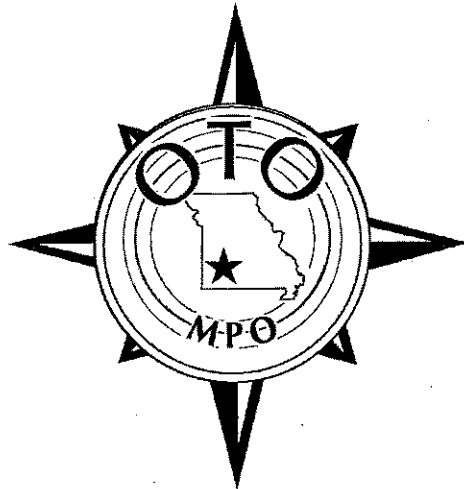


Ozarks Transportation Organization



April 15, 2010

Board of Directors Meeting

Busch Municipal Building, Fourth Floor

840 Boonville, Springfield, MO

12:00 – 1:00 PM

**Board of Directors Meeting Agenda, April 15, 2010
Busch Municipal Building Fourth Floor Conference Room**

Call to OrderNOON

I. Administration

A. Introductions

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

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE
AGENDA**

**C. Approval of February 18, 2010 Meeting Minutes.....Tab 1
(2 minutes/Coonrod)**

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

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

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

**E. Executive Director's Report
(5 minutes/Conklin)**

Tim Conklin will provide a review of the OTO staff activities since the December 17, 2009 Board of Directors meeting.

II. New Business

**A. Amendment Number Four (4) to the FY 2010-2013 Transportation
Improvement Program.....Tab 2
(5 minutes/Edwards)**

Two (2) changes are being requested to the FY 2010-2013 TIP.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE TIP
AMENDMENT NUMBER FOUR (4) TO THE FY 2010-2013 TIP.**

B. FY 2011 Unified Planning Work Program.....Tab 3
(10 minutes/Conklin)

OTO is requesting the Board of Directors to approve the FY 2011 Unified Planning Work Program. (Materials Attached)

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE FY 2011 UPWP.

C. OTO Employee Manual Amendment

(10 minutes/Conklin)

OTO staff is requesting to amend the OTO Employee Manual to amend the number of pay periods per year from bi-monthly (24 per year) to every two-weeks (26 per year).

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE OTO EMPLOYEE MANUAL AMENDMENT.

D. OTO Certification Review of the Metropolitan Transportation Planning Process for the Springfield, MO Transportation Management AreaTab 4
(10 minutes/Conklin)

OTO has received the Federal Certification Review of the Metropolitan Transportation Planning Process from FHWA and FTA. OTO will provide a brief overview of the Commendations and Recommendations from the 2009 Federal Certification.

INFOMATIONAL ONLY – NO ACTION REQUIRED

III. Other Business

A. Board of Directors Member Announcements

(5 minutes/Board of Directors Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Board of Directors members.

B. Transportation Issues For Board of Directors Member Review

(5 minutes/Board of Directors Members)

Members are encouraged to raise transportation issues or concerns that they have for future agenda items or later in-depth discussion by the OTO Board of Directors.

IV. Adjournment

Targeted for **1:30 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, June 17, 2010 at 12:00 P.M. in the Busch Municipal Building Fourth Floor Conference Room.

Attachments

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

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Debbie Parks al teléfono (417) 836-5442, cuando menos 48 horas antes de la junta. Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Debbie Parks at (417) 836-5442 at least 24 hours ahead of the meeting.

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

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

Tab 1

MEETING MINUTES

Attached for Board of Directors member review are the minutes from the February 18, 2010 Board of Directors meeting. Please review these minutes prior to our 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

February 18, 2010

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

The following members were present:

Mr. Harold Bengsch, Greene County Commission	Mr. Bradley Jackson, City of Ozark
Mr. John Grubaugh, Christian County	Ms. Lisa Officer, City Utilities
Mr. Jim Bresee, Christian County, Rep (a.)	Mr. Tom Finnie, Citizen-at-Large Rep.
Ms. Teri Hacker, Citizen-at-Large Representative	Mr. Bob Scheid, Airport Board Representative
Ms. Judy Stainback, City of Battlefield	Mr. Bob Stephens, City of Springfield
Mr. J. Howard Fisk, Citizen-at-Large Rep.	Mr. Matt Seiler, MoDOT (a)
Mr. Michael Giles, City of Springfield	Mr. Jim Huntsinger, City of Republic
Mr. David Coonrod, Greene County Commission (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. Brian Bingle, City of Nixa (a)
Mr. Brad McMahon, FHWA	Ms. Virginia Fry, City Utilities (a)
Mr. Mark Schenkelberg, FAA	Ms. Joni Roeseler, FTA (a)
Mr. Jim O'Neal, City of Springfield	Mr. Gary Cyr, Airport (a)
Mr. Dan Chiles, City of Springfield (a)	Mr. Rick Hess, City of Battlefield (a)
Mr. Tim Smith, Greene County Administrator (a)	Mr. Brian Hayes, City of Nixa
Ms. Roseann Bentley, Greene County Commission (a)	Mr. Jamie Schoolcraft, City of Willard
Mr. John Elkins, Citizen-at-Large Rep. (a)	Mr. Tom Vicat, City of Strafford (a)
Mr. Marc Thornsberry, City of Springfield	Mr. Kirk Juranas, MoDOT

