772,637.00	\$4,880,835.32	\$4,427,187.65	\$4,427,187.65	TOTAL	\$39,382,156.86	\$43,809,344.51

Note:

FY2003-FY2011 STP-Urban funds distribution based on percentage of 2000 MPO Population.

FY2012-FY2013 STP-Urban funds distribution based on percentage of 2010 MPO Population.

STP Urban Running Balance

		Allocation	STP Balance	Bridge Balance	STP Expenditures	Bridge Expenditures	TOTAL Balance
FY 2003	STP	\$3,014,341.72			\$0.00		\$3,014,341.72
FY 2004	STP	\$3,295,804.87	\$6,310,146.59				
	Bridge	\$210,242.66		\$210,242.66			\$6,520,389.25
FY 2005	STP	\$3,386,706.24	\$9,696,852.83				
	Bridge	\$203,613.48		\$413,856.14			
					\$416,127.00		
			\$10,112,979.83				\$10,526,835.97
FY 2006	STP	\$3,380,864.78	\$13,493,844.61				
	Bridge	\$265,090.64		\$678,946.78			\$14,172,791.39
FY 2007	STP	\$3,715,512.23	\$17,209,356.84				
	Bridge	\$255,748.00		\$934,694.78			
	Chestnut and National				(\$20,056.73)		
			17,189,300.11				\$18,123,994.89
FY 2008	STP	\$3,977,123.62	\$21,166,423.73				
	Bridge	\$297,860.03		\$1,232,554.81			\$22,398,978.54
	10/23/07	JRF/GLENSTONE	Springfield		(\$946,611.27)		\$21,452,367.27
	10/24/07	TMC STAFF	Springfield		(\$112,000.00)		\$21,340,367.27
	11/8/07	TERMINAL ACCESS ROAD	Springfield/Greene		(\$1,993,062.73)		\$19,347,304.54
	11/9/07	TERMINAL ACCESS ROAD	Springfield/Greene		(\$2,461,290.27)		\$16,886,014.27
	12/21/07	GLENSTONE/PRIMROSE	Springfield		(\$134,432.60)		\$16,751,581.67
	1/24/08	TERMINAL ACCESS ROAD	Springfield/Greene		\$1,069,858.00		\$17,821,439.67
	2/15/08	TERMINAL ACCESS ROAD	Springfield/Greene		(\$508,570.80)		\$17,312,868.87
	2/22/08	CC	Nixa		(\$236,800.00)		\$17,076,068.87
	2/29/08	GLENSTONE/PRIMROSE	Springfield		\$22,101.02		\$17,098,169.89
	3/7/08	CAMPBELL/WEAVER	Springfield/Greene		(\$124,524.56)		\$16,973,645.33
	4/18/08	17TH STREET/65	Ozark		(\$244,800.00)		\$16,728,845.33
	5/23/08	SCENIC SIDEWALKS	Greene		(\$74,642.40)		\$16,654,202.93
	7/1/08	ROADWAY PRIORITIZATION	Ozark		(\$14,681.60)		\$16,639,521.33
	8/7/08	MAIN STREET	Nixa		(\$53,822.02)		\$16,585,699.31
	8/7/08	GREGG/14	Nixa		(\$38,133.92)		\$16,547,565.39
	8/15/08	SCENIC SIDEWALKS	Greene		\$18,089.16		\$16,565,654.55
	9/18/08	GLENSTONE (H)	Greene		(\$2,700,000.00)		\$13,865,654.55
			\$12,633,099.74	\$1,232,554.81			\$13,865,654.55
FY 2009	STP*	\$4,081,943.45	\$16,715,043.19				
	Bridge	\$299,406.62		\$1,531,961.43			\$18,247,004.62
	11/28/2008	TMC SALARIES	Springfield		(\$128,800.00)		\$18,118,204.62
	11/28/2008	CHESTNUT AND NATIONAL	Springfield		(\$78,307.24)		\$18,039,897.38
	12/10/2008	PRIORITIZATION STUDY	Ozark		\$349.91		\$18,040,247.29
	1/8/2009	LAKE SPRINGFIELD BRIDGE				(\$780,000.00)	\$17,260,247.29
	3/13/2009	TMC SALARIES	Springfield		(\$61,600.00)		\$17,198,647.29
	3/25/2009	KANSAS/ EVERGREEN	Springfield		(\$300,000.00)		\$16,898,647.29
	5/1/2009	KANSAS/ EVERGREEN	Springfield		\$19,036.04		\$16,917,683.33
	6/18/2009	NATIONAL/JRF	Springfield		(\$1,244,617.00)		\$15,673,066.33
	7/9/2009	NORTHVIEW ROAD	Nixa		(\$17,386.10)		\$15,655,680.23
	7/9/2009	GLENSTONE/PRIMROSE	Springfield		(\$312,694.65)		\$15,342,985.58
	8/21/2009	13/44	Springfield		(\$978,000.00)		\$14,364,985.58
	9/17/2009	CC STUDY	Christian County		(\$320,000.00)		\$14,044,985.58
	9/3/2009	TRAFFIC ANALYSIS	Ozark		(\$6,821.60)		\$14,038,163.98
	9/5/2009	KANSAS/ EVERGREEN	Springfield		\$38,753.65		\$14,076,917.63
	9/22/2009	MASTER TRANSPORTATION PLAN	Ozark		(\$7,243.20)		\$14,069,674.43
			\$13,317,713.00	\$751,961.43			\$14,069,674.43

STP Urban Running Balance

		Allocation	STP Balance	Bridge Balance	STP Expenditures	Bridge Expenditures	TOTAL Balance
FY 2010	STP	\$4,772,637.00	\$18,090,350.00				
	Bridge	\$341,753.00		\$1,093,714.43			\$19,184,064.43
	65				(\$7,570.99)		\$19,176,493.44
	65				(\$1,061,000.00)		\$18,115,493.44
	TMC SALARIES				\$659.24		\$18,116,152.68
	TMC SALARIES				\$859.06		\$18,117,011.74
	TMC SALARIES				(\$228,000.00)		\$17,889,011.74
	160/ WEAVER				(\$2,657,587.76)		\$15,231,423.98
	HIGHWAY M BATTLEFIELD				(\$14,399.22)		\$15,217,024.76
	SCENIC SIDEWALKS				(\$7,350.46)		\$15,209,674.30
	BATTLEFIELD ELM STREET SIDEWALKS				(\$1,998.24)		\$15,207,676.06
	CLOVERDALE LANE SIDEWALKS				(\$795.68)		\$15,206,880.38
	HWY 14 (THIRD ST), OZARK--STREETSCAPE FOR 3RD STREET PROJECT				(\$56,192.80)		\$15,150,687.58
	RT 160 & WEAVER RD, SPGFD-RDWAY REALIGNMENT & INTERSECTION IMPROVEMENTS				\$328,117.82		\$15,478,805.40
	RTE FF, GREENE, PAVEMENT IMPROVEMENTS FROM S/O WEAVER TO END OF ROUTE				(\$70,000.00)		\$15,408,805.40
	RTE 160, GREENE, IMPROVE INTERCHANGE SAFETY & CAPACITY AT JRF & RTE 160				(\$1,800,000.00)		\$13,608,805.40
	ARRA OZARK TRANS PLAN FOR PRELIM SCOPING OF TRANS PROJECTS IN CITY LIMITS				\$7,243.20		\$13,616,048.60
	JRF/GLENSTONE				\$47,734.48		\$13,663,783.08
			\$12,570,068.65	\$1,093,714.43			\$13,663,783.08
FY 2011	STP	\$4,847,733.00	\$17,417,801.65				
	Bridge	\$326,535.00		\$1,420,249.43			\$18,838,051.08
	GREENE, PEDESTRIAN ACCOMMODATIONS ON BUS 65/LOOP 44 (GLENSTONE AVE)				(\$106,000.00)		\$18,732,051.08
	AIRPORT BLVD, SPGFD/BRANSON NAT'L AIRPORT, GREENE-CONSTRUCT RDWY				(\$102,473.77)		\$18,629,577.31
	SPRINGFIELD/GREENE COUNTY BICYCLE DESTINATION PLAN - PHASE I				(\$40,033.84)		\$18,589,543.47
	SPRINGFIELD, TMC SALARIES				(\$276,000.00)		\$18,313,543.47
	OZARK-STREETSCAPE FOR 3RD ST INC. JACKSON & CHURCH STREET INTERSECTIONS				(\$72,962.40)		\$18,240,581.07
	NIXA--STREET WIDENING, GRADING & STORM SEWER IMPRMNTS ON NORTHVIEW				(\$89,798.40)		\$18,150,782.67
	ROUTE 14 & GREGG ROAD INTERSECTION IMPROVEMENTS, CITY OF NIXA				(\$54,780.00)		\$18,096,002.67
	CITY OF OZARK TRAFFIC STUDY FROM JACKSON TO CHURCH ON 3RD STREET				\$17.39		\$18,096,020.06
	RTE FF, GREENE, PAVEMENT IMPRMNTS FROM S/O WEAVER RD TO END OF ROUTE				\$35,578.89		\$18,131,598.95
	\$14.67 STP Credit > North-South Corridor Study						
			\$16,711,364.19	\$1,420,249.43			\$18,131,613.62
FY2012	STP	\$4,394,100.00	\$21,105,464.19				
	Bridge	\$381,704.00		\$1,801,953.43			\$22,907,417.62
	RTES 60/65, INTERCHANGE IMPROVEMENTS, GREENE COUNTY				(\$100,000.00)		\$22,807,417.62
	OZARK-STREETSCAPE FOR 3RD ST INC. JACKSON & CHURCH STREET INTERSECTIONS				(\$177,500.00)		\$22,629,917.62
	NORTHVIEW, STREET WIDENING, GRADING & STORM SEWER IMPROVEMENTS, NIXA				\$107,184.50		\$22,737,102.12
	RTE 14 & GREGG ROAD, INTERSECTION IMPROVEMENTS, CITY OF NIXA				(\$209,764.71)		\$22,527,337.41
	RTE 60, INTERSECTION IMPROVEMENTS AT OAKWOOD AVENUE/FR93				(\$173,050.00)		\$22,354,287.41
	RTE 65, INTERCHANGE IMPROVEMENTS AT CHESTNUT EXPRESSWAY				(\$1,369,515.74)		\$20,984,771.67
	8/12/2011 PAYBACK FOR COSTSHARE 8P0791 ON JAMES RIVER FREEWAY/NATIONAL				\$1,244,617.00		\$22,229,388.67
	6/14/2012 ROUTE 125/OO				(\$63,775.00)		\$22,165,613.67
	7/3/2012 KANSAS EXPY/JAMES RIVER FREEWAY				(\$385,519.89)		\$21,780,093.78
			\$19,978,140.35	\$1,801,953.43			\$21,780,093.78
FY2013**	STP	\$4,394,100.00	\$24,372,240.35				
	Bridge	\$387,704.00		\$2,189,657.43			\$26,561,897.78

*FY2009 Allocation of \$4,081,943.43+\$0.02 in adjustments to match MoDOT Reported Balance

**Funds for FY2013 are estimates only.

Note 1: TOTAL STP-U Balance is **\$19,978,140.35** (\$21,780,093.78-\$1,801,953.43 bridge balance), using FY 2012 Funds, plus \$795,322.11 additional STP-U Payback Balance

Note 2: STP-U Suballocations adjusted to add back in the 05 and 07 STP-Expenditures, as the projects are unknown and cannot be subtracted from a single jurisdiction

Surface Transportation Program (STP) Springfield Urban Area

	<u>Apportionment</u>	<u>Available (OL)</u>
Balance as of September 30, 2011	\$18,067,018.13	\$16,663,615.04
Fiscal Year 2012 Apportionment (OL percentage = 93.5%, Preliminary)	\$4,699,572.00	\$4,394,100.00
Fiscal Year 2012 Obligations:		
0602065 RTES 60/65, INTERCHANGE IMPROVEMENTS, GREENE COUNTY	-\$100,000.00	-\$100,000.00
9900824 RTE 14 (THIRD STREET), STREETSCAPE FOR 3RD STREET PROJECT INCLUDING JACKSON AND CHURCH STREET INTERSECTIONS, CITY OF OZARK	-\$177,500.00	-\$177,500.00
9900861 NORTHVIEW ROAD, STREET WIDENING, GRADING AND STORM SEWER IMPROVEMENTS, CITY OF NIXA	\$107,184.50	\$107,184.50
9900869 RTE 14 & GREGG ROAD, INTERSECTION IMPROVEMENTS, CITY OF NIXA	-\$209,764.71	-\$209,764.71
0602076 RTE 60, INTERSECTION IMPROVEMENTS AT OAKWOOD AVENUE/COUNTY ROAD 93, CITY OF REPUBLIC	-\$173,050.00	-\$173,050.00
0652076 RTE 65, INTERCHANGE IMPROVEMENTS AT CHESTNUT EXPRESSWAY, CITY OF SPRINGFIELD	-\$1,369,515.74	-\$1,369,515.74
Balance as of June 30, 2012	<u>\$20,843,944.18</u>	<u>\$19,135,069.09</u>
STP-Payback Balance		\$795,322.11
STP-Small Urban Springfield		\$47,749.15
Total of All Accounts		<u>\$19,978,140.35</u>

STP - OTO Payback

	Transaction Amount
Cost Share payback on 8P0791	\$1,244,617.00
Obligation for:	
9900878 - Strafford > Route 125/OO	(\$63,775.00)
0132070 - Springfield > Kansas and James River Freeway	(\$385,519.89)
Balance of STP-OTO Payback	<u>\$795,322.11</u>

STP-Springfield

	Transaction Amount	
Balance ending August 31, 2009	\$124,524.56	
Project Obligations:		
5907801	(\$124,524.56)	
Return of funds from Final Voucher:		
0602064 and 5900837	<u>\$47,749.15</u>	
Balance	<u><u>\$47,749.15</u></u>	
5900837		\$14.67
North-South Corridor Study		
Attributed to Springfield in OTO STP Report		
Obligated \$184,224 in FY2006		
Deobligated \$14.67 in FY2011		
0602064		\$47,734.48
Rt 60 at JRF/Glenstone - Grading, drainage, alternate bid PCC or Superpave pavement		
TIP # - SP040; Under construction FY08-09; Complete FY10		
Obligated \$946,611.27 in FY2008		
Deobligated \$47734.48 in FY2010		
	<u>Total</u>	<u>\$47,749.15</u>

Highway Bridge Program (BRM) Springfield Urban Area

	<u>Apportionment</u>	<u>Available (OL)</u>
Balance as of September 30, 2011	\$1,523,280.00	\$1,420,249.00
Fiscal Year 2012 Apportionment (OL percentage = 93.5%, Preliminary)	\$408,240.00	\$381,704.00
Fiscal Year 2012 Obligations:		
None	\$0.00	\$0.00
Balance as of June 30, 2012	<u><u>\$1,931,520.00</u></u>	<u><u>\$1,801,953.00</u></u>

TAB 4

BOARD OF DIRECTORS AGENDA 10/18/12; ITEM II. C.

Air Quality Report

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Currently, OTO is currently in attainment for regional ozone levels. Staff continues to monitor the values for the region in order to stay aware of potential exceedances. The current standard, set in 2008, is a design value of 75 parts per billion. Over the past two years, the region has had low design values of 68 and 69 for 2008-2010 and 2009-2011, respectively. Though the 2010-2012 ozone season is not yet over, the region already has a design value of 74. In order not to exceed the standard next year, 2013 levels must be kept below 71 parts per billion.

If the OTO region goes non-attainment, additional requirements will be placed upon the OTO to meet transportation conformity guidelines, assuring that transportation projects do not contribute to decreasing air quality.

Attached is a summary of the monitored values for the state, including the OTO region, since 2008. The value for each year is determined based upon the 4th highest ozone reading for that year. The design value is then determined by an average of the past three consecutive years.

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUIRED - INFORMATIONAL ONLY



Air Quality Analysis for Ozone

The following information is for the ambient air monitors operated by state and local reporting organizations. This information is updated to the U.S. Environmental Protection Agency's Air Quality System database. The monitoring information provided in the chart below includes the preliminary design values for the ozone National Ambient Air Quality Standard, or NAAQS.

In March 2008, EPA strengthened the ozone NAAQS by setting it at a level of 0.075 parts per million (ppm) measured over 8-hours. Based on 2008-2010 monitoring data, the department recommended the St. Louis area as the only nonattainment area in the state with a boundary encompassing St. Louis City and St. Louis, St. Charles, Jefferson, and Franklin Counties. In April 2012, the EPA finalized St. Louis as a nonattainment area for the 2008 ozone standard. The department will begin developing a plan to bring the area into attainment of the standard by December 31, 2015.

More information on the ozone standard and the designation process is online at dnr.mo.gov/env/apcp/ozone/8hourdesignationprocess.htm.