Others present were: Mr. Tim Conklin, Ms. Sara Edwards, Ms. Natasha Longpine, Ms. Debbie Parks Mr. Chris Stueve and Ivis Garcia Zambrana, Ozarks Transportation Organization; Mr. Steve McIntosh, Office of Congressman Roy Blunt; Ms. Stacy Burks, Office of Senator Christopher Bond; Mr. David Rauch, Senator Clair McCaskill's Office; Steve Childers, City of Ozark; Mr. Frank Miller, MoDOT; Mr. Carl Carlson, Scott Consulting Engineers; Mr. Dan Smith, Greene County Highway Department; Ralph Rognstad, City of Springfield.

Mr. Coonrod called the meeting to order at 12:00 p.m.

I. Administration

A. Introductions

B. Approval of Board of Directors Meeting Agenda

Ms. Stainback motioned to approve the agenda. Mr. Fisk seconded and the agenda was approved unanimously.

C. Approval of December 17, 2009 Meeting Minutes

Mr. Bengsch made the motion to approve the December 17, 2009 minutes. Mr. Huntsinger seconded and the minutes were approved unanimously.

D. Public Comment Period

None

E. Executive Director's Report

Mr. Conklin stated that Congress was discussing another jobs bill. Staff continues to monitor the possible bill and will keep the Board posted. Currently, the federal highway program is being funded by a Continuing Resolution through February 28th. The impact to Missouri with the continuing resolution is approximately \$20 million less per month and over \$200 million per year less in federal funding that is available for highways. If the funding levels are not fixed to restore them to previous years, projects may have to be delayed through MoDOT.

The TIGER Awards have been announced. Fifty-one projects were selected. From Missouri there was \$5 million and \$5 million for Arkansas for the Bella Vista Bypass as well as \$50 million in the Kansas City Green Zone.

Staff continues to work on a Congestion Management Process Update to report on the status of congestion in the OTO area. The CMP is a federal requirement in areas designated as TMAs. The City of Springfield and MoDOT staffs are invaluable in the provision of the traffic data needed to analyze congestion.

OTO is updating the existing travel demand model in order to update the Long Range Transportation Plan in FY 2011. The LRTP is required to be updated every five years. OTO will lead a "Brainstorming Session" this spring as part of the OTO LRTP update. Input from this session will kickoff the process as part of the OTO LRTP update.

Mr. Conklin also stated that the OTO Unified Planning Work Program and budget will be on to the April agenda for Board review and approval. Staff has completed the Senior and Disabled Transit brochure and it will be distributed in late March. He also mentioned that a new TIP process will begin in March. An application will now be required for all projects due to FHWA requiring a copy of the application prior to approving obligation.

Staff attended public meetings for the CC design project, Republic Road/FR 170 extension planning, the Campbell six laning design project, Route 66 corridor management plan meeting, and East West Arterial public meeting. Staff also made a presentation to the City of Ozark Board of Alderman regarding OTO. Staff attended the Salute to Legislature and the Missouri Chamber Transportation Conference. Staff also presented the Ozarks Commute website to the area Environmental Collaborative. Staff is also working to schedule the STP-Urban funding scenario meeting in March since February was snowed out.

II. New Business

A. Update on EPA Review of Ozone Standards and Impact to OTO

Ms. Longpine stated that in light of new information that is coming from EPA staff thought this would be an appropriate time to update the Board on the impact of air quality non-attainment, specifically relating to OTO's responsibilities.

Ozone is unique in how it is regulated since it is actually the result of a chemical reaction, so the specific regulations apply to ozone precursors – Volatile Organic Compounds and Nitrogen Oxides. Ozone is a major ingredient in smog and is also seasonal in nature, occurring mostly during the summer. The 1990 Clean Air Act Amendments placed greater emphasis on transportation sources and connections between air quality planning and transportation planning.