8-Hour Ozone Design Values

Weekly Reporting Date 10/1/2012

Site	County	4th High 8-hr Average (ppb)					CV - 75	# of Exceedances > 75 ppb (08 Std)	Design Value		
<i>St. Louis</i>		2008	2009	2010	2011	2012		2012	08-10	09-11	10-12
Arnold West	Jefferson	70	70	77	75	85	76	16	72	74	79
Blair Street	St. Louis City	73	65	71	79	87	78	15	69	71	79
Foley	Lincoln	72	67	79	75	87	74	16	72	73	80
Maryland Hts	St. Louis	69	70	76	80	90	72	23	71	75	82
Orchard Farm	St. Charles	72	73	77	77	86	74	11	74	75	80
Pacific	St. Louis	64	64	69	70	85	89	13	65	67	74
West Alton	St. Charles	76	71	84	84	92	60	22	77	79	86
<i>St. Genevieve</i>											
Bonne Terre	St. Genevieve	71	69	72	70	83	86	7	70	70	75
<i>South East</i>											
Farrar	Perry	70	71	77	73	83	78	14	72	73	77
<i>Kansas City</i>											
Liberty	Clay	70	72	70	79	84	79	12	70	73	77
RG South	Cass	66	64	67	72	78	89	10	65	67	72
Rocky Creek	Clay	69	72	76	78	86	74	18	72	75	80
Trimble	Clinton	70	75	76	79	85	73	17	73	76	80
Watkins Mill	Clay	69	74	73	80	86	75	12	72	75	79
<i>Springfield</i>											
Fellows Lake	Greene	69	66	69	74	80	85	7	68	69	74
Hillcrest H.S.	Greene	67	62	66	73	75	89	3	65	67	71
<i>Outstate</i>											
Alba	Jasper	*	74	72	79	84	77	13	*	75	78
Branson	Taney	*	*	67	72	71	*	2	*	*	70
Eldorado Spgs.	Cedar	67	62	68	74	81	86	14	65	68	74
Finger Lakes	Boone	*	60	69	69	78	90	6	*	66	72
Mark Twain	Monroe	64	61	70	70	73	88	3	65	67	71
New Bloomfield	Callaway	*	60	68	68	75	92	3	*	65	70
Savannah	Andrew	*	66	72	80	75	76	3	*	72	75

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CV - 75: The Critical Value (CV) is the current Year's 4th highest daily maximum 8-hour ozone concentration which, if monitored, could yield a violation of the 2008 Ozone NAAQS for the most current three year period.



Missouri
Department of
Natural Resources

2012

ST. LOUIS	1st High	2nd High	3rd High	4th High	CV - 75
Arnold West	101	94	88	85	76
Blair	95	90	88	87	78
Foley	94	92	92	87	74
Maryland Hts	94	94	93	90	72
Orchard Farm	96	91	86	86	74
Pacific	91	90	86	85	89
West Alton	99	96	95	92	60

St. Genervieve

Bonne Terre	96	90	83	83	86
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South East

Farrar	89	85	84	83	78
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Kansas City

Liberty	94	88	87	84	79
RG South	90	80	79	78	89
Rocky Creek	96	91	90	86	74
Trimble	92	92	90	85	73
Watkins Mill	94	90	86	86	75

Springfield

Fellows Lake	83	83	81	80	85
Hillcrest H.S.	85	80	77	75	89

Outstate

Alba	87	86	85	84	77
Branson	77	76	74	71	*
Eldorado Spgs	91	85	81	81	86
Finger Lakes	85	81	78	78	90
Mark Twain	82	81	81	73	88
New Bloomfield	83	79	78	75	92
Savannah	86	78	76	75	76

* = N/A

TAB 5

BOARD OF DIRECTORS AGENDA 10/18/12; ITEM II. D.

Bicycle and Pedestrian Report

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

OTO has developed a Bicycle and Pedestrian Implementation Report to document the progress toward implementing the Bicycle and Pedestrian Plan. The report highlights the Goals as outlined in the Bicycle and Pedestrian Chapter of the Long Range Transportation Plan, *Journey 2035*. Activities which took place over the previous fiscal year are then categorized under these headings –

- Engineering
- Evaluation
- Enforcement
- Education and Encouragement

The implementation report is provided.

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUIRED- INFORMATIONAL ONLY



OTO BIKE/PED PLAN REPORT



6/30/2012

Implementation in FY2012

This report outlines the bike/ped accomplishments related to the OTO Bike/Ped Plan. Activities occurring during the 2012 Fiscal Year, July 1, 2011 through June 30, 2012, are included.

OTO Bike/Ped Plan Report

IMPLEMENTATION IN FY2012

BIKE/PED PLAN GOALS AS APPROVED IN JOURNEY 2035

- ❑ Develop a comprehensive regional bicycle and pedestrian network by identifying both on-street and off-street facilities within the OTO
- ❑ Integrate the bicycle and pedestrian network with the existing transportation system
- ❑ Enhance and promote bicycling and pedestrian safety
- ❑ Identify and target sources to fund pedestrian and bicycle facilities and programs
- ❑ Promote bicycling and walking as a means of transportation integral to daily activities
- ❑ Support bicycling and walking for the promotion of tourism in the OTO region

BIKE/PED PRIORITIES AS APPROVED IN JOURNEY 2035

TOP 5 POLICY PRIORITIES

- ❑ Sidewalks on School Walking Routes
- ❑ Sidewalks on Streets with Commercial Land Use, especially High Volume Bus Routes
- ❑ Emphasize Projects that Extend from Communities and Enhance the Regional System
- ❑ Complete Bike/Ped Projects with appropriate Roadway Projects
- ❑ Develop Implementation Plan for Bike/Ped Plan, including details such as easements

ADDITIONAL POLICY PRIORITIES

- ❑ North-South Connections between Trails, including The Link in Springfield
- ❑ Streetscapes in Urban Centers
- ❑ Trail Connections between Communities
- ❑ Development of a Trail Loop around Springfield
- ❑ Reclamation of Rail Bed – including following the status of active rail
- ❑ Educational Campaign
- ❑ Focus on bringing Trails toward Wilson's Creek National Battlefield at a Designated Access Point
- ❑ Support the Goals and Objectives of the OTO Bike/Ped Element of the Long Range Transportation Plan

TOP PROJECT PRIORITIES

- ❑ Wilson Creek/Jordan Valley Creek from South Creek to Smith Park
- ❑ Trail of Tears – from Close Memorial Park to City of Battlefield
- ❑ Republic Shuyler Creek and North Fork Shuyler Creek Trails
- ❑ Strafford Route 66 Trail from Springfield to Farm Road 249 (the ball fields)
- ❑ Ozark Finley River Trail and other Future Linear Trails as shown on the OTO Bike/Ped Map in Christian County
- ❑ Greene County Destination Plan with the addition of a Christian County/Regional addendum
- ❑ James River Trail – from Crighton Landing east of Springfield to Delaware landing west of Nixa

STRATEGIES RECOMMENDED IN JOURNEY 2035

- OTO should maintain a comprehensive list of bicycle and pedestrian needs that is reviewed annually.
- OTO should work with member jurisdictions to expand data availability for bicycling and pedestrian activities. This includes, but is not limited to, bicycle and pedestrian crashes, current and projected use of facilities, system condition, and level of service calculations.
- Bicycle and Pedestrian project selection and funding priorities should support the priorities included in this plan.
- OTO, in partnership with member jurisdictions and Ozark Greenways, should develop an implementation plan which identifies strengths, challenges, necessary easements, and cost for future trail development.
- Promote adherence to the bicycle and pedestrian design standards as set forth in this plan and encourage the continued implementation of additional best practices.

ACCOMPLISHMENTS IN FY2012

In FY2012, the Ozarks Transportation Organization adopted *Journey 2035*, which included an update to the Bicycle Pedestrian Plan adopted in December of 2005. While this update was taking place, numerous bicycle and pedestrian projects and activities were implemented in the OTO region.

Engineering

TRAILS

Through a working partnership with the Volunteers for Outdoor Missouri, the Republic Parks and Recreation Department has partially constructed 1.3 miles of nature trail at Brookline Park, which meander throughout open and heavily wooded areas. Plans are to finish the remaining portions of the trail, which will total 3.2 miles, by the spring of 2013.

The Ozark Greenways trail system has also added the following trails and connections:

- Completion of Fassnacht Creek Trail from west of Grant Avenue to east of Campbell Avenue with two underpasses
- Completion of Wilson Creek Trail from Farm Road 150 to Farm Road 156 including a Route 413 underpass
- Commencement of South Dry Sac Trail from Ritter Springs Park to Farm Road 141
- Commencement scheduled for Ward Branch Trail from Bradford Parkway to Republic Road



STREETSCAPES

The City of Springfield has completed the following streetscape projects

- Boonville Ave. North Phase 1 (Blaine Street to Court Street)
- Walnut St Phase 3 (Kimbrough Avenue to John Q. Hammons Parkway)

The City of Springfield has started work on the following streetscapes:

- Walnut St West (Main Avenue to Campbell Avenue)

- Commercial St Phase 4 (Lyon Avenue to Campbell Avenue)
- Boonville Av N Phase 2 (Court Street to Division Street)
- Campbell Av North (Olive to Mill)

The following streetscapes have been scheduled to start by the City of Springfield:

- Campbell Ave South (Mt. Vernon to McDaniel)
- College Station

SIDEWALKS

Sidewalk projects have been underway throughout the OTO region.

- The City of Battlefield has completed sidewalks on Cloverdale, closing a gap along that roadway, as well as having installed sidewalks on Elm between Cloverdale and the Battlefield Municipal complex.
- Battlefield partnered with Greene County to install sidewalks from Farm Road 131 (Western Avenue) west to Cloverdale.
- Ozark has sidewalks under construction, while Strafford is in the design phase and Republic is acquiring right-of-way.
- MoDOT has added and upgraded sidewalks, pedestrian signals, and ramps on Chestnut Expressway from Grant Avenue to Benton Avenue.
- The City of Springfield has started constructing the sidewalks on south Campbell from Cherokee Street to Battlefield Road. The design has been completed for sidewalks along Summit from Talmage to Kearney and for an off-street path and side path on Talmage from Robberson to Summit.
- Springfield Public Works has continued to implement its school sidewalk program.



THE LINK

The Link is a project developed by the City of Springfield to link greenway trails and activity centers using low-traffic, low-speed streets with continuous accessible sidewalk.

Along the Link:

- Sidewalks have been constructed or repaired to provide a continuous, accessible walking path from Missouri State University to Kearney Street.
- Signs and markings are being installed in summer and fall of 2012.



Between Kearney Street and Doling Park:

- Design is nearly complete for sidewalk and trail
- New sidewalk along Summit Avenue north of Kearney Street and a trail from Summit to Robberson Avenue, including a bridge that will improve access to Doling Park.
- Right-of-way and easements are being acquired and construction is expected to begin by spring of 2013.

Design contracts are underway for:

- A crossing of South Creek at Kings Avenue
- A street crossing of Sunset Street at Kings Avenue
- A street crossing of Sunshine Street at Kings Avenue
- A roundabout at the intersection of Maryland Avenue and Walnut Lawn Street

BICYCLE LANES

The City of Springfield has been busy with new bicycle lanes as paving is done throughout the city:

- New lanes on Benton Avenue from Commercial Street to north of Central Street
- New lanes on Boonville Avenue from Division Street to Chestnut Expressway
- New lanes on Division Street from Broadway Avenue to Lyon Avenue
- Shared lane marking on Division Street from Lyon Avenue to Benton Avenue



The City of Springfield is also working to develop a program for bike lanes and shared lane markings to be implemented beginning this summer.

ADDITIONAL FACILITIES

In Springfield, 26 bike racks and 6 lockers were added in center city providing 58 bicycle parking spaces.

Evaluation

OTO BIKE-PED PLAN UPDATE

The OTO, as part of Journey 2035, updated the OTO Comprehensive Bicycle Pedestrian Plan. This update provided a path for future bicycle and pedestrian projects and activities for the region. The Plan recognizes that funding for bicycle and pedestrian projects is tenuous and that every opportunity to incorporate bicycle and pedestrian projects into other construction projects should be taken. The priorities outlined in the Plan are regional in nature and work toward the goal of a regional trail network, as part of a comprehensive bicycle and pedestrian system.

SPRINGFIELD BIKE-PED PLAN UPDATE

The City of Springfield is updating its bicycle plan and developing a pedestrian plan to form a Person-Powered Mobility Plan that incorporates off-street paths and on-street pedestrian and bicycle facilities into one mobility network. The plan update is in response to goals for a complete street policy and improved

facilities for walking and bicycling in the Springfield Strategic Plan which is nearly complete. In addition, recent comments from the community of Springfield have shown a desire for more emphasis on pedestrian and bicycle transportation as a part of community planning and transportation projects. The Bicycle-Pedestrian Committee of the Springfield Traffic Advisory Board is taking the lead on this plan update.

Enforcement

20 Springfield police officers participated in a PedNet course to integrate information into the cadet academy and in-service training programs.

Education and Encouragement

SAFE ROUTES TO SCHOOL

The City of Springfield Public Works has continued its school walking route map program, which highlights walking routes based on sidewalk placement and busing boundaries for Springfield elementary schools.

The City of Nixa received Safe Routes to School Training through a grant from Safe Routes to School and PedNet.

LET'S GO SMART SPRINGFIELD



This is a new community partnership, led by Ozark Greenways. Let's Go Smart encourages better choices when using any form of travel, whether biking, walking, driving, or using the bus. The program encourages better health, financial savings, and environmental benefits. There are many components related to the campaign, which commenced this past spring.

The Bike Smart booklet was updated and with 5,000 new copies printed. This was previously known as Drive Less, Live More – the One-Mile Solution.

With funding assistance from the Healthy Living Alliance, Ozark Greenways contracted with Mr. Joe Kurmaskie, the Metal Cowboy to visit Springfield April 19th through the 20th. This was a part of a public lunch of the Ozark Greenway's Let's Go Smart, Springfield campaign. Ozark Greenways

staff, as well as Springfield City Planning and Public Works staff, Greene County Highway, Storm Water, and Planning staff, and OTO staff all sat in on conversations with Mr. Kurmaskie to discuss the current status of Springfield regarding bicycle facilities, programs and projects. The public launch, "An Evening with the Metal Cowboy," attracted 130 participants.

STAR TEAM

The Ozark Greenways Sustainable Transportation Advocacy Resource (STAR) Team continued to meet monthly throughout the year. STAR Team activities include contributing to the City of Springfield Person Powered Mobility Plan, a Complete Streets Ordinance, the Bike Smart booklet, the Let's Go Smart Springfield campaign, and other general bicycling and pedestrian activities throughout the region. The STAR Team also has members writing articles on bicycling for Greene Magazine, which is published 6 times per year.

EVENTS

Many fitness events are held throughout the region during the year. Though many of these may not appear to have a transportation focus, they do encourage people to get out and move. The ability to help bicyclists



and runners feel more comfortable on the street only helps move them to these modes for daily transportation. Also, being able to introduce children of a young age to these activities can keep them active as adults. Below is a list of just some events held throughout the region.

TRIATHALONS:

- Republic Tiger Triathlon (August 11, 2011) – Inaugural event for children ages 5-12
- Republic Tiger Triathlon (August 12, 2011) – 400 plus participants representing numerous states

5Ks:

- Republic Reindeer Run 5K (December 3, 2011) – Nighttime run and walk
- Republic May Day 5k (May 5, 2012) – 9th annual with approximately 400 or more participants
- Sunshine Run
- Happy Feet
- March Mad Dash for Life

BICYCLING:

- Ozarks 100
- Bike for the Future
- Tour de Cox
- Nixa Bike Ride
- Wildflower Ride



BIKE TO WORK WEEK:

Ozark Greenways sponsored Bike to Work week with fantastic results.



**1500
Participants**



**200+
Schools and
Businesses**



**793 Free Bus
Rides to
Bicyclists**



**10,000+
miles of
driving saved**

LIVABLE STREETS WORKSHOPS:

Missouri Livable Streets sponsored a livable streets design workshop throughout the State of Missouri. The purpose of the course was for planners, traffic engineers, architects and city administrators to learn current best practices in bicycle-pedestrian design.



This report was prepared in cooperation with the USDOT,
including FHWA and FTA, as well as the Missouri
Department of Transportation.

Ozarks Transportation Organization

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TAB 6

BOARD OF DIRECTORS AGENDA 10/18/12; ITEM II. E.

Independent Financial Audit Report for the 2011-2012 Budget Year

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Ozarks Transportation Organization requested an independent audit be conducted for the fourth year of operation as an independent organization. In the 2008-2009 Budget Year, the City of Springfield performed all the accounting functions for the OTO. In the 2009-2010 budget year, OTO took over all operations of the organization including the accounting functions. Audits have been conducted for the 2009-2010 and 2010-2011 budget years in which there were no significant findings.

The Draft Audit for 2011-2012 budget year, which ran from July 1, 2011 to June 30, 2012 is included for Board of Directors review and acceptance. There are no findings included as part of this audit. This is the first single audit that has been conducted for OTO. A single audit is a more rigorous, organization-wide audit or examination of an entity that expends \$500,000 or more in Federal funding for operations. The single audit's objective is to provide assurance to the Federal Government. The audit is typically performed by an independent certified public accountant (CPA) and encompasses both financial and grant compliance components.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to accept the Budget Year 2011-2012 Independent Financial Audit.”

OR

“Move to reject the Budget Year 2011-2012 Independent Financial Audit in consideration of the following.....”

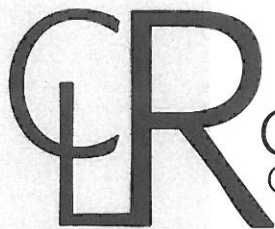
**OZARKS TRANSPORTATION
ORGANIZATION**

**Basic Financial Statements and
Supplementary Data with
Independent Auditor's Report**

June 30, 2012

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Ozarks Transportation Organization
Springfield, Missouri

I have audited the accompanying financial statements of the governmental activities and the major fund of Ozarks Transportation Organization as of and for the year ended June 30, 2012, which collectively comprise the Organization's basic financial statements as listed in the table of contents. These basic financial statements are the responsibility of the Ozarks Transportation Organization management. My responsibility is to express an opinion on these basic financial statements based on my audit.

I conducted my audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that I plan and perform the audit to obtain reasonable assurance about whether the basic financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the basic financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall basic financial statement presentation. I believe that my audit provides a reasonable basis for my opinions.

As described in Note 1, the basic financial statements were prepared on a modified cash basis of accounting, which is a comprehensive basis of accounting other than accounting principles generally accepted in the United States of America.

In my opinion, the basic financial statements referred to above present fairly, in all material respects, the Organization's assets, liabilities, net assets/fund equity and revenues and expenditures arising from modified cash basis transactions as of and for the year ended June 30, 2012 on the modified cash basis of accounting described in Note 1, which is a comprehensive basis of accounting other than accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, I have also issued my report dated September 18, 2012 on my consideration of the Ozarks Transportation Organization's internal control over financial reporting and my tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements and other matters. The purpose of that report is to describe the scope of my testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of my audit.

The required supplementary information, as listed in the accompanying table of contents, includes the General Fund Budgetary Comparison Schedule, and is not a required part of the basic financial statements, but is supplementary information required by the Governmental Accounting Standards Board. I have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the supplementary information. However, I did not audit the information and do not express an opinion on it. Additionally, management has elected to omit the Management's Discussion and Analysis, which is also required supplementary information.

My audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Ozarks Transportation Organization's financial statements as a whole. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by U.S. Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*, and is also not a required part of the financial statements. The schedule of expenditures of federal awards is the responsibility of management and was derived from and related directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In my opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole.

 Linda L. Rodgen CPA PC

Springfield, Missouri
September 18, 2012

OZARKS TRANSPORTATION ORGANIZATION
STATEMENT OF NET ASSETS AND GOVERNMENTAL FUND BALANCE SHEET -
MODIFIED CASH BASIS
JUNE 30, 2012

	<u>General Fund</u>	<u>Adjustments (Note E)</u>	<u>Statement of Net Assets</u>
ASSETS			
Cash	<u>\$ 179,697</u>	<u>\$ -</u>	<u>\$ 179,697</u>
Total Assets	<u>179,697</u>	<u>-</u>	<u>179,697</u>
LIABILITIES			
Current Liabilities			
Credit card payable	<u>1,137</u>	<u>-</u>	<u>1,137</u>
Total Liabilities	<u>1,137</u>	<u>-</u>	<u>1,137</u>
FUND BALANCES/NET ASSETS			
Fund Balances:			
Unassigned	<u>178,560</u>	<u>(178,560)</u>	<u>-</u>
Total Liabilities and Fund Balances	<u>\$ 179,697</u>		
Net Assets:			
Invested in capital assets, net of related debt		-	-
Unrestricted		<u>178,560</u>	<u>178,560</u>
Total Net Assets		<u>\$ 178,560</u>	<u>\$ 178,560</u>

See accompanying notes to financial statements.

OZARKS TRANSPORTATION ORGANIZATION
STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUND REVENUES, EXPENDITURES, AND CHANGES IN
FUND BALANCES - MODIFIED CASH BASIS
FOR THE YEAR ENDED JUNE 30, 2012

	<u>Governmental Fund</u>		
	<u>General</u>	<u>Adjustments</u>	<u>Statement</u>
	<u>Fund</u>	<u>(Note E)</u>	<u>of Activities</u>
EXPENDITURES			
Membership dues and fees	\$ 3,923	\$ -	\$ 3,923
Professional Fees	3,660	-	3,660
Building and equipment rental	51,697	-	51,697
In-kind match expense	24,091	-	24,091
Advertising	3,327	-	3,327
Computer software, upgrades, backup	7,413	-	7,413
Supplies	3,477	-	3,477
GIS maintenance	4,500	-	4,500
IT maintenance contract	9,842	-	9,842
Office supplies and furniture	41,910	-	41,910
Printing and postage	22,681	-	22,681
Rideshare software and materials	11,658	-	11,658
Telephone	6,095	-	6,095
Insurance	4,087	-	4,087
Wages and payroll taxes	317,411	-	317,411
Contract services	154,652	-	154,652
Miscellaneous	6,423	-	6,423
Travel and training	17,782	-	17,782
Total Expenditures	<u>694,629</u>	<u>-</u>	<u>694,629</u>
PROGRAM REVENUES			
Operating grants	546,067	-	546,067
In-kind match income	24,091	-	24,091
NET PROGRAM EXPENSES	124,471	-	124,471
GENERAL REVENUES			
Local jurisdiction match funds	152,763	-	152,763
Interest income	938	-	938
Miscellaneous	-	-	-
Total General Revenues	<u>153,701</u>	<u>-</u>	<u>153,701</u>
EXCESS OF REVENUES OVER EXPENDITURES	29,230	-	29,230
OTHER FINANCING SOURCES (USES)	<u>-</u>	<u>-</u>	<u>-</u>
EXCESS OF REVENUES AND OTHER FINANCING SOURCES OVER EXPENDITURES AND OTHER FINANCING USES	29,230	(29,230)	-
CHANGE IN NET ASSETS	-	29,230	29,230
FUND BALANCE/NET ASSETS:			
Beginning of Year	<u>149,330</u>	<u>-</u>	<u>149,330</u>
End of Year	<u>\$ 178,560</u>	<u>\$ -</u>	<u>\$ 178,560</u>

See accompanying notes to financial statements.

OZARKS TRANSPORTATION ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2012

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The Ozarks Transportation Organization is a federally designated Metropolitan Planning Organization (MPO) that serves as a forum for cooperative transportation decision-making by state and local governments, and regional transportation and planning agencies.

The Organization is governed by the Board of Directors ("Board") that acts as the authoritative and legislative body of the entity. The Board includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration.

As discussed below, these financial statements are presented on a modified cash basis of accounting. This modified cash basis of accounting differs from accounting principles generally accepted in the United States of America (GAAP). Generally accepted accounting principles include all relevant Governmental Accounting Standards Board (GASB) pronouncements. In the government-wide financial statements and the fund financial statements for proprietary funds, if any, Financial Accounting Standards Board (FASB) pronouncements and Accounting Principles Board (APB) opinions issued on or before November 30, 1989, have been applied, to the extent they are applicable to the modified cash basis of accounting, unless those pronouncements conflict with or contradict GASB pronouncements, in which case GASB prevails.

The Reporting Entity

The Organization, for financial purposes, includes all of the funds and account groups relevant to the operations of the Ozarks Transportation Organization. The financial statements presented herein do not include agencies which have been formed under applicable state laws or separate and distinct units of government apart from the Ozarks Transportation Organization.

The financial statements of the Organization include those of separately administered organizations that are controlled by or dependent on the Organization. Control or dependence is determined on the basis of budget adoption, taxing authority, funding and appointment of the respective governing boards. Currently, there are no such entities.

OZARKS TRANSPORTATION ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2012

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Basis of Presentation

Government-Wide Statements

The Organization's basic financial statements include both government-wide (reporting the Organization as a whole) and fund financial statements (reporting the Organization's major fund). Both the government-wide and fund financial statement categorizes primary activities as either governmental or business type. The Organization's activity for transportation planning is classified as a governmental activity. The government-wide Statement of Activities reports both the gross and net cost of the Organization's function. The function is supported by general governmental revenues. The Statement of Activities reduces gross expenses by related program revenues, operating and capital grants. Program revenues must be directly associated with the function and include grants and in-kind match income.

The net costs (by function) are normally covered by general revenue.

The Organization does not allocate indirect costs.

This government-wide focus is more on the sustainability of the Organization as an entity and the change in the Organization's net assets resulting from the current year's activities.

Fund Financial Statements

The accounts of the Organization are organized on the basis of funds, each of which is considered to be a separate accounting entity. The operations of each fund are accounted for by providing a separate set of self-balancing accounts which are comprised of each fund's assets, liabilities, fund equity, revenues and expenditures/expenses. Government resources are allocated to and for individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. Funds are organized into two major categories: governmental and proprietary. Presently, there is only one fund which is the General Fund. This is a governmental-type fund. The General Fund is the operating fund of the Organization and is always considered a major fund. It is used to account for all activities except those legally or administratively required to be accounted for in other funds. At this time, there are no such requirements for other funds.

Measurement Focus and Basis of Accounting

Measurement focus is a term used to describe "how" transactions are recorded within the various financial statements. Basis of accounting refers to "when" transactions are recorded regardless of the measurement focus applied.

OZARKS TRANSPORTATION ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2012

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Measurement Focus and Basis of Accounting (continued)

Measurement Focus

In the government-wide Statement of Net Assets and Statement of Activities, activities are presented using the economic resources measurement focus, within the limitations of the modified cash basis of accounting, as described below. The objectives of the economic resources measurement focus are the determination of operating income, changes in net assets and financial position. All assets and liabilities (whether current or noncurrent, financial or nonfinancial) associated with their activities are reported.

In the fund financial statements (governmental only), the current financial resources measurement focus, as applied to the modified cash basis of accounting, is used as appropriate. With the current financial resources measurement focus, only current financial assets and liabilities are generally included on the balance sheet. The operating statement presents sources and uses of available spendable financial resources in a given period.

Basis of Accounting

The government-wide Statement of Net Assets and Statement of Activities and the fund financial statements are presented using a modified cash basis of accounting. This basis of accounting recognizes assets, liabilities, net assets/fund equity, revenues, and expenditures/expenses when they result from cash transactions in the government-wide statements. This basis is a comprehensive basis of accounting other than accounting principles generally accepted in the United States of America.

As a result of the use of the modified cash basis of accounting, certain assets and their related revenues (such as accounts receivable and revenue for billed or provided services not yet collected) and certain liabilities and their related expenses (such as accounts payable and expenses for goods or services received but not yet paid, and accrued expenses and liabilities) are *not recorded* in these financial statements. However, in-kind transactions and certain payables have been recorded.

If the Organization utilized the basis of accounting recognized as generally accepted, the fund financial statements for governmental funds would use the modified accrual basis of accounting. All government-wide financial statements would be presented on the accrual basis of accounting.

Use of Restricted Funds

When both restricted and unrestricted resources are available for use, it is the Organization's policy to use restricted resources first, then unrestricted resources as they are needed.

OZARKS TRANSPORTATION ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2012

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Cash and Cash Equivalents

For the purpose of financial reporting, "cash and cash equivalents" includes all demand and savings accounts, certificates of deposit and short-term investments with an original maturity of three months or less.

Fund Balance Classification

Beginning with fiscal year 2011, the Organization implemented GASB Statement No. 54, "Fund Balance Reporting and Governmental Fund Type Definitions." This Statement provides more clearly defined fund balance categories to make the nature and extent of the constraints placed on a government's fund balances more transparent. The following classifications describe the relative strength of the spending constraints:

Nonspendable: This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) are legally or contractually required to be maintained intact.

Restricted: This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.

Committed: This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the Board of Directors. These amounts cannot be used for any other purpose unless the Board of Directors removes or changes the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements.

Assigned: This classification includes amounts that are constrained by the Organization's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the Board of Directors or through the Board of Directors delegating this responsibility to the executive director through the budgetary process. This classification also includes the remaining positive fund balance for any governmental funds except for the General Fund.

Unassigned: This classification includes the residual fund balance for the General Fund. The Unassigned classification also includes negative residual fund balance of any other governmental fund that cannot be eliminated by the offsetting of Assigned fund balance amounts. The Organization's total fund balance was classified as Unassigned as of June 30, 2012.

OZARKS TRANSPORTATION ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2012

NOTE A- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Balance Classification (continued)

The Organization would typically use Restricted fund balances first, followed by Committed resources, and then Assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend Unassigned resources first to defer the use of these other classified funds.

Net Assets Classifications

In government-wide statements, equity is classified as net assets and displayed in three components:

Invested in Capital Assets, Net of Related Debt: consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes or other borrowings that are attributable to the acquisition, construction, or improvements of those assets.

Restricted Net Assets: consists of net assets with constraints placed on their use either by (1) external groups such as creditors, grantors, contributors, or laws and regulations of other governments; or (2) law through constitutional provisions or enabling legislation.

Unrestricted Net Assets: all other net assets that do not meet the definitions above.

Use of Estimates

The preparation of financial statements in accordance with the modified cash basis of accounting requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

Budgets and Budgetary Accounting

The Organization follows these procedures in establishing the budgetary data presented:

- a) Formal budgetary integration is employed as a management controlled device during the year for the Governmental Fund. This budget is adopted on an other comprehensive basis of accounting (modified cash).
- b) The schedule of revenue, expenditures, and changes in fund balance - budget and actual for the major governmental fund presents comparisons of legally adopted budgets with actual data on a budgetary basis.
- c) Unused appropriations for annually budgeted funds lapse at year end.
- d) The budget amounts shown in the financial statements are the original authorized amounts and the revised amounts at the end of the year.

OZARKS TRANSPORTATION ORGANIZATION

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2012

NOTE B – CASH AND INVESTMENTS

All deposits with financial institutions must be collateralized in an amount at least equal to uninsured deposits. As of June 30, 2012, the Organization’s cash deposits were insured by the FDIC.

Statutes authorize the Organization to invest in certificates of deposit, repurchase agreements, passbooks, banker’s acceptances, and other available bank investments provided that approved securities are pledged to secure those funds on deposit in an amount equal to the amount of those funds. In addition, the Organization can invest in direct debt securities of the United States Government unless such an investment is expressly prohibited by law.

The Organization’s deposits are comprised of the following as of June 30, 2012:

	<u>Book Balance</u>	<u>Bank Balance</u>
Checking (bearing interest at .5%)	\$179,697	\$194,119

NOTE C – RISK MANAGEMENT

The Organization is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Organization maintains commercial insurance coverage for property damage, liability and accidents. Management believes coverage is sufficient to preclude any significant uninsured losses to the Organization.

NOTE D – RELATED PARTY TRANSACTIONS

During the fiscal year ended June 30, 2012, the Organization had transactions with the following related parties:

City of Springfield – services	\$17,426
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NOTE E – ADJUSTMENTS

Entries in the “Adjustments” column of the Statement of Net Assets and Statement of Activities would normally be recorded because governmental funds report capital outlays and principal payments as expenditures, while governmental activities report depreciation expense to allocate capital expenditures over the life of the assets. However, because Ozarks Transportation Organization presents its financial statements on the modified cash basis of accounting, there are no such adjustments.

OZARKS TRANSPORTATION ORGANIZATION
BUDGETARY COMPARISON SCHEDULE - MODIFIED CASH BASIS
GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2012

	Budgeted Amounts		General	Variance with
	Original	Final	Fund	Final Budget
				Pos (Neg)
BEGINNING BUDGETARY FUND BALANCE	\$ 149,330	\$ 149,330	\$ 149,330	\$ -
RESOURCES (INFLOWS)				
Consolidated planning grant	\$ 590,993	\$ 645,012	\$ 546,067	\$ (98,945)
In-kind match income - direct cost	28,977	28,977	24,091	(4,886)
Local jurisdiction match funds	104,771	118,276	152,763	34,487
City Utilities match	127,641	127,641	-	(127,641)
Interest income	-	-	938	938
Miscellaneous	-	-	-	-
Amounts Available for Appropriation	852,382	919,906	723,859	(196,047)
CHARGES TO APPROPRIATIONS (OUTFLOWS)				
Membership dues and fees	4,200	4,200	3,923	277
Professional Fees	10,750	10,750	3,660	7,090
Building and equipment rental	18,250	47,838	51,697	(3,859)
In-kind match expense	28,977	28,977	24,091	4,886
Advertising	5,380	5,380	3,327	2,053
Computer software, upgrades, backup	33,000	33,000	7,413	25,587
Supplies	4,000	4,000	3,477	523
GIS maintenance	6,000	6,000	4,500	1,500
IT maintenance contract	10,000	10,000	9,842	158
Office supplies and furniture	10,500	42,236	41,910	326
Printing and postage	25,000	25,000	22,681	2,319
Rideshare software and materials	20,000	20,000	11,658	8,342
Telephone	6,120	6,120	6,095	25
Insurance	4,700	5,000	4,087	913
Wages and payroll taxes	351,013	351,013	317,411	33,602
Contract services	176,500	176,500	154,652	21,848
Miscellaneous	2,050	7,450	6,423	1,027
Travel and training	22,301	22,301	17,782	4,519
City Utilities match	113,641	113,641	-	113,641
Total Charges to Appropriations	852,382	919,406	694,629	224,777
OTHER FINANCING SOURCES	-	-	-	-
ENDING BUDGETARY FUND BALANCE	\$ 149,330	\$ 149,830	\$ 178,560	\$ 28,730

OZARKS TRANSPORTATION ORGANIZATION
Schedule of Expenditures of Federal Awards
For the Year Ended June 30, 2012

<u>Federal Grantor/Pass-through Grantor/Program Title</u>	<u>Federal CFDA No.</u>	<u>Federal Expenditures</u>
U. S. Department of Transportation		
Pass-through from Missouri Department of Transportation		
Consolidated Planning Grant	20.505	<u>\$ 546,067</u>
Total		<u><u>\$ 546,067</u></u>

NOTE: The accompanying schedule of expenditures of federal awards is prepared on the modified cash basis of accounting.

REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND
ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF
FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH
GOVERNMENT AUDITING STANDARDS

To the Board of Directors
Ozarks Transportation Organization
Springfield, Missouri

We have audited the financial statements of the governmental activities and the major fund of Ozarks Transportation Organization, as of and for the year ended June 30, 2012, which collectively comprise the Ozarks Transportation Organization's basic financial statements and have issued our report thereon dated September 18, 2012. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered Ozarks Transportation Organization's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Ozarks Transportation Organization's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the Ozarks Transportation Organization's internal control over financial reporting.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be deficiencies, significant deficiencies, or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

Compliance and Other Matters

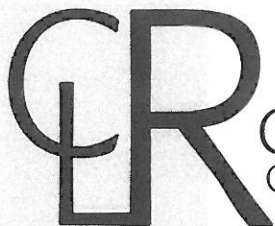
As part of obtaining reasonable assurance about whether Ozarks Transportation Organization's financial statements are free of material misstatement, we performed tests

of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

This report is intended solely for the information and use of management, the Board of Directors, others within the entity, and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Ainda L. Rodgen CPA PC

Springfield, Missouri
September 18, 2012



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CPA, PC

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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH
REQUIREMENTS THAT COULD HAVE A DIRECT AND MATERIAL EFFECT
ON EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER
COMPLIANCE IN ACCORDANCE WITH OMB CIRCULAR A-133

To the Board of Directors
Ozarks Transportation Organization

Compliance

We have audited Ozarks Transportation Organization's compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on each of Ozarks Transportation Organization's major federal programs for the year ended June 30, 2012. Ozarks Transportation Organization's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs. Compliance with the requirements of laws, regulations, contracts, and grants applicable to each of its major federal programs is the responsibility of Ozarks Transportation Organization's management. Our responsibility is to express an opinion on Ozarks Transportation Organization's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about Ozarks Transportation Organization's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of Ozarks Transportation Organization's compliance with those requirements.

In our opinion, Ozarks Transportation Organization, complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2012.

Internal Control over Compliance

Management of Ozarks Transportation Organization, is responsible for establishing and maintaining effective internal control over compliance with the requirements of laws, regulations, contracts, and grants applicable to federal programs. In planning and performing our audit, we considered Ozarks Transportation Organization's internal control

over compliance with the requirements that could have a direct and material effect on a major federal program to determine the auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of Ozarks Transportation Organization's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be deficiencies, significant deficiencies, or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

This report is intended solely for the information and use of management, Board of Directors, others within the entity, federal awarding agencies, and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

 Linda G. Rodger CPA PC

Springfield, Missouri
September 18, 2012

**OZARKS TRANSPORTATION ORGANIZATION
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS
Year Ended June 30, 2012**

No findings related to federal awards noted for the prior year.

TAB 7

BOARD OF DIRECTORS AGENDA 10/18/12; ITEM II. F.

Procurement Manual Revisions

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Revisions to the procurement manual are being requested in order to purchase group health insurance. The current manual requires all purchases exceeding \$20,000 go through a formal bidding process.

In order to get pricing for health insurance for groups of less than 25, health insurance applications must be submitted for all employees, spouses and dependents. This includes social security numbers and medical history. In an effort to avoid violating HIPPA by publishing this information and to secure employee privacy, revisions to the purchasing manual are needed.

The proposal is attached and includes an exception from the formal bidding process for the purchase of group health insurance as long as the group size requires individual underwriting. The process will still require obtaining three quotes but will allow OTO to go through a single broker to obtain those quotes. Please see pg 5 of the attached procurement manual for revision.

This will not be in violation of any law or grant requirements.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Procurement Manual amendment as proposed.”

OR

“Move to approve the Procurement Manual amendment as proposed with the following modifications.....”

Ozarks Transportation Organization

Procurement Manual

Adopted by Board of Directors

June 18, 2009

CHAPTER 1

Legal Basis, Policies and Organization of the Procurement System

100 Purpose, Intent, and Legal Basis

The intent and purpose of this manual are to establish operational policies for Ozarks Transportation Organization (OTO), Procurement, which assures the Metropolitan Planning Organization (MPO) that the goods and services required to support the operation of OTO are procured in a manner consistent with guidance published by the Federal Transit Administration (FTA) in Circular 4220.1F Third Party Contracting guidance or its successors and OTO, and to assure its members that the procurement system of OTO is committed to fair and equal opportunity with integrity and openness. The OTO's use of the Consolidated Planning Grant requires the OTO to follow Federal Transit Administration procurement procedures. OTO will establish procedures that ensure proper notice of procurements so that competition is not restricted and properly documented. This manual is to be known as the Purchasing Manual of OTO.

The Objectives of the manual are:

1. To clearly establish that the responsibility for purchasing is the responsibility of all employees with the approval of the Executive Director.
2. To procure such supplies, materials, equipment, contractual labor and services, and insurance as specified by the FTA requirements and provisions of the Purchasing Manual at the most appropriate cost and best quality consistent with the goods and services required.
3. To exercise positive financial accountability in the expenditure of OTO funds.
4. To provide an efficient means for procurement, storage, and disposal of items that minimizes duplication and overstocking.
5. To establish and maintain high standards of quality based on suitability of use in all purchasing transactions.
6. To ensure the fair and equitable treatment of all persons who deal with the purchasing system of OTO.
7. To provide safeguards for the maintenance of a purchasing system of quality and integrity.
8. To ensure that all parties involved in the negotiation, performance or administration of OTO contracts act in good faith.

101 DEFINITIONS

The following definitions shall govern in the Purchasing Manual:

1. **Addendum or Amendment** means any written modification or revision to any bid document or contract document.
2. **Confidential Information** means any information which is available to an employee only because of the employee's status as an employee of OTO and is not a matter of public knowledge or available to the public upon request.
3. **Contract** means all types of OTO agreements, regardless of what they may be called, for the procurement or disposal of items.
4. **Direct or Indirect Participation** means involvement through decision, approval, disapproval, recommendation, preparation of any part of a purchase request, influencing the content of any specification or procurement standard, rendering of advice, investigation, auditing, or in any other advisory capacity.
5. **Employee** means any individual earning wages paid by OTO, whether elected or not, and any non-compensated individual performing personal services for OTO or one of its administrative boards.
6. **Gratuity** means a payment, loan, subscription, advance deposit of money, services, or anything of more than nominal value, present or promised, unless consideration of substantially equal or greater value is received.
7. **Immediate Family** means a spouse, children, parents, brothers and sisters, and fathers- and mothers-in-law.
8. **Invitation for Bid** means a form containing or referring to purchase description specifications, services, and all contractual terms and conditions applicable to a formal sealed bid purchase.
9. **Item** means any or all of the following: supplies, materials, equipment, labor, services, and insurance, but excluding certain specialized construction contracts as specified by the Director, board, or agency and excluding professional services.
10. **Person** means any individual, sole proprietorship, joint venture, firm, business, partnership, corporation, club, or any other private legal entity.
11. **Purchasing** means buying, procuring, renting, leasing, or otherwise acquiring any item. It also includes all functions that pertain to the obtaining of any item, including description of requirements, selection and solicitation of sources, preparation and award of contract, and all phases of contract administration.

12. **Request for Proposal** means a form containing or referring to a purchase description, specifications, services and all contractual terms and conditions applicable to a formal sealed bid purchase with the possibility of negotiation after the bids are opened. This method is used only when the Invitation for Bid is either not practical or not advantageous to the OTO.
13. **Specification** means any description of the physical or functional characteristics or nature of an item. It may include a description of any requirement for inspecting, testing, or preparing an item for delivery.
14. **Vendor** means any person who does business with OTO, other than as an employee, whether by purchasing, selling, constructing, providing services, or otherwise.
15. **Request for Qualifications** is a process used to select professional services.

102 APPLICABLE LAWS

1. **FTA Circular 4220.1F** - Third Party Contracting Guidance will govern the OTO procurement policies. FTA Circular will supersede the State of Missouri Contracting Statutes unless the Missouri Statutes procedures prove to be the stricter of the two.
2. **Missouri Contracting Statute** - State statutes impose various requirements on OTO in contracting, while a complete or comprehensive outline is not feasible, RSMo. Section 432.070 should be noted. It provides, in essence, that any contract made by OTO will be valid and effective only if the contract is executed before any performance or payment; within the scope of OTO powers or expressly authorized by law; supported by present or future consideration; in writing; dated when made; and subscribed by the parties or their agents.
3. **General Law** - Unless displaced by the particular provisions of this manual, the principles of law and equity, including the Missouri Uniform Commercial Code, the law merchant, and law relative to capacity to contract, agency, fraud, misrepresentation, duress, coercion, mistake, or bankruptcy shall supplement the provisions of this manual.

103 DUTIES OF THE PURCHASING AGENT

1. **Specifications** -The Purchasing Agent shall have the responsibility for writing bid documents and specifications for the purchase of items as provided in this manual or in administrative policies or as established by the OTO Director or designee, and shall maintain such documents on file for a reasonable length of time. All employees should provide their expertise and assistance in writing specifications of a technical nature.
2. **Contracts** - The Executive Director shall sign all contracts for the acquisition of goods, services, and all items as provided in this manual or in administrative policies.
3. **Coordination of Contracts** - The Purchasing Agent shall determine and establish contracts for the procurement of goods and services used regularly and on a volume basis.

4. **Vendor Relations** -The Purchasing Agent shall establish a relationship of mutual confidence between the OTO and its suppliers. Such relationship shall be based on fair and equal opportunity to compete for OTO business within a system with the highest standards of integrity. To accomplish this goal, the Purchasing Agent shall be aware of all transactions conducted between the OTO and its suppliers.

104 REGULATIONS GOVERNING COMPETITIVE BIDDING

1. **Competitive Bids** -Any contract made pursuant to this manual shall be made only after ample competition. This manual establishes the following dollar levels and method of competitive procurement.

(A) Purchases not exceeding \$2,500.00 may be made without competitive bidding pursuant to procedures established by the Purchasing Agent and the Director.

(B) All purchases exceeding \$2,500.00 shall be made only after competitive bidding as described elsewhere herein.

(C) OTO prohibits the subdivision of contracts or purchases for the purpose of evading requirements of competitive bidding.

2. **Competitive Bids** by Telephone Facsimile or other Electronic Means (Internet) purchases made between \$2,500 and \$5,000.00 (can also be used for purchases under \$2,500) may be made after taking bids from at least three (3) potential vendors able to provide the item(s) being purchased, or fewer number of potential vendors if there are not three (3) dealing in and able to supply in accordance with the required specifications.

The Purchasing Agent may permit the requisitioning employee to obtain such bids pursuant to procedures established by the Purchasing Agent. Such telephone bids may be obtained only by those individuals who are authorized to do so by the Purchasing Agent. The procedures which may be established shall ensure sound business practices, compliance with the requirements of this manual and other applicable law, and verification of bids received.

This provision is intended to provide the flexibility to take bids in the above manner up to the amount of \$5,000.00 but it is the best practice to obtain written bids when circumstances allow.

3. **Written Informal Bids** - Contracts made for purchases for more than \$5,000.00 and not exceeding \$20,000.00 shall be made after ample competition and receipt of written bids on the bid documents and specifications prepared and submitted to potential vendors by the Purchasing Agent.

Informal written bids do not require formal advertising and may be received by the Purchasing Agent via facsimile (FAX). A public notice of bid opening shall not be required and the contract may be made at any time the Purchasing Agent, in his/her discretion, has received an

adequate number of competitive responses from potential vendors, with a minimum of three (3).

4. **Formal Bids** - Contracts made for purchases of goods or services exceeding \$20,000.00 shall be made only after the formal advertising that bids will be received, opened, and read in public at a particular time, place and date which provide potential vendors adequate time to submit bids, except as noted below.

Such bids shall be made on the bid documents and specifications prepared by the Purchasing Agent and shall be received in sealed container and not opened until the time established by the formal notice that bids will be received.

Due to the requirements of the *Health Insurance Portability and Accountability Act of 1996 (HIPAA)* and because of the sensitive nature of employee information (i.e. medical history, age, social security number, etc) that is considered when quoting group health insurance for small groups; the following procedures shall be used as long as the number of full time employees does not exceed that required for individual underwriting for the purchase of employee insurance.

(A) No formal advertising or bid solicitation shall be required. However, in order to ensure competition, a minimum of three quotes will be obtained by staff from different insurance providers to compare the price and benefits offered.

(B) Selection will be made considering both price and plan offerings.

5. **Bidding Methods** - Informal or formal bids exceeding \$5,000.00 may be made utilizing either of two methods:

(A) **Invitation For Bid** - The bid documents and specifications are definite and specific.

Awards shall be made to the bidder offering the lowest cost who is responsive to the requirements of the bid documents, without material exception, and who is responsible and capable of providing the item(s) to be purchased.

Evaluation and award are limited to cost, determination of compliance with the specifications and conditions specified in the bid documents, and the responsibility of the bidder. Negotiations are not permitted.

The Purchasing Agent may use judgmental consideration to determine if the bidder's offer complies with the specifications and conditions if such considerations can be demonstrated to be reasonable, appropriate, and fairly applied. This method does not permit comparison of the relative specifications of competing bidders but only comparison to the specifications contained in the bid documents.

(B) **Request For Proposal** - This method can be used whenever detailed specifications cannot be determined, whenever several possible methods may satisfy OTO's requirements, or

whenever the nature of the requirements is such that subjective evaluation of criteria other than cost is necessary. This method can be utilized when definite specifications cannot be determined in advance, when a scope of work is required which makes comparison of competing proposals relative to each other appropriate. This method permits negotiations and discussion with competing vendors to determine the best solution to OTO's needs. Proposals may be revised or modified at the request of OTO.

Subjective criteria may be used in the evaluation of competing proposals. The relative value of evaluation criteria shall be established in the Request For Proposal documents published by OTO.

This method of procurement permits negotiations and discussions with competing vendors after proposals are opened; therefore, no information taken from proposals received shall be disclosed to any competing vendor.

6. **Non-Responsive or Unacceptable Bids** -The Purchasing Agent shall reject any bid or proposal which is materially non-responsive to the requirements set forth in the bid documents. The Purchasing Agent may re-solicit bids or proposals if, in his discretion, bids received as a result of a solicitation for bids or proposals are not acceptable for any reason. Such re-solicitation shall not be for the purpose of directing the award to a particular bidder.
7. **Bid Security:**
 - (A) **Withdrawal of Bids** - Bids or proposals may be revised, modified, or withdrawn by the bidder at any time prior to opening. Any such revision, modification, or withdrawal shall be in writing. After the bids are opened, they shall be irrevocable for the period specified in the bid documents. Bids or proposals may not be withdrawn or revised after opening except as permitted under 5(B) above.
 - (B) **Receipt of Bids** - Bids or proposals shall not be received after the time set in the bid documents for receipt of proposals or opening of bids.
8. **Correction or Withdrawal of Bids**
Correction or withdrawal of erroneous bids after opening, or cancellation of awards or contracts based on such bid mistakes, shall not be permitted.
9. **Bid Rejection**
Any or all bids may be rejected if there is a sound documented business reason.
10. **When Competitive Bidding Is Not Required** - In the following cases, competitive bidding shall not be required. Nevertheless, a contract is required unless on the approved direct payment list:
 - (A) Insurance which has a standard premium set by the State of Missouri.

- (B) Purchases made cooperatively with other units of government.
- (C) Services of individuals possessing a high degree of professional skill that is unique.
- (D) Purchase from federal, state, or other local governmental units.
- (E) Magazines, books or periodicals.
- (F) Items or services for data processing when the item or service is designed to be used in connection with an existing data processing system and the Director has determined that it is reasonable to require all such items or services to be used with the existing data processing system shall be compatible so that responsibility for the operation and maintenance of the system may be determined.
- (G) Items purchased through the State of Missouri or through GSA at a price deemed below that obtainable from private dealers pursuant to the procedure authorized by Sections 67.330 through 67.390 RSMO., and pursuant to the rules and regulations governing cooperative procurement established by the State.
- (H) Recurring payments such as utilities, postage, telephone, travel, mileage, principal and interest on debt, rents, FICA, retirement contributions, and publications.

11. Other Than Full and Open Competition. (FTA C 4220.1F Page VI-15)

Normally, the recipient must provide for full and open competition when soliciting bids or proposals. The Common Grant Rule for governmental recipients, however, acknowledges that under certain circumstances, a recipient may conduct procurements without providing for full and open competition.