In 2008, the standard was reduced from 80 parts per billion (ppb) to 75 ppb. The 2005-2007 design value for the Springfield region was 77 ppb. The 2006-2008 design value was 73 ppb and the 2007-2009 design value was 69 ppb. The current standard of 75 ppb is now under review by EPA for a value between 60 and 70 ppb. The lowest design value in the state of Missouri is 67 ppb.

Although transportation accounts for a significant portion of emissions, it is also where the most improvement has taken place. Since 1970, emissions, in tons, from every mobile source pollutant have declined. Emissions reductions continue to be influenced by technological changes, including reformulated gasoline, more efficient engines, on-board diagnostic systems, and catalytic converters. Emissions will continue to decline over the next twenty years due to Tier II Vehicle Standards, Heavy-Duty Engine Standards, and Low-Sulfur Diesel Fuel Rules. An example from Washington, D.C. demonstrates the impact these technological changes can have.

Transportation conformity is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity determinations apply to transportation plans, transportation improvement programs (TIPs), and projects funded or approved by FHWA or FTA in areas that are considered non-attainment or maintenance. A conformity determination shows that the total emissions projected for a plan or program are within the emissions limits set for the region.

Transportation conformity for the Springfield region is required to be made by OTO. Currently, the non-attainment area for the region would consist of Greene, Christian, Stone, and Taney Counties. The area outside of the MPO is called the donut area. OTO is the lead agency responsible for determining conformity for the donut area as well.

Mr. Coonrod asked how the MPO could exercise authority over the donut area.

Ms. Longpine stated that it comes down to approving projects. It is an interagency consultation process that involves everyone. When it comes down to the end of the day and the region cannot show conformity, it can impact which projects can go forward.

Mr. Coonrod stated that there is a Southwest County Commissioners Association that meets periodically. The Commissioners are meeting April 14th. OTO Staff might want to present this to the Association.

Ms. Longpine stated that when staff learned that the MPO was responsible for this area in December that was a surprise. That is the reason this presentation is being made is so everyone is aware.

Regional emissions analysis determines if projected emissions for a plan or TIP exceed emissions limits established by the State Implementation Plan (SIP). The analysis is conducted using MOVES, an EPA approved mobile emissions model. Inputs to the model must be based on a conforming travel demand model, of which the current OTO model is not, though staff is aware of what changes are needed for the next model update. A conformity determination is also coordinated through interagency consultation, among which OTO, MoDOT, DNR, FTA/FHWA, and EPA are included. The public is to be involved as well.

Conformity is required in new non-attainment areas one-year after the effective date of designation. The potential designation date for the Springfield region is August of 2011, and then the conformity determination would be due August of 2012. After the initial determination, conformity is required every 4 years and prior to approval/acceptance of the transportation plan, TIP, and certain plan/TIP amendments. It is also required prior to approval of federal projects involving FTA/FHWA approval/funding, as well as within 24 months of EPA actions, such as EPA acceptance of emissions limits (budget) in initial SIP submission or if the emissions budget is revised in the SIP. The date of conformity determination is based on the date of final finding by FTA/FHWA.

Projects exempt from transportation conformity include safety, mass transit, air quality, intersection channelization, interchange reconfiguration, and traffic signal synchronization projects.

A maintenance area is any geographic region of the U.S. previously designated as non-attainment, and then redesignated as attainment. Transportation conformity requirements also apply to maintenance areas. To be considered in maintenance, an area must develop

a 10-year maintenance plan that provides for the maintenance of the Ozone standard. After another 8 years, an area must submit a revised maintenance plan for the 10 years following the expiration of the first plan. If an area is still in attainment after that 20-year period, an area goes from maintenance to attainment, and at that point no longer has to perform transportation conformity determinations.

OTO is preparing to deal with the potential effects of non-attainment by attending training, seeking to bring more training to the region, and by being aware of potential budget/funding issues.

Mr. Bengsch stated that the maintenance period is the kicker, because in all probability, the OTO region will be in non-attainment, unless there is an extremely cool summer. Given that fact, and based on what is going on right now in Washington, no one sitting around the table expects that ten year maintenance plan to be effective for all ten years, because the standards are going to change again. If a standard (say it is 68) is developed and the OTO is in non-attainment, but a plan that meets 68 is developed then in year five the EPA lowers it to 65. Even though the OTO has met 68, a new ten year plan has to be made.