- (A) **When Appropriate.** A recipient may use noncompetitive proposals only when the procurement is inappropriate for small purchase procedures, sealed bids, or competitive proposals, and at least one of the following circumstances are present:
 - 1 **Competition Adequacy.** After soliciting several sources, FTA expects the recipient to review its specifications to determine if they are unduly restrictive or if changes can be made to encourage submission of more bids or proposals. After the recipient determines that the specifications are not unduly restrictive and changes cannot be made to encourage greater competition, the recipient may determine the competition adequate. A cost analysis must be performed in lieu of a price analysis when this situation occurs.
 - 2 **Sole Source.** When the recipient requires supplies or services available from only one responsible source, and no other supplies or services will satisfy its requirements, the recipient may make a sole source award. When the recipient requires an existing contractor to make a change to its contract that is beyond the

scope of that contract, the recipient has made a sole source award that must be justified.

i. **Unique Capability or Availability.** The property or services are available from one source if one of the conditions described below is present:

1. **Unique or Innovative Concept.** The offeror demonstrates a unique or innovative concept or capability not available from another source. Unique or innovative concept means a new, novel, or changed concept, approach, or method that is the product of original thinking, the details of which are kept confidential or are patented or copyrighted, and is available to the recipient only from one source and has not in the past been available to the recipient from another source.
2. **Patents or Restricted Data Rights.** Patent or data rights restrictions preclude completion.
3. **Substantial Duplication Costs.** In the case of a follow-on contract for the continued development or production of highly specialized equipment and major components thereof, when it is likely that award to another contractor would result in substantial duplication of costs that are not expected to be recovered through competition.
4. **Unacceptable Delay.** In the case of a follow-on contract for the continued development or production of a highly specialized equipment and major components thereof, when it is likely that award to another contractor would result in unacceptable delays in fulfilling the recipient's needs.

B. Single Bid or Proposal. Upon receiving a single bid or proposal in response to a solicitation, the recipient should determine if competition was adequate. This should include a review of the specifications for undue restrictiveness and might include a survey of potential sources that chose not to submit a bid or proposal.

1. **Adequate Competition.** Competition is adequate when the reasons for few responses were caused by conditions beyond the recipient's control. Many unrelated factors beyond the recipient's control might cause potential sources not to submit a bid or proposal. If the competition can be determined adequate, FTA's competition requirements will be fulfilled, and the procurement will qualify as a valid sole source.

2. **Inadequate Competition.** Competition is inadequate when, caused by conditions within the recipient's control. For example, if the specifications used were within the recipients' control and those specifications were unduly restrictive, competition will be inadequate.

12. Purchases Under \$2,500.00

The Purchasing Agent may authorize each of the various employees to obtain quotes without competitive bids if the total of each purchase is less than Two Thousand Five Hundred Dollars (\$2,500.00).

- (A) The Purchasing Agent shall establish policies and procedures sufficient to insure compliance with OTO, the purchasing manual and proper purchasing practices for such purchases.
- (B) The Director shall establish policies and procedures sufficient to provide for the proper payment and accountability of such purchases authorized under this section.
- (C) Such procedures shall not permit the procurement of items in violation of an existing contractual obligation; nor for services to be provided on-site; nor, for items on a cooperative contract with another agency if in violation of cooperative purchasing agreements or rules; nor, for the services of an individual; nor, any items in violation of an established policy.
- (D) It is a violation to split procurements to avoid competition.
- (E) Minimum documentation is required: A determination that the price is fair and reasonable and how this determination was derived.

105 MISCELLANEOUS PURCHASING POLICIES

1. Small or Disadvantaged Businesses

OTO shall, whenever possible or practical, use small or disadvantaged businesses in the procurement process. Small business is defined as a business which is independently owned and which is not dominant in its field of operation or an affiliate or subsidiary of a business dominant in its field of operation. Disadvantaged business is defined as a small business, which is owned or controlled by a majority of persons who have been deprived of the opportunity to develop and maintain a competitive position in the economy because of social disadvantages.

2. Prohibition against Geographic Preferences.

OTO shall conduct procurements in a manner that prohibits the use of statutorily or administratively imposed in-State or local geographical preferences in the evaluation of bids or proposals, except in those cases where applicable Federal statutes expressly mandate proposals, except in those cases where applicable Federal statutes expressly mandate or encourage geographic preference. This does not preempt State licensing laws. However, geographic location may be a selection criterion in procurements for architectural and engineering (A7E) services provided its application leaves an appropriate number of qualified firms, given the nature and size of the project, to compete for the contract.

3. Tie Bids

In the event two or more bids are equal in all evaluation criteria, OTO will not use Geographic preference in determining the contract.

4. Energy Efficient Purchasing

Energy efficient purchasing shall be used by OTO in procurement of items when it is in the best interest of OTO. Energy efficient purchasing uses the principles of life cycle costing. If life cycle costing is to be used, it should be clearly stated on the Invitation to Bid so that bidders are aware of the evaluation process to be used.

5. “Buy American”

Per FTA’s “Buy America” requirements, federal funds may not be obligated unless steel, iron, and manufactured products used in FTA funded projects are produced in the United States, unless FTA has granted a waiver, or the product is subject to a general waiver. Rolling stock must have sixty percent domestic content and final assembly must take place in the United States.

- A.) For all procurements of steel, iron, and manufactured products (including rolling stock) over \$100,000 the OTO is required to obtain and retain a Buy America certification of compliance from the successful bidder. The only exception is for an item subject to a Buy America Waiver. References: 49 CFR Part 661, “Buy American Requirements”.

6. Full and Open Competition

All procurement transactions will be conducted in a manner providing full and open competition. Some situations considered to be restrictive of competition include, but are not limited to:

1. Unreasonable requirements placed on firms in order for them to qualify to do business.
2. Unnecessary experience and excessive bonding requirements
3. Noncompetitive pricing practices between firms or between affiliated companies.
4. Noncompetitive awards to any person or firm on retainer contracts
5. Organizational conflicts of interest. An organizational conflict of interest means that because of other activities, relationships, or contracts, a contractor is unable or potentially unable, to render impartial assistance or advice to the grantee; a contractor’s objectivity in performing the contract work is or might be otherwise impaired; or a contractor has an unfair competitive advantage.
6. Specifying only a “brand name” product instead of allowing “an equal” product to be offered without listing its’ salient characteristics.

OTO may define the salient characteristics in language similar to the following:

- (A) ‘Original Equipment Manufacturer (OEM) part #123 or approved equal that complies with the original equipment manufacturer’s requirements or specifications and will not compromise any OEM warranties’; or

- (B) 'Original Equipment Manufacturer part #123 or approved equal that is appropriate for use with and fits properly in [describe the machine, item, or other component the part must be compatible with] and will not compromise any (OEM) warranties; and
- (C) Any arbitrary action in the procurement process.

7. Contract Provisions.

All contracts shall include provisions to define a sound and complete agreement. In addition, contracts and subcontracts shall contain contractual provisions or conditions that allow for:

1. Administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, including sanctions and penalties as may be appropriate. (all contracts in excess of the small purchase threshold)
2. Termination for cause and for convenience by the grantee or subgrantee including the manner by which it will be effected and the basis for settlement. (All contracts in excess of \$10,000.)

8. Prequalification Criteria

OTO shall ensure that all lists of prequalified persons, firms, or products that are used in acquiring goods and services are current and include enough qualified sources to ensure maximum full and open competition. Also OTO shall not preclude potential bidders from qualifying during the solicitation period, which is from the issuance of the solicitation to its closing date.

9. Advance Payments

OTO will not authorize and will not participate in funding payments to a contractor prior to the incurrence of costs by the contractor unless prior written concurrence is obtained from FTA. The OTO may use local match funds for advance payments. However, advance payments made with local funds before a grant has been awarded, or before the issuance of a letter of no prejudice or other pre-award authority, are ineligible for reimbursement.

10. Progress Payments

Progress Payments. Progress payments may be provided the following requirements are followed.

1. Progress payments are only made to the contractor for costs incurred in the performance of the contract.
2. The OTO must obtain adequate security for progress payments. Adequate security may include taking title, letter of credit or equivalent means to protect the OTO's interest in the progress payment.

11. Use of Time and Materials Type Contracts.

OTO will use time and material type contracts only:

1. After a determination that no other type of contract is suitable; and
2. If the contract specifies a ceiling price that the contractor shall not exceed except at its own risk.

12. Contract Term Limitations.

OTO shall not enter into any contract for rolling stock or replacement parts with a period of performance exceeding five (5) years inclusive of options. All other types of contracts (supply, service, leases of real property, revenue and construction, etcetera) should be based on sound business judgment. OTO is expected to be judicious in establishing and extending contract terms no longer than minimally necessary to accomplish the purpose of the contract. Additional factors to be considered include competition, pricing, fairness and public perception. Once a contract has been awarded, an extension of the contract term length that amounts to an out of scope change will require a sole source justification.

13. Awards to Responsible Contractors.

OTO shall make awards only to responsible contractors possessing the ability to perform successfully under the terms and conditions of a proposed procurement. Consideration shall be given to such matters as contractor integrity, compliance with public policy, record of past performance, and financial and technical resources.

14. OTO Third Party Required Contract Clauses.

OTO shall use the appropriate third party clauses as found in the most current edition of the Federal Transit Administration Best Practices Procurement Manual.

CHAPTER 2

PURCHASING PROCEDURES

The following procedures are prescribed for obtaining items for the use of OTO:

200 REQUISITION FORM

The form is designed to assist OTO to initiate the purchasing process for amounts over \$2,500.00. The requesting employee prepares the form in order to request items to be purchased by the Purchasing Agent. A requisition should be initiated not less than fourteen (14) days in advance of the time the items are needed in order to allow adequate time for review and solicitation of bids by the purchasing agent. The rate of consumption of the items requisitioned should be carefully reviewed in determining the quantity to be requested. This section does not preclude the requisitioning of items a lesser number of days in advance when the need for these could not have been foreseen. Instructions for the preparation of the requisition form can be found in The Purchasing Manual Supplement. After completion of the requisition in the department, the original is submitted to the Purchasing Agent.

Purchasing Agent - Reviews the requisition to see that there are funds to cover the requested purchase, that there is sufficient cash available for payment. Requisitions not meeting these requirements will be returned to the requesting individual with the reasons indicated thereon. Acceptable requisitions will be approved by the Director.

201 TELEPHONE/INTERNET BID SHEET

The Telephone/Internet Bid Sheet shall be used whenever informal (telephone/internet) bids are taken. If the bids are taken by the contracting employee this form must be attached to the Requisition Form prior to sending the Requisition Form to the purchasing agent. If the bids are to be taken by the Purchasing Agent, then the contracting employee need not attach a Telephone/Internet Bid Sheet to his/her Requisition Form. The Telephone/Internet Bid Sheet documents that purchasing requirements are being met and that bids have been solicited properly. The Purchasing Agent will purchase the item from the lowest bid received, unless the employee requests acceptance of another bid and explains the reasons therefore in the remarks section.

202 INVOICES

An invoice is the vendor's statement of its charges against OTO for items provided. Invoices should be given to the purchasing agent. In some cases, however, the invoices may be delivered with the items at the receiving point. In such cases, the employee will send the invoice to the purchasing agent.

Payment of invoices will be managed by the Purchasing Agent

203 CONTRACT ADMINISTRATION SYSTEM

A contract administration system shall be maintained to ensure that contractors perform in accordance with the terms, conditions, and specifications of their contracts or purchase orders.

204 WRITTEN RECORD OF PROCUREMENT HISTORY

OTO shall maintain records detailing the history of each procurement. At a minimum, these records shall include:

1. The rationale for the method of procurement,
2. selection of contract type,
3. reasons for contractor selection or rejection, and
4. the basis for the contract price.

205 CONTRACT COST AND PRICE ANALYSIS FOR EVERY PROCUREMENT ACTION

OTO must perform a cost or price analysis in connection with every procurement action, including contract modifications. The method and degree of analysis is dependent on the facts surrounding the particular procurement situation, but as a starting point, OTO must make independent estimates before receiving bids or proposals.

(A) Cost Analysis. A cost analysis must be performed when the offeror is required to submit the elements (i.e., labor hours, overhead, materials, etc.) of the estimated cost, (e.g., under professional consulting and architectural and engineering services contracts, etc.).

(B) A cost analysis will be necessary when adequate price competition is lacking and for sole source procurements, including contract modifications or change orders, unless price reasonableness can be established on the basis of a catalog or market price of a commercial product sold in substantial quantities to the general public or on the basis of prices set by law or regulation.

(C) Price Analysis. A price analysis may be used in all other instances to determine the reasonableness of the proposed contract price.

206 PETTY CASH

OTO does not maintain a Petty Cash system.

CHAPTER 3

LEGAL AND CONTRACTUAL REMEDIES

300 RIGHT OF PROTEST

Any actual or prospective bidder, offeror, or contractor who is aggrieved in connection with the solicitation of bids or the award may protest to the Purchasing Agent. The protest shall present in writing the basis upon which the solicitation or award is contested, and must be presented within thirty (30) days after the aggrieved party became aware of the solicitation or award.

301 SOLICITATIONS OR AWARDS IN VIOLATION OF LAW

When a solicitation or award is determined to be in violation of law, the following provisions shall apply:

1. Remedies Prior to Award - If, prior to award, it is determined that a solicitation or proposed award of a contract is in violation of law, then the solicitation or proposed award shall either be canceled or revised to comply with the law.

2. Remedies After Award - If after an award it is determined that a solicitation or award of a contract is in violation of law, then:

(A) If the person awarded the contract has not acted fraudulently or in bad faith, at the option of OTO;

I. The contract may be ratified and affirmed, provided it is determined that doing so is in the best interests of OTO; or

II. The contract may be terminated and the person awarded the contract shall be compensated for the actual expenses reasonably incurred under the contract prior to the termination;

(B) If the person awarded the contract has acted fraudulently or in bad faith, at the option of OTO.

I. The contract may be declared null and void; or

II. The contract may be ratified and affirmed if such action is in the best interests of OTO, without prejudice to OTO's rights to such damages as may be appropriate.

302 ETHICS

1. General Ethical Standards

(A) For Employees - Any attempt to realize personal gain through public employment by conduct inconsistent with the proper discharge of the employee's duties is a breach of ethical standards.

(B) For Non-Employees - Any effort to influence any public employee to breach the standards of ethical conduct set forth in this Manual is also a breach of ethical standards.

2. Employee Conflict of Interest

(A) Conflict of Interest - It shall be a breach of ethical standards for any employee to participate directly or indirectly in a contract for purchase or sale when the employee is aware:

I. The employee or any member of the employee's immediate family has a financial interest pertaining to the purchase or sale;

II. A business or organization in which the employee, or any member of the employee's immediate family, has a financial interest pertaining to the purchase or sale; or

III. Any other person, business, or organization with whom the employee or any member of the employee's immediate family is negotiating or has an arrangement concerning prospective employment is involved in the purchase or sale.

(B) Discovery of Actual or Potential Conflict of Interest - Upon discovery of an actual or potential conflict of interest, an employee shall promptly file a written statement of disqualification and shall withdraw from further participation in the transaction involved.

3. OTO Conflict of Interest

No employee, officer, agent, immediate family member, or Board member of the grantee shall participate in the selection, award, or administration of a contract supported by FTA or Federal Highway funds if a conflict of interest, real or apparent, would be involved.

Such a conflict would arise when any of the following has a financial or other interest in the firm selected for award:

1. The employee, officer, agent, or Board member,
2. Any member of his/her immediate family,
3. His or her partner, or
4. An organization that employs, or is about to employ, any of the above.

4. Gratuities and Kickbacks

(A) Gratuities - It shall be a breach of ethical standards for any person to offer, give, or agree to give any employee or former employee, or for any employee or former employee to solicit, demand, accept, or agree to accept from another person, a gratuity or any offer of employment in connection with any decision, approval, disapproval, recommendation, preparation of any part of a contract requirement, specification, or purchase request, influencing the content of any specification or procurement standard, rendering of advice, investigation, auditing, or in any other advisory in any proceeding or application, request for ruling, determination, claim, or controversy, or other particular matter, pertaining to any requirement, contract, subcontract, or any solicitation or proposal therefore.

(B) Kickbacks - It shall be a breach of ethical standards for any payment, gratuity, or offer of employment to be made by or on behalf of a contractor or subcontractor under a contract to OTO as an inducement for the award of a subcontract or order.

5. Confidential Information - It shall be a breach of ethical standards for any employee or former employee knowingly to use confidential information for actual or anticipated personal gain, or for the actual or anticipated personal gain of any other person.

6. Criminal Sanctions - To the extent that violations of the ethical standards of conduct set forth in this Manual constitute violations of the state criminal statutes, they shall be punishable as provided therein. Such sanctions shall be in addition to the remedies provided in this Manual.

303 REMEDIES

1. Against Employees - Any employee who violates the provisions of this Manual may be reprimanded, suspended, or terminated in accordance with OTO policies.

2. Against Non-Employees - Any non-employee who violates the provisions of this Manual may be warned or reprimanded in accordance with the provisions in this Manual.

304 PURCHASE CARDS

OTO will authorize the use of purchasing cards for authorized employees for micro-purchases (\$2,500 or less). This is based on the FTA “Best Practices” Appendix B.5, BART Purchase Card System Discussion.

Reference: Federal Transit Administration “Best Practices Procurement Manual”, http://www.fta.dot.gov/primer_friendly/grants_financing_6200.html, Accessed May 15, 2009.

TAB 8

BOARD OF DIRECTORS AGENDA 10/18/12; ITEM II. H.

Merit Raises

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In 2009, the OTO Board of Directors adopted a salary schedule which outlined step increases for employees who received a satisfactory evaluation. Each employee either received the full increase or did not. The Executive Committee requested that staff develop an alternative method to the system in place that would reward employees according to performance.

The proposal included allows for the supervisor to rate employees based upon meeting pre-determined goals. Each employee has been given an area of responsibility with pre-determined goals. The Executive Director will be evaluated by the Executive Committee under the same guidelines. This proposal would go into effect January 1, 2012.

Currently, job descriptions with salary ranges exist for every position. Raises would not exceed the approved ranges. It is expected that the description and ranges would be periodically reviewed for applicability and market rate analysis. Any proposed modifications to descriptions or ranges would be approved by the Board.

The Executive Committee reviewed the proposal and voted unanimously to recommend approval.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Merit Raise proposal as presented.”

OR

“Move to approve Merit Raise proposal as presented with the following modifications”

OR

“Move to return the Merit Raise proposal to the Executive Committee to consider the following.....”

Merit Raise Proposal

Current Practice

OTO has a salary schedule in place which was based on the City of Springfield's salary schedule. This schedule is a seven step schedule with increments of 6.5%. The 6.5% increment increase was put in place to avoid the need for COLA adjustments. An employee automatically moves up the schedule if the annual review is favorable.

Proposed Method

All jobs are assigned a salary range. Salary Ranges and Job Descriptions are subject to change based on market studies, cost of living, etc. Changes to salary ranges and job descriptions will require approval by the Board of Directors. Raises will be given based on merit as follows:

Exceptional/Exceeds Expectations - 4%

Good/Meets Expectations - 3%

Sufficient/Meets Minimum Expectations - 2%

Insufficient/ Fails to Meet Expectations - 0%

If an employee starts at the minimum salary, they would not max out on salary for 10 to 20 years. However, current employees would actually be around a minimum of four years from reaching the maximum with this proposal as opposed to how long under current system.

Raises will be given at the discretion of the Executive Director at the time of the annual review. The Board has discretion regarding raises given to the Executive Director. However, it is recommended the same percentages apply.

The current step system will be repealed effective January 1st and the newly adopted method would be used.

TAB 9

BOARD OF DIRECTORS AGENDA 10/18/12; ITEM II. G.

Group Health Insurance Benefit

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

Currently, OTO provides a \$5,000 health insurance allowance to each employee. New FSA limits take effect in 2013, which limit the maximum election to \$2,500. This new limit results in employees being unable to shield this allowance from both employer and employee taxes.

OTO is proposing to purchase group health insurance for employees, dependents and spouses. Staff has received four quotes and found Anthem to be the lowest cost. A Health Insurance Quote Summary Sheet is included. The proposed plan has been highlighted. If this proposal is approved, the allowance would be stopped and replaced with group health insurance.

According to OMB Circular A-87, fringe benefits are 100% eligible for reimbursement by federal grants. The premiums would be paid through a pre-tax payroll deduction. The existing flexible spending accounts for health care and dependent care would remain open. This will result in tax savings to OTO due to all premiums being paid on a pre-tax basis. The employer tax savings will be at least \$2,000 and possibly more depending on individual cafeteria plan elections.

Staff is proposing that employee coverage be offered at no cost to the employee. This will ensure that the minimum participation requirements are met. Spouse or dependent coverage would be offered to the employees at approximately 50% of the cost. The premiums would be set at \$66 per pay period for children or spouse and \$132 per pay period for family coverage for the Nov 12 – Oct 13 plan year. Please reference the provided information for how this is calculated.

The proposal would take effect November 1st and run for a full year. The plan will be reevaluated annually. The OTO premiums might change during the plan year for three reasons. 1) The birth date of a plan participant moves them into the next age bracket 2) Dependents are added due to a qualifying event 3) Dependents are removed from the plan. Otherwise the premiums will not change until November 1, 2013. Employee paid premium amounts would not be subject to change during the plan year.

There will be no increase in the budget for the FY12-13 budget year. The estimated annual budget impact is around \$160. This will be paid for with the federal planning grant and employee paid premiums. There will be no increase in local dues.

PROS

- Assist OTO in recruiting and retention
- Assist employees in avoiding possible fines for lack of family coverage
- Shift local match requirement from OTO jurisdictions to employees
- Decreased payroll taxes. Employer taxes will be increasing due to lower FSA limits in 2013 without group health insurance,

- Guaranteed employee coverage
- Avoid possible penalties from IRS
- Share employee burden for rising health care costs

CONS

- Uncertainty with possible health care exchanges
- Additional time to administer
- Subject to Department of Labor oversight and IRS audits depending upon tax status

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the purchase of Group Health Insurance Plan as presented.”

OR

“Move to approve purchase of Group Health Insurance Plan as presented with the following modifications

OR

“Move to return the Group Health Insurance purchase proposal to the Executive Committee to consider the following.....”

Current OTO Health Allowance Cost

Monthly per Employee Cost	Number of Employees	Total Monthly Cost	Total Annual Cost
\$ 416.67	5	\$ 2,083.35	\$ 25,000.20

Anthem Quote

	Monthly Premium	OTO Portion	Minimum Employee Portion
Employee	\$ 1,391.45	\$ 1,391.45	\$ -
Dependent	\$ 1,410.50	\$ 705.25	\$ 705.25
TOTAL	\$ 2,801.95	\$ 2,096.70	\$ 705.25
Annual TOTAL	\$ 33,623.40	\$ 25,160.40	\$ 8,463.00

Employee Premiums

	Per pay period	Number of Employees Electing	Annual	Per month
Dependent	\$ 66.00	1	\$ 1,716.00	\$ 143.00
Spouse	\$ 66.00	0	\$ -	\$ -
Family	\$ 132.00	2	\$ 6,864.00	\$ 572.00
			\$ 8,580.00	\$ 715.00

Open Enrollment	Election	Employee Paid	
		Monthly Premium	Per Pay Period (26 annual)
	1 Dependent	141	66
	2 Employee Only	0	0
	3 Family	282	132
	4 Family	282	132
	5 Employee Only	0	0
		705	330
	Annual	8460	8580

Health Insurance Quote Summary

Provider	Deductible	Coinsurance	Max Out of Pocket	Copay	Prescription	Monthly Premium Quoted for 4 Employees	Monthly Estimated Premium for 5 employees
Anthem	\$ 2,500.00	80/20	\$ 5,000.00	\$ 20.00	\$10/\$35/\$60	\$ 2,137.10	\$ 2,671.38
	\$ 1,500.00	80/20	\$ 4,500.00	\$ 20.00	\$10/\$35/\$60	\$ 2,354.56	\$ 2,943.20
	\$ 2,500.00	100/0	\$ 2,500.00	\$ 25.00	\$10/\$35/\$60	\$ 2,390.77	\$ 2,988.46
	* \$ 1,500.00	90/10	\$ 3,000.00	\$ 25.00	\$10/\$35/\$60	n/a	\$ 2,801.95
	\$ -	70/30	\$ 5,000.00	\$ 30.00	\$15/\$45/\$75	\$ 2,471.69	\$ 3,089.61
	\$ 1,000.00	80/20	\$ 3,000.00	\$ 20.00	\$10/\$35/\$60	\$ 2,567.80	\$ 3,209.75
	\$ 1,500.00	100/0	\$ 1,500.00	\$ 25.00	\$10/\$35/\$60	\$ 2,692.16	\$ 3,365.20
	\$ 1,000.00	100/0	\$ 1,000.00	\$ 20.00	\$10/\$35/\$60	\$ 2,926.30	\$ 3,657.88
Allied	\$ 2,500.00	80/20	\$ 2,500.00	\$ 30.00	\$726 Benefit	\$ 3,097.00	\$ 3,871.25
	\$ 1,500.00	80/20	\$ 1,500.00	\$ 30.00	\$726 Benefit	\$ 4,068.00	\$ 5,085.00
Cox	\$ 1,000.00	70/30	\$ 3,000.00	\$ 30.00	\$10/\$35/\$75	\$ 5,344.00	\$ 6,680.00
	\$ 1,500.00	70/30	\$ 3,000.00	\$ 30.00	\$10/\$35/\$75	\$ 5,069.00	\$ 6,336.25
	\$ 2,500.00	70/30	\$ 3,000.00	\$ 30.00	\$10/\$35/\$75	\$ 4,573.00	\$ 5,716.25
	\$ 1,000.00	80/20	\$ 2,500.00	\$ 30.00	\$10/\$35/\$75	\$ 5,973.00	\$ 7,466.25
	\$ 1,500.00	80/20	\$ 2,500.00	\$ 30.00	\$10/\$35/\$75	\$ 5,290.00	\$ 6,612.50
	\$ 1,400.00	80/20	\$ 2,500.00	\$ 30.00	\$10/\$35/\$75	\$ 4,751.00	\$ 5,938.75
Aetna	\$ 1,500.00	80/20	\$ 4,500.00	\$ 30.00	\$15/\$50/\$70		\$ 3,039.00

* Preferred option

Ozarks Transportation Organization*

Proposed Effective Date: 11/01/2012

JANET G BRADSHAW

Blue Preferred Select Option 19 with Rx Option AL

	Network	Non-Network
Calendar Year Deductible (individual/family)	\$1,500 / \$4,500	\$4,000 / \$12,000
Annual Out-Of-Pocket Limit (individual/family)	\$3,000 / \$6,000	\$9,000 / \$22,500
Physician Home and Office Services(per visit)(PCP/SCP)	\$25 / \$50	30%
Allergy injections	\$5	30%
Emergency Room Services: Facility/Other Covered Services	\$250/10%	\$250/10%
Urgent Care Center	\$75	30%
Inpatient/Outpatient Professional Services	10%	30%
Inpatient Facility Services (per admission)	10%	30%
Outpatient Hospital/Alternative Care Fac: Surgery (per visit)	10%	30%
Outpatient Services: Other (per visit)	10%	30%
Ambulance Services	10%	10%
Hospice Services	No Cost Share	No Cost Share

(PCP) means Primary Care Physician. (SCP) means Specialty Care Physician. Flat dollar copayments and Non-Network Human Organ and Tissue Transplants are excluded from the Out-of-pocket limits. Also Prescription Drug deductibles/copayments/coinsurance are excluded from the Out-of-pocket limits. Network and Non-network deductibles, copayments, coinsurance and out-of-pocket maximums are separate and do not accumulate toward each other. Deductible(s) apply only to covered medical services listed with a percentage (%) coinsurance. However, the deductible does not apply to Emergency Room Services @ Hospital where a copayment & (%) coinsurance applies. No Cost Share means no deductible/copayment/coinsurance up to the maximum allowable amount. 0% coinsurance means no coinsurance up to the maximum allowable amount.

Other Network Services:

Durable Medical Equipment, Orthotics, and Prosthetics
 Outpatient Therapies
 - Physical/Manipulation Therapy excluding Chiropractic Services: 20 visit limit
 - Occupational Therapy: 20 visit limit
 - Chiropractic Services: 26 visit limit
 - Speech Therapy: Unlimited visit limit
 - Cardiac Rehabilitation: 36 visit limit
 - Pulmonary Rehabilitation: 20 visit limit
 - Accidental Dental: \$3,000 limit
 Human Organ / Tissue Transplants
 No Cost Share
 Elective Abortions are excluded

Behavioral Health (Mental Health and Substance Abuse)
 - Benefits provided in accordance with Federal Mental Health Parity
 Home Care Services
 - 100 visits excludes Private Duty Nursing and IV Therapy
 Private Duty Nursing
 - \$50,000 annual/\$100,000 Lifetime Maximum
 Prescription Drugs (Network Pharmacy)
 - Retail (30-day Supply)
 \$10 / \$35 / \$60 / 25% \$200 max up to \$2,500
 - Home Delivery (90-day Supply)
 \$10 / \$90 / \$180 / 25% \$200 max up to \$2,500
 - 4th Tier per script max 30 day supply. Specialty medications are limited to a 30 day supply regardless of whether they are retail or home delivery.
 - Member may be responsible for additional cost when not selecting the available generic drug.
 - Specialty Medications must be obtained via our Specialty Pharmacy network in order to receive network level benefits.
 - For groups size 100+ - refill by mail, if requested, requires special pricing from Underwriting.

Benefit ID: 169330

Please note: as we receive additional guidance and clarification from the U.S. Department of Health and Human Services, we may be required to make additional changes to your benefits.

This coverage has been selected for employees and eligible dependents; subject to the terms and conditions of this proposal and the application to which this is attached.

Authorized Signature

Date

Your Summary of Benefits



Ozarks Transportation Organization*
Blue Preferred® Select Option 19 with Rx Option AL
Effective 11/01/2012

This summary of benefits has been updated to comply with federal and state requirements, including applicable provisions of the recently enacted federal health care reform laws. As we receive additional guidance and clarification on the new health care reform laws from the U.S. Department of Health and Human Services, Department of Labor and Internal Revenue Service, we may be required to make additional changes to this summary of benefits.

Covered Benefits	Network	Non-Network
Deductible (Single/Family)	\$1,500/\$4,500	\$4,000/\$12,000
Out-of-Pocket Limit (Single/Family)	\$3,000/\$6,000	\$9,000/\$22,500
Physician Home and Office Services (PCP/SCP) Primary Care Physician(PCP)/Specialty Care Physician (SCP) Including Office Surgeries and allergy serum:	\$25 /\$50	30%
· Allergy injections (PCP and SCP)	\$5	30%
· Allergy testing	10%	30%
· MRAs, MRIs, PETS, C-Scans, Nuclear Cardiology Imaging Studies, non-maternity related Ultrasounds and Pharmaceuticals	10%	30%
Preventive Care Services Services included but not limited to: Routine medical exams, Mammograms, Pelvic Exams, Pap testing, PSA tests, Immunizations, Annual diabetic eye exam, Hearing screenings and Vision screenings which are limited to Screening tests (i.e. Snellen eye chart) and Ocular Photo screening.	No Cost Share	30%
· Immunizations through age 5		No Cost Share
Emergency and Urgent Care		
· Emergency Room Services (facility/other covered services) (copayment waived if admitted)	\$250/10%	\$250/10%
· Urgent Care Center Services	\$75	30%
· MRAs, MRIs, PETS, C-Scans, Nuclear Cardiology Imaging Studies, Non-Maternity related Ultrasounds and Pharmaceuticals	10%	30%
· Allergy injections	\$5	30%
· Allergy testing	10%	30%
Inpatient and Outpatient Professional Services Include but are not limited to:	10%	30%
· Medical Care visits (1 per day), Intensive Medical Care, Concurrent Care, Consultations, Surgery and administration of general anesthesia and Newborn exams		
Inpatient Facility Services Unlimited days except for:	10%	30%
· 60 days Network/Non-Network combined for physical medicine / rehab (limit includes Day Rehabilitation Therapy Services on an outpatient basis)		
· 90 days Network/Non-Network combined for skilled nursing facility		

Your Summary of Benefits



Ozarks Transportation Organization*
Blue Preferred® Select Option 19 with Rx Option AL
Effective 11/01/2012

Covered Benefits	Network	Non-Network
Outpatient Surgery Hospital / Alternative Care Facility · Surgery and administration of general anesthesia	10%	30%
Other Outpatient Services (including but not limited to): · Non Surgical Outpatient Services For example: MRIs, C-Scans, Chemotherapy, Ultrasounds and other diagnostic outpatient services. · Home Care Services (Network/Non-network combined) 100 visits (excludes IV Therapy) · Durable Medical Equipment, Orthotics, and Prosthetics · Physical Medicine Therapy Day Rehabilitation programs · Hospice Care · Ambulance Services	10% No Cost Share 10%	30% No Cost Share 10%
Outpatient Therapy Services (Combined Network & Non-Network limits apply) · Physician Home and Office Visits (PCP/SCP) · Other Outpatient Services @ Hospital/Alternative Care Facility Limits apply to: · Physical / Manipulation therapy excludes Chiropractic Services: 20 visits · Occupational therapy: 20 visits · Chiropractic Services: 26 visits (Network) Non-Network Not Covered · Speech therapy: Unlimited visits · Cardiac Rehabilitation: 36 visits · Pulmonary Rehabilitation: 20 visits · Accidental Dental: \$3,000 Limit	\$25 /\$50 10%	30% 30%
Behavioral Health Services: (Network and Non-Network) Mental Health and Substance Abuse · Inpatient Facility Services · Physician Home and Office Visits · Other Outpatient Facility Services	Benefits provided in accordance with Federal Mental Health Parity	30% 30% 30%
Human Organ and Tissue Transplants(1) · Acquisition and transplant procedures, harvest and storage.	No Cost Share	30%
Prescription Drugs:(2) Network Tier structure equals 1/2/3 (and 4 if applicable) · Network Retail Pharmacies: (30 day supply) Includes diabetic test strip · Home Delivery (90 day supply) Includes diabetic test strip 4th Tier per script max- 30 day supply. Specialty medications are limited to a 30 day supply regardless of whether they are retail or home delivery. - Member may be responsible for additional cost when not selecting the available generic drug. - Specialty Medications must be obtained via our Specialty Pharmacy network in order to receive network level benefits.	\$10 / \$35 / \$60 / 25% \$200 max up to \$2,500 out of pocket maximum \$10 / \$90 / \$180 / 25% \$200 max up to \$2,500 out of pocket maximum	50% , min \$60(3) Not Covered

Notes:

· Flat dollar copayments and Non Network Human Organ and Tissue Transplants are excluded from the out-of-pocket limits. Also Prescription Drug deductibles/copayments/coinsurance are excluded from the out-of-pocket limits.