Ms. Longpine stated that Kansas City has run into that. In 2007 Kansas City was released from maintenance and considered in attainment. When the new 75 ppb standard came into effect, the area was in non-attainment again. Kansas City did the twenty years and now they are back in non-attainment again. It will be interesting to see how this all works. There might not be a monitor in the nation that is able to meet the new standard except for very rural areas, so EPA will be very busy working on this. There is CMAQ (Congestion Mitigation and Air Quality) funding that the area could qualify for, but it is distributed by formula throughout all fifty states, so if there are more non-attainment areas then funding would be limited.

Mr. Fisk asked Mr. Conklin how it would impact future OTO budgets, especially with the donut area and the potential need for additional staff.

Mr. Conklin stated that Commissioner Bengsch is correct on the levels. With regards to the budget, there will need to be a transportation travel demand model within the OTO area, so that the OTO can model the region's long term plan. Other MPOs around the area have spent \$300,000 to \$0.5 million developing these travel demand models that are constrained, showing the traffic throughout the system, producing data that can be used to plug into the EPA based model. The OTO will need to match those federal funds for the additional costs and that will have to be worked out. The MPO is either in or out depending on the value. If the OTO is in attainment, the area might be okay for another three years. When staff was up in Kansas City, it was somewhat surprising to learn about that donut area, that the MPO by federal law is required to account for that. Staffing for that first year is something that will need to be examined.

Mr. Fisk asked if there were any additional funds that could be requested.

Mr. Conklin stated that Ms. Longpine mentioned the CMAQ funding. If that funding level stays the same throughout the State of Missouri or increases is something that will have to be monitored. Also in the next Transportation Bill it talked about Transportation Management Areas like OTO having to do green house gas reduction targets and other modeling. EPA talked about the need for additional funding in order to do this type of work and analysis. It is something that the OTO will just need to watch and see what is decided about ozone. The past few summers have been really cool. It is just a matter of time before the area gets there. In the next transportation bill there may be other requirements dealing with ozone.

Ms. Hacker asked if this program will limit cities' growth and development, increase mass transit programs, or spread population out over the next twenty years

Mr. Conklin stated that most of the models are showing significant reductions in tons per day NOx, through fuel standards increasing and other technological changes and at the same time, the standards are going to be lowered more in the future. It is something that the area is going to have to continue doing. Most areas are able to show conformity, based on the technologies, the fuel, and the engines that are reducing NOx right now. It all hinges on that level of ozone that is budgeted for the region.

Ms. Longpine stated that in comparison the Washington, D.C. example shows tons per day per NOx. They are showing 32 tons in 2030. The OTO is starting at 35 tons per day, so the scale is a little different and hopefully it will have a proportional impact.

Mr. Huntsinger asked if, in the worst case scenario, there is a bench mark where the EPA could step in and force a region to make changes in transportation.

Mr. Conklin stated that there was a risk of losing federal funding to the region. It is a huge risk for this organization and region if the requirements to model and program improvements are not met.

Mr. Huntsinger stated that in when he was in El Paso, the EPA came very close to stopping all vehicular traffic in the down town area. There was pollution blowing in from Mexico. The OTO area does not have that problem here but there was a point where the EPA could actually come in and restrict travel.

B. Appointment of an OTO Fleet Management Subcommittee

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

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

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

Mr. Finnie asked who would be on this committee. Mr. Conklin stated the OTO has been talking with the cities, counties and school district with regards to people who manage public and private fleets. Staff does not have a complete list, but is trying to leave it as open as possible.

Mr. Coonrod asked how many would be on this committee. He suggested seven. Mr. Conklin stated that the committee would need more than seven with the trucking firms.

Ms. Longpine stated that the list was currently between fifteen and twenty. Mr. Coonrod stated that it should not be too big since large committees are hard to handle, but will be left up to staff to coordinate.

Mr. Conklin stated that staff could invite the fleet managers to be on this committee and report to the Technical Planning Committee and then the Board of Directors, really targeting those who are responsible for the fleets within the OTO area. Staff was thinking Springfield Public School District, City Utilities and any other large fleet providers such as FedEx.

Ms. Officer made the motion to create an OTO Fleet Management Subcommittee. Mr. Bengsch seconded and the motion carried unanimously.

C. OTO Long Range Transportation Plan Update

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

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

Planning Committee will serve as the planning committee directing the evolution of the LRTP update.

The LRTP update will contain the following elements:

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

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

To kick off the planning process, as Mr. Conklin mentioned earlier, staff is looking at doing a brainstorming workshop with area leaders. The date that is currently being considered is April 8th. Staff checked multiple calendars of the different agencies to see if there was something else scheduled. Right now staff is looking at 9:00 a.m. to 3:00 p.m. The Technical Planning Committee would actually be the planning committee for the Plan.