Your Summary of Benefits



Ozarks Transportation Organization* **Blue Preferred® Select Option 19 with Rx Option AL** **Effective 11/01/2012**

- Deductible(s) apply only to covered medical services listed with a percentage (%) coinsurance. However, the deductible does not apply to Emergency Room Services where a copayment and a percentage(%) coinsurance applies and may not apply to some Behavioral Health services where coinsurance applies.
- Network and Non-network deductibles, copayments, coinsurance and out-of-pocket maximums are separate and do not accumulate toward each other.
- Dependent age: to the end of the month in which the child attains age 26.
- Specialist copayment is applicable to all Specialists excluding General Physicians, Internist, Pediatricians, OB/GYN's and Geriatrics or any other Network Provider as allowed by the plan.
- When allergy injections are rendered with a Physicians Home and office visit, only the office visit cost share applies.
- No Cost Share means no deductible/copayment/coinsurance up to the maximum allowable amount. 0% means no coinsurance up to the maximum allowable amount. However, when choosing a Non-network provider, the member is responsible for any balance due after the plan payment.
- PCP is a Network Provider who is a practitioner that specializes in family practice, general practice, internal medicine, pediatrics, obstetrics/gynecology, geriatrics or any other Network provider as allowed by the plan.
- SCP is a Network Provider, other than a Primary Care Physician, who provides services within a designated specialty area of practice.
- Certain diabetic and asthmatic supplies have no deductible/copayment/coinsurance up to the maximum allowable amount at network pharmacies except diabetic test strips.
- Benefit period = Calendar Year
- Mammograms (diagnostic) have no copayment/coinsurance up to the maximum allowable amount in Network office and outpatient facility settings.
- Behavioral Health: Mental Health and Substance Abuse benefits provided in accordance with Federal Mental Health Parity.
- Preventive Care Services that meet the requirements of federal and state law, including certain screenings, immunizations and physician visits are covered.
- (1) Kidney and Cornea are treated the same as any other illness and subject to the medical benefits.
- (2) If applicable, all prescription drug expenses except tier 1, (Network/Non-Network, Retail/Home-delivery combined) apply to the per individual RX deductible. Once the RX deductible is met, the appropriate copayment/coinsurance applies. Also, if applicable, the Prescription Drug out of pocket maximum applies to Network Retail and Home-delivery combined.
- (3) Rx non-network diabetic/asthmatic supplies not covered except diabetic test strips.

Precertification:

- Members are encouraged to always obtain prior approval when using Non-network providers. Precertification will help avoid any unnecessary reduction in benefits for non-covered or non-medically necessary services.

Pre-Existing Exclusion Period:

We will not provide benefits for services, supplies, or charges for any pre-existing condition for the time period specified below (subject to HIPAA portability requirements **and excludes Members under age 19**):

12 months after the member's enrollment date

A pre-existing condition is a condition (mental or physical), which was present and for which medical advice, diagnosis, care or treatment was recommended or received within the 6 month period ending on the member's enrollment date. Pregnancy and domestic violence are not considered a pre-existing condition. Genetic information may not be used as a condition in the absence of a diagnosis.

This summary of benefits is intended to be a brief outline of coverage. The entire provisions of benefits and exclusions are contained in the Group Contract, Certificate, and Schedule of Benefits. In the event of a conflict between the Group Contract and this description, the terms of the Group Contract will prevail.

Authorized group signature (if applicable)	Date
Underwriting signature (if applicable)	Date

TAB 10

BOARD OF DIRECTORS AGENDA 10/18/12; ITEM II. I.

Mission Statement

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The OTO Executive Committee has been working for several months to draft the OTO mission statement. Attached for review is the draft mission statement with goals and objectives to guide the operations, planning, and decision-making of the OTO staff and Board of Directors. These are expected to be incorporated into a larger document that will serve as the strategic plan for the organization.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Draft Mission Statement with the Goals and Objectives as presented.”

OR

“Move to approve the Draft Mission Statement with the Goals and Objectives as presented with the following modifications.....”

OR

“Move to return the Draft Mission Statement with the Goals and Objectives to the Executive Committee to consider the following.....”

Mission Statement

To provide a forum for cooperative decision making in order to build an excellent regional transportation system

Goals

Foster collaboration in the planning, decision-making and construction of the transportation network.

Establish regional priorities in which to focus limited federal, state and local funding.

Encourage partnerships to stretch limited financial resources.

Assist MoDOT in “providing a world-class transportation experience that delights customers and promotes a prosperous Missouri”.

Conduct short and long range transportation planning through monitoring system performance, forecasting future needs and prioritizing projects.

Provide a fair and impartial setting to conduct a continuing, comprehensive, and cooperative transportation planning process.

Actively seek participation from local stakeholders and the general public.

Seek to make decisions which improve the air quality of the region.

Objectives

Encourage economic growth and vitality for the region by providing transportation infrastructure and facilities that ensure opportunities for future economic development and promote desired growth.

Develop, implement, and maintain a multi-modal transportation system that supports jobs, housing, education, accessibility, recreation, clean air, water conservation and sustainability.

Improve quality of life and livability by enhancing the effectiveness and aesthetics of the collective transportation system, improving the connectivity and accessibility of the street, pedestrian, and bicycle networks, promoting urban density and efficient development patterns, and increasing the efficiency and convenience of the existing public transit system.

Support the maintenance of streets, sidewalks, trails, transit, and the airport, using the most effective strategies to maximize the efficient operation of the existing systems, keeping in mind safety, accessibility, sustainability, and collaboration.

Ensure the safety and security of all users focusing on reductions in crash rates through engineering, education, enforcement and emergency response, as well as security improvements through incident management and partnerships with local and regional enforcement agencies and the public transit agency.

Monitor the transportation network, providing feedback for the support of the most comprehensive solution for transportation demand, safety, quality of life, economic development, availability of applicable funding, and the maximizing of beneficial returns on transportation investments.

TAB 11

BOARD OF DIRECTORS AGENDA 10/18/12; ITEM II. J.

OTO Appointment of a Nominating Committee

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION: Pursuant to OTO By-Laws, the OTO Board of Directors shall elect the following four positions for the 2013 OTO Board of Directors. A nominating committee needs to be appointed to select a slate of candidates to be presented at the December meeting. Please find below a listing of the current officers.

Position	2012 Officers	Jurisdiction
Chairman	Jerry Compton	Springfield City Council
Vice-Chairman	Jim Viebrock, Presiding Commissioner	Greene County
Secretary	J. Howard Fisk	Citizen At-Large
Treasurer	Jim Krischke, City Administrator	City of Republic

Position	2013 Officers	Jurisdiction
Chairman	_____	Greene County
Vice-Chairman	_____	Christian County
Secretary	_____	_____
Treasurer	_____	_____

ROTATION OF CHAIRMAN:

Pursuant to the OTO Bylaws, an elected official is next in line to serve as Chair of the OTO Board of Directors for the 2013 calendar year.

Section 6.4: Officers

A. The Board of Directors shall elect a representative from their membership to serve as Chairman at their initial meeting. The Chairman shall serve a one (1) year term to expire the first meeting of the calendar year following the first full-year of the position. Thereafter, each one (1) year term shall commence at the first meeting of the calendar year and end at the first meeting of the following calendar year. There must be a majority of the voting members present to vote on the Chairman position. The Chairman shall follow the adopted rotation schedule between Springfield, Greene County and Christian County as approved by the Board of Directors on December 18, 2003.

BOARD OF DIRECTORS ACTION REQUESTED: That a member of the Board of Directors makes one of the following motions:

“Move to appoint the following three Board members to the OTO Board nominating committee:.....”

December 18, 2003 Minutes

Mayor Carlson voiced his concern that the three options for the Board of Directors Chair-Elect rotation schedule as presented in the agenda package behind tab 7 were too broad. Mayor Carlson suggested that Springfield, Greene County, and then maybe one other entity as chosen by the Board at the proper time, could make up the rotation schedule. Commissioner Decker suggested that the representation from Republic, Willard, Battlefield and Strafford come through the Greene County representation, as far as Chairmanship. He also suggested that Christian County, Ozark, and Nixa also combine together as one entity and decide among themselves who will serve as the Chair-Elect when it is their turn on the rotation. A brief discussion followed.

Commissioner Coonrod made a motion that the Chair-Elect rotation include Springfield, Greene County, and one of the three Christian County jurisdiction representatives. Donna McQuay seconded the motion. Mayor Carlson called the question and the motion passed unanimously.

June 19, 2008 Minutes

Mr. Conklin stated that staff is requesting the Ozarks Transportation Organization, an incorporated entity, to approve a resolution confirming the appointment of the Officers and Board of Directors as set out in the OTO procedures and By-Laws. Later in the meeting more will be discussed in item II (M) about the officers. There currently is not a provision in the by-laws for the secretary or treasurer. In the incorporation articles, those officers were set out.

Mr. Fisk asked if this would be an executive committee that is independent of the political give and take that has been experienced in years past as far as the chair. Ms. Hacker asked if the chair rotation was in writing. Ms. Edwards stated that in 2003 there was a Board approved rotation schedule. Ms. Hacker asked if this would change that schedule. Mr. Conklin stated that the current officer's terms end on December 31, 2008. Mr. Fisk stated that he just didn't want the rotation to be thrown out because of the older agreement that was approved due to the issues that have occurred in the past.

Mr. Fisk motioned to accept as presented with the understanding that there will be a nominating committee that will appoint next year's officers based on the rotation agreement as it was approved previously. Mr. Coonrod seconded, and the motion was carried unanimously.

TAB 12

City Utilities Newsroom**NEWS
ROOM**

News media inquiries are facilitated through the Marketing & Communications group.

Contact

Joel Alexander
Manager - Communications
(417) 831-8902
Email Marketing/Communications

September 27 2012

Board Approves Negotiations for Transfer Station Site

During a closed session to discuss real estate matters, the full Board of Public Utilities today approved the recommendation of the Plans and Policies Committee authorizing CU staff to proceed with negotiations to acquire properties in the area of College and Main to construct and relocate the Bus Transfer Station. The Board passed the resolution with eight voting in favor, one voting no, and one abstention.

The proposed 2.7 acre site, located near College and Main, consists of properties currently owned by five separate parties. This site was the second location identified during the third site study as a potential location, with property near Kimbrough and Elm being the first location. Discussion and planning to relocate and construct a new transfer station began in 2006 when the Federal Transit Administration (FTA) provided \$1.63 million and an additional \$1.47 million in 2008.

While negotiations can proceed with this approval from the Board, final property acquisition will require authorization from the Federal Transit Administration.

"We're extremely hopeful that this location will be acquired for the transfer station," said Scott Miller, City Utilities General Manager. "When completed, the new station will better serve public transit users for many years to come, and it will be a great addition for our community and the downtown area."

The Board of Public Utilities has included approximately \$4.6 million in the current Operating Plan for the project.

A diagram of the area is below, with the property being considered outlined by a black dashed line.

- [Property Diagram](#)

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MoDOT News Release

For more information, contact Jeff Cremer, Safe Routes to School Coordinator, (573) 526-2440.

September 11, 2012

MoDOT Seeks Projects for Safe Routes to School Funds

JEFFERSON CITY -The Missouri Department of Transportation is seeking projects to be funded with federal Safe Routes to School (SRTS) funds.

Applications are due by November 5, 2012. Projects will be selected by a statewide committee of transportation professionals, education professionals, health department officials and walking/bicycling advocates. Awards will be announced in January 2013.

The SRTS program offers up to 100 percent federal funding focused on providing infrastructure, safety improvements, ADA improvements, safety education and encouragement for children to walk to school safely. Eligible projects must be located within a two-mile radius of a grade school (K-8).

Funding for the program is split into two funding categories:

- Infrastructure projects, including but not limited to - sidewalk improvements, crosswalks, bicycle facilities, etc.,
- Non infrastructure projects, including but not limited to - walk to school promotional programs, walking school bus programs, bicycle / pedestrian safety education, etc.

The 2012 SRTS administrative guidelines and instructions on how to submit the SRTS application may be found at <http://www.modot.mo.gov/safety/SafeRoutestoSchool.htm> or contact Safe Routes to School Coordinator Jeffrey Cremer at 573-526-2440.

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Southwest District News Releases

Southwest District Office 417.895.7600

October 05, 2012

Public Invited to View Planned Improvements:

At Cheyenne Road Intersections at Route 14 & at Route CC

Christian County -- People interested in planned intersection improvements at Cheyenne Road at Route 14 and Cheyenne Road at Christian County Route CC between Nixa and Ozark can view plans for the two Christian County intersections at a public meeting Thursday, Oct. 18, the Missouri Department of Transportation said.

People who attend the meeting can also view plans for a third project to straighten curves along Route CC east of Cheyenne Road.

The plans will be on display between 4 p.m. and 6 p.m. at the Nixa School's Faught Administration Center at 301 S. Main Street in Nixa. The come-and-go style meeting will be held in the building's Community Room.

There, people can view plans and talk with MoDOT representatives about the projects.

Anyone who cannot attend the meeting is welcome to visit an "online" public meeting on the MoDOT/Southwest District website by visiting www.modot.org/southwest. All of the displays will be available online and people may comment on the projects through the website.

Planned Projects

Cheyenne Road at Route 14 --

- Add a left-turn lane for eastbound Route 14 drivers turning north onto Cheyenne Road
- Add a right-turn lane for westbound drivers turning north onto Cheyenne Road
- Add four-foot shoulders along Route 14 at Cheyenne Road
- Add new traffic signals at the intersection
- Estimated cost: \$880,000

Cheyenne Road at Route CC --

- Add a left-turn lane for westbound Route CC drivers turning south onto Cheyenne Road
- Add a right-turn lane for eastbound drivers turning south onto Cheyenne Road
- Add four-foot shoulders along Route CC at Cheyenne Road
- Straighten curves along Route CC east of Cheyenne Road
- Possibly install a new traffic signal at the intersection
- Estimated cost: \$3.7 million

Both projects are scheduled for construction in 2014.

Follow MoDOT's Southwest District:

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Southwest District News Releases

Southwest District Office (417) 895-7600

September 28, 2012

Route 60/Oakwood Avenue/FR 93 in Republic: New U-Turn Lanes To Open New Traffic Signal To Flash

Republic, Greene County -- Traffic pattern changes at the intersection of Route 60/413 at Oakwood Avenue/Farm Road 93 in Republic are scheduled to take place Thursday, Oct. 4.

That's when a new traffic signal begins flashing and new u-turn lanes will open, the Missouri Department of Transportation said.

New Traffic Patterns:

- * A new traffic signal at the intersection will begin flashing -- red for Oakwood Ave./Farm Road 93 and yellow for Route 60. The signal will go into full operation seven days after it begins flashing.
- * Drivers on westbound Route 60 WILL be able to make a left turn to go south on Oakwood Avenue.
- * Drivers on Oakwood Avenue will be able to turn right and left onto Route 60.
- * Drivers on Farm Road 93 will ONLY be able to turn right onto westbound Route 60. To go east on Route 60, drivers turning right, or west, will have to use the U-turn lane located west of the intersection.
- * Drivers on eastbound Route 60 who want to turn north on Farm Road 93 will have to travel past the intersection and use the U-turn lane located to the east.

Weather and/or construction delays will alter the work schedule.

Project:

- * A new traffic signal will be installed.
- * The westbound Route 60 left-turn lane (for vehicles heading south on Oakwood Avenue) will be lengthened.
- * A new right-turn lane will be built on westbound Route 60 to go northbound on Farm Road 93.
- * U-turn lanes will be built in the Route 60 median 800 feet east and west of the intersection.

Contractor:

APAC-Missouri of Columbia is the prime contractor on the project, doing the work for a low bid amount of \$608,000.

Completion is scheduled for early December.

Follow MoDOT's Southwest District: [facebook.com/MoDOT.Southwest](https://www.facebook.com/MoDOT.Southwest), twitter.com/MoDOT_Southwest and [pinterest.com/modotsouthwest](https://www.pinterest.com/modotsouthwest)

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October 09, 2012**News Release***For Immediate Release***City Celebrates Opening of CNG Station**

The City of Springfield has opened the area's only Compressed Natural Gas (CNG) station at its Public Works Operation Center, 1111 W. Chestnut Expressway. CNG is a clean-burning, high-octane fuel that produces 60-90% less pollutants and 30-40% less greenhouse gas emissions than either gasoline or diesel fuels, thus providing for cleaner air to breathe.

The station is open to the general public. The cost is \$1.75 per gallon of gasoline equivalent (GGE). A GGE is the same energy content as a gallon of gasoline.

**A ribbon cutting will take place at 1 p.m., Friday, Oct. 12
Springfield Public Works Operations Center
1111 W. Chestnut Expressway**

For more information, contact: Jonathan Gano, 417-864-1961

Department of Public Works

**840 Boonville Ave., P.O. Box 8368, Springfield, MO 65801-8368
Phone: (417) 864-1900 • city@springfieldmo.gov**

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October 05, 2012

News Release

For Immediate Release

Roadway Updates

Public Meeting for East Republic Road Connector

The City of Springfield will hold an open house public meeting 4:30 - 6:00 p.m. Tuesday, Oct. 16 at the Second Baptist Church, 3111 East Battlefield Road, to review alternative alignments for the East Republic Road Connector between Glenstone Avenue on the west to U.S. 65 on the east. This meeting will allow the community to review and give input on the alternative alignments for the purpose of determining a preferred alignment for official mapping of the corridor. The meeting has been advertised in the affected area.

For more information, contact the Department of Public Works, Traffic Operations Division, at 864-1980.

Road Closure on Fremont Avenue

As part of the Fremont Avenue Improvements Project, the current closure on Fremont Avenue will extend to Sunshine Street Monday morning, October 8, 2012. Access to the Mercy Clinic will be made available from Cherokee Street. The duration of the closure will be approximately one week weather permitting.

For more information contact: Dave Shalla, City of Springfield, at 864-1945.

Department of Public Works

840 Boonville Ave., P.O. Box 8368, Springfield, MO 65801-8368
Phone: (417) 864-1900 • city@springfieldmo.gov



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President Obama Announces Historic 54.5 mpg Fuel Efficiency Standard

For Immediate Release
Friday, July 29, 2011

Consumers will save \$1.7 trillion at the pump, \$8K per vehicle by 2025

President Obama today announced a historic agreement with thirteen major automakers to pursue the next phase in the Administration's national vehicle program, increasing fuel economy to 54.5 miles per gallon for cars and light-duty trucks by Model Year 2025. The President was joined by Ford, GM, Chrysler, BMW, Honda, Hyundai, Jaguar/Land Rover, Kia, Mazda, Mitsubishi, Nissan, Toyota and Volvo - which together account for over 90% of all vehicles sold in the United States - as well as the United Auto Workers (UAW), and the State of California, who were integral to developing this agreement.

"This agreement on fuel standards represents the single most important step we've ever taken as a nation to reduce our dependence on foreign oil," said President Obama. "Most of the companies here today were part of an agreement we reached two years ago to raise the fuel efficiency of their cars over the next five years. We've set an aggressive target and the companies are stepping up to the plate. By 2025, the average fuel economy of their vehicles will nearly double to almost 55 miles per gallon."

Building on the Obama administration's agreement for Model Years 2012-2016 vehicles, which will raise fuel efficiency to 35.5 mpg and begin saving families money at the pump this year, the next round of standards will require performance equivalent to 54.5 mpg or 163 grams/ mile of CO2 for cars and light-duty trucks by Model Year 2025. Achieving the goals of this historic agreement will rely on innovative technologies and manufacturing that will spur economic growth and create high-quality domestic jobs in cutting edge industries across America.

These programs, combined with the model year 2011 light truck standard, represent the first meaningful update to fuel efficiency standards in three decades and span Model Years 2011 to 2025. Together, they will save American families \$1.7 trillion dollars in fuel costs, and by 2025 result in an average fuel savings of over \$8,000 per vehicle. Additionally, these programs will dramatically cut the oil we consume, saving a total of 12 billion barrels of oil, and by 2025 reduce oil consumption by 2.2 million barrels a day - as much as half of the oil we import from OPEC every day.

The standards also curb carbon pollution, cutting more than 6 billion metric tons of greenhouse gas over the life of the program - more than the amount of carbon dioxide emitted by the United States last year. The oil savings, consumer, and environmental benefits of this comprehensive program are detailed in a new report entitled [Driving Efficiency: Cutting Costs for Families at the Pump and Slashing Dependence on Oil](#), which the Administration released today.

The Environmental Protection Agency (EPA) and the Department of Transportation (DOT) have worked closely with auto manufacturers, the state of California, environmental groups, and other stakeholders for several months to ensure these standards are achievable, cost-effective and preserve consumer choice. The program would increase the stringency of standards for passenger cars by an average of five percent each year. The stringency of standards for pick-ups and other light-duty trucks would increase an average of 3.5 percent annually for the first five model years and an average of five percent annually for the last four model years of the program, to account for the unique challenges associated with this class of vehicles.

"These standards will help spur economic growth, protect the environment, and strengthen our national security by reducing America's dependence on foreign oil," said U.S. Transportation Secretary Ray LaHood. "Working together, we are setting the stage for a new generation of clean vehicles."

"This is another important step toward saving money for drivers, breaking our dependence on imported oil and cleaning up the air we breathe," said EPA Administrator Lisa P. Jackson. "American consumers are calling for cleaner cars that won't pollute their air or break their budgets at the gas pump, and our innovative American automakers are responding with plans for some of the most fuel efficient vehicles in our history."

A national policy on fuel economy standards and greenhouse gas emissions provides regulatory certainty and flexibility that reduces the cost of compliance for auto manufacturers while addressing oil consumption and harmful air pollution. Consumers will continue to have access to a diverse fleet and can purchase the vehicle that best suits their needs.

EPA and NHTSA are developing a joint proposed rulemaking, which will include full details on the proposed program and supporting analyses, including the costs and benefits of the proposal and its effects on the economy, auto manufacturers, and consumers. After the proposed rules are published in the Federal Register, there will be an opportunity for public comment and public hearings. The agencies plan to issue a Notice of Proposed Rulemaking by the end of September 2011. California plans on adopting its proposed rule in the same time frame as the federal proposal.

Given the long time frame at issue in setting standards for MY2022-2025 light-duty vehicles, EPA and NHTSA intend to propose a comprehensive mid-term evaluation. Consistent with the agencies' commitment to maintaining a single national framework for vehicle GHG and fuel economy regulation, the agencies will conduct the mid-term evaluation in close coordination with California.

Additional Resources

- [Read the Supplemental Notice of Intent](#)
- [Complete Details on 2015-Beyond Emission Standards](#)

In achieving the level of standards described above for the 2017-2025 program, the agencies expect automakers' use of advanced technologies to be an important element of transforming the vehicle fleet. The agencies are considering a number of incentive programs to encourage early adoption and introduction into the marketplace of advanced technologies that represent "game changing" performance improvements, including:

- Incentives for electric vehicles, plug-in hybrid electric vehicles, and fuel cells vehicles;
- Incentives for advanced technology packages for large pickups, such as hybridization and other performance-based strategies;
- Credits for technologies with potential to achieve real-world CO2 reductions and fuel economy improvements that are not captured by the standards test procedures.

In addition, EPA plans to propose provisions for:

- Credits for improvements in air conditioning (A/C) systems, both for efficiency improvements and for use of alternative, lower global warming potential refrigerant;
- Treatment of compressed natural gas (CNG);
- Continued credit banking and trading, including a one-time carry-forward of unused MY 2010-2016 credits through MY 2021.

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Transportation

A MONEY PIT? GM LOSING NEARLY \$50,000 ON EVERY CHEVY VOLT PRODUCED

SUBMITTED BY **EBOOM STAFF** ON SEPTEMBER 10, 2012



Despite selling a record number of [Chevy Volts](#) in August, General Motors is losing money on its plug-in electric hybrid, and a lot of money at that.

Industry analysts estimate GM is [losing as much as \\$49,000](#) on every Volt it produces. This number could be even higher with cheap leases now being offered for the vehicle.

Dennis Virag, the president of Automotive Consulting Group says GM's problem is "the Volt is over-engineered and over-priced."

Thanks to some very expensive technology, such as lithium polymer batteries, the Volt has a base price of \$39,995. Whether it is the price, or consumers [unwillingness to adopt alternative technology](#), GM has only sold 13,500 Volts so far this year, well below its goal of 40,000 sales in 2012.

Weak sales have forced GM to close the manufacturing facility responsible for assembling Chevy Volts for the [second time](#) this year. The closure will start on September 17th and last four weeks.

To date, GM has invested \$1.2 billion in the Volt. Although analysts argue to the contrary, Doug Parks, GM's vice president of global product programs and the former Volt development chief, says the car will eventually make money: "It's true, we're not making money yet. As the volume comes up and we get into the Gen 2 car, we're going to turn (the losses) around."

Image credit: GM

6 0 0 0

[Chevrolet Volt Clearance](#)

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E•B Clean 100

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EB Wind	172.01	0.18 +0.10%
EB Solar	102.65	0.34 +0.33%
EB Efficiency	102.37	-1.07 -1.03%
EB Biofuel	94.66	-0.89 -0.93%

[Chevrolet Volt Clearance](#)

Chevrolet Dealers Must Move All Models. Get Low Chevrolet Prices!

[ChevroletVolt.Auto-Price-Finder.com](#)

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See the Amazing Performance of the Gas-Free, 100% Electric Ford Focus!

[www.ford.com/electric/focuselectric/2012/](#)

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TRENDING STORY

TAGS: [Chevy Volt](#), [General Motors](#), [GM](#), [lithium polymer batteries](#), [PHEV](#), [plug-in hybrid electric vehicle](#), [Volt](#)



Nathanael Baker is the Managing Editor of EnergyBoom. He has researched and reported on the issues of renewable energy, sustainability, and climate change for over two years. He has provided research to the *New York Times* and *The Economist*, as well as being published on different media outlets including, *The*

September 14, 2012

Amtrak Continues to Break Ridership Records in 2012, Has Best Month Ever in July

Amtrak announced Monday that it has broken yet another ridership record in its current fiscal year, this time in July, marking the 11th consecutive month it has done so. In addition, Amtrak also reported that July held the highest ridership numbers ever for any months in the history of Amtrak.

These 11 consecutive ridership records mean that in the current fiscal year (which runs from October through September), Amtrak and the 27 states that support it have had the best October yet, best November yet, etc. In those 11 months, Amtrak's ridership has increased 3.4 percent from those same months the year before.

"All across America the demand to travel by Amtrak is strong, growing, and undeniable," said Amtrak President and CEO Joe Boardman in a statement. "Amtrak continues to deliver on its mission to fulfill a vital national transportation need and does so with improved management and financial health."

While the final numbers for the end of the fiscal year aren't yet available, Amtrak expects to break its annual ridership record established in FY 2011, which currently stands at 30.2 million passengers.

Additional information on Amtrak and its ridership is available at bit.ly/Amtrakstats.

Questions regarding this article may be directed to editor@ashtojournal.org.

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Missouri DOT Bundles Three Projects into One to Finish Ahead of Schedule and Under Budget



In order to reduce traffic congestion for drivers and cut back on vehicle crashes, the Missouri Department of Transportation tackled three separate roadway projects along Interstate 270 in St. Louis, all completed under budget and ahead of schedule.

I-270 stands as the busiest highway in the state, carrying more than 180,000 vehicles per day through the St. Louis metro area. The heavy traffic proved frustrating for drivers, which typically leads to a large amount of traffic incidents. MoDOT decided to tackle three projects to alleviate these problems: two redesigned interchanges (one at Dorsett Road and another at the Page Interchange) and the rehabilitation of an interstate bridge.

Instead of tackling each project separately, MoDOT bundled all three together in one contract with a budget of \$34.8 million. This single contract allowed for a major bidding advantage and also allowed MoDOT to minimize public impact (as opposed to three separate projects and construction schedules). MoDOT called together a group of engineers and support staff to focus on the details of the project, as well as building partnerships with both the contractor and the surrounding community. An advisory committee was also created, which consisted of business leaders, elected officials, emergency personnel, and school district leaders. These groups allowed MoDOT to hear what the community wanted and needed and incorporate that feedback into its plan.

Construction began on the projects in December 2009. MoDOT was able to work more quickly than previously anticipated, due to the involved planning process and participation from the entire community. MoDOT held weekly meetings with its community partners to give status updates and keep everyone informed. The line of communication stayed consistently open, allowing MoDOT to work diligently in a cooperative environment.

The three-project venture was completed September 15, 2011, roughly a month ahead of schedule. MoDOT also managed to complete the project \$2.4 million under budget. Similarly, the entire project was completed with minimal interruptions to area drivers, who are also reaping the benefits of less congestion and fewer traffic accidents along this very busy highway.

The American Association of State Highway and Transportation Officials features a Project of the Week in each edition of the AASHTO Journal to highlight excellent state transportation department projects that are completed on time, under budget, and/or using innovative management. To nominate a completed project that meets these criteria, please e-mail editor AT aashtojournal.org. Previous Project of the Week selections are available at projectprofiles.transportation.org.

Questions regarding this article may be directed to editor@ashtojournal.org.

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September 21, 2012

Almost 10 Percent of Fatal Crashes Involved Distracted Driving, NHTSA Reports

Distracted driving was cited as a contributing factor in nearly 10 percent of all fatal crashes in 2010, while that number nearly doubles (to 18 percent) for crashes where individuals were injured, states a report released Wednesday by the National Highway Traffic Safety Administration.

The report studied all vehicle crashes in 2010, analyzing how influential distracted driving behaviors were in those crashes. NHTSA notes that the numbers reported for 2010 should not be compared to the data collected for 2009, as the data collection methods are different.

NHTSA found that 416,000 people were injured that year in motor vehicle crashes that involved distracted drivers, while 3,092 people were killed in crashes where someone was exhibiting distracted driving behaviors. Cell phone usage was prevalent in both fatal and injurious crashes as it was related to 408 deaths (13 percent of total distracted driving fatalities) and 24,000 injuries (six percent of those injured in distraction-related crashes).

The report found that there was an age component to these numbers as well. Eleven percent of all drivers less than 20 years of age involved in a fatal crash were found to be distracted at the time of the crash, making this age group the largest of all distracted drivers involved in a fatal crash. About 19 percent of this group was distracted by cell phones.

Additional findings from NHTSA's Distracted Driving 2010 report are available online at bit.ly/NHTSAdd2010.

Questions regarding this article may be directed to editor@ashtojournal.org.


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Fewer Americans commuting solo

by Paul Overberg Haya El Nasser USA TODAY

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The dismal economy and skyrocketing gas prices may have accomplished what years of advocacy failed to: getting more people to stop driving solo. The share of workers driving to work alone dropped slightly from 2010 to 2011 while commutes on public transportation rose nationally and in some of the largest metropolitan areas, according to Census data out today Thursday.

Group commuting -- riding buses, trains, subways or sharing cars or vans -- rose from 2005 to 2011 in more than a third of 342 metropolitan areas for which data exist, according to a USA TODAY analysis.

About two-thirds saw jumps in residents using public transit. The share driving to work alone dropped in about two-thirds or more than 200 metros.

New York City, by far the national leader in mass transit use, saw a two-percentage-point jump. Now, almost a third of residents in the New York metro area use public transportation.

Ride-sharing "a lot of times is a response to higher gas prices," says Eddie Caine, who heads the van pool program for Valley Metro, Phoenix's regional transportation agency, "but once people try van pooling, they tend to enjoy not having the stress, saving money and they make friends."

The national average price for regular gasoline is \$3.85 a gallon, according to AAA and the Oil Price Information Service. That's up from \$3.72 a month ago and \$3.59 a year ago. The record is \$4.11 set in July 2008.

The Phoenix agency just added bike racks to its vans for people who don't want to drive to their pick-up points.

This week, the American Public Transportation Association reported the sixth consecutive quarterly increase in ridership -- up 1.6% in the second quarter. Rail showed the biggest jump. Several public transit systems in small and large cities (Ann Arbor, Mich., Boston, Oklahoma City) reported record ridership.

Almost 60% of trips on mass transit are work commutes. The surge in group commutes is showing up in some areas where van pools shuttle employees from train stations or

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suburbs to job centers. Overall, the percentage of workers carpooling held steady at 9.7% but is still slightly below pre-recession levels -- a likely effect of high unemployment in sectors such as construction and manufacturing.



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In California's thriving Silicon Valley, 31 shuttles provide transportation to work sites from 19 train stations, and ridership is up 30% over last year in San Mateo County, says Christine Dunn, public information officer for the county's bus system and the Caltrain San Francisco-to-San Jose line.

"In this area, I think people have become increasingly concerned about the environment," she says.

A survey by the agency shows that interest in helping the environment has risen 35% since 2003, Dunn says. High gas prices and more employer incentives are contributing factors, she says.

Generational changes are shifting attitudes, too.

"You have an aging population of Baby Boomers, the bulk of whom are winding their years in the work force, who have started to explore other ways of getting around," says John Robert Smith, president and CEO of Reconnecting America, a non-profit organization that focuses on transit-oriented development. "At the other end of the spectrum, you have the millennials, who many recent polls have shown do not have the same urgency to get their driver's license."

Driving also gets in the way of mobile phones, e-readers and other technology.

"This is a generation that texts, and you can't do that while you drive," says Virginia Miller, spokeswoman for the public transportation association.

Alan Pisarski, author of a series of Commuting in America books, is skeptical.

"I may be old-fashioned here, but I find it hard to believe they take transit to text," he says. "Is this a product of the current economy or is this a new normal?"

The new 2011 Census data show that the economic downturn continues to affect birth rates, especially among young women.

Fertility rates dropped for virtually every racial and education group, says Kenneth Johnson, demographer at the University of New Hampshire's Carsey Institute.

Other highlights:

The worst may be over for Florida, Johnson says. The state gained people from other states for the third straight year after two years of losses. Other Sun Belt boom states are still struggling. Nevada continued to lose people to other states, but Arizona eked out a small net gain.

The nation added just 430,000 households, half the average rate of the last decade. Average family size under one roof rose for the fifth straight year, to 3.25 as young adults stayed or came back home.

The marriage rate fell again. Median age at first marriage rose to 28.9 for men, 26.7 for women. Since 2005, marriage age has risen by almost two years for men and 1.4 years for women.

The rate of people who moved fell again, to 14.6%, although the rate for interstate movers inched up to 2.3%.

The share of immigrants from Latin America has dropped to 52.6%, as the slow U.S. economy and tighter border security have cut migration from there. Bigger shares are coming from Asia and Africa.