Ms. Longpine stated that Brian Weiler and Rod Massman from MoDOT would probably participate in regards to the multi modal division.

D. Amendment Number Three (3) to the FY 2010-2013 Transportation Improvement Program

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

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

- 2) MoDOT is requesting to add a project to construct ADA improvements at the Kearney and Summit intersection in the amount of \$2,000.
- 3) MoDOT is requesting to add a project to make rail crossing safety improvements at the Kissick Avenue BNSF Crossing in the amount of \$3,000.
- 4) MoDOT is requesting to add a design project in the amount of \$50,000 to relocate Eastgate Avenue on Chestnut Expressway.
- 5) MoDOT is requesting \$40,000 to scope and design the rehabilitation of the Route 160 bridge over I-44. Mr. Miller stated that the bridge decking is not good and MoDOT is looking at probably having to replace that bridge. There are a lot of bridges in Springfield that were built in late sixties – early seventies that need rehabilitation and it is going to start hitting all at once. Ms. Edwards stated that the OTO will have to start spending a lot of funds on bridges.
- 6) MoDOT is requesting to add \$70,000 for right-of-way acquisition to the US 60 (James River Freeway) and US 160 (Campbell) interchange scoping project.
- 7) The City of Battlefield is requesting to add a project to conduct an Access Management Study on M Highway in the amount of \$20,000. This was approved several years ago but it was not carried over into the TIP.
- 8) The City of Battlefield is requesting to program STP-Urban funds for the construction of 700 linear feet of new sidewalk along Elm Street from Cloverdale Lane west to Tower Drive.
- 9) The City of Springfield is requesting to reduce the total project costs of the Walnut Street Phase III Streetscape project.
- 10) The City of Springfield is requesting to reduce the total project costs of the Boonville Phase IV Streetscape project.
- 11) The City of Springfield is requesting to reduce the total project costs of the Wilhoit Plaza Streetscape project.
- 12) The City of Springfield is requesting to add an enhancement project for Park Central East and West in the amount of \$322,000.

Mr. Finnie made the motion to approve TIP Amendment Number Three to the FY 2010-2013 TIP. Ms. Officer seconded and the motion carried unanimously.

E. MoDOT's Transportation Investment Scenario

Mr. Conklin stated that MoDOT is currently developing scenarios outlining what could be accomplished with additional state transportation investment. MoDOT's scenario

assumed \$7.53 billion in funding with a ten-year planning horizon. The proposed scenario is equivalent to a one-percent statewide transportation sales tax which equates to approximately \$289 million available to the OTO area for additional transportation projects. The description of this scenario as well as a preliminary project list is attached.

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

The following categories and funding levels have been supplied to OTO for project selection: Flexible Funds - \$59 Million; Major Projects & Emerging needs - \$190 Million; Other Modes - \$40 Million, for a total of \$289 Million.

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

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

- 1) The funding levels were already inflated to future dollar values which necessitate the need to inflate the project costs as well.
- 2) All future projects not just those in addition to those already planned must be included in the submitted project list.

Staff found that projects also needed to be included that were already funded in the STIP and that included the Sound Walls on US 65 and the Operations and Maintenance budget for MoDOT's portion of the Traffic Management Center for the ten year period were added. It is around \$100,000 a year to fund the TMC. The MO 14, U.S. 160 and Rt. CC projects were all reduced in order to meet the funding targets.

The Technical Planning Committee did recommend the project list be approved with the caveat that the ten year scenario would include the flexibility for emerging needs in later years. There was a lot of discussion with regard to a specific set list for a ten year time period and what happens in year six or seven if there is a need out there that was not identified. That was a concern for the Technical Committee as well as other funding for other modes including transit operating systems. Originally, transit capital projects were shown and staff used the TIP and showed the City Utilities Transit projects being funded with that additional investment. There is a revised spread sheet and under transit, the capital projects were taken out, it was termed transit, and it is called "annual programs to sustain the transit system in the OTO area." Staff is trying to provide the flexibility if City Utilities transit or another transit provider, or even if the OTO decided that expansion or a regional transit system should be implemented, than there would still be flexibility.

The final concern that the Technical Planning Committee wanted to make the Board aware of is that I-44 should be considered along with other improvements to I-70. In this investment scenario, the focus is on I-70 and the dedicated truck lanes. The Technical Committee had concerns that to wait ten years to do anything on I-44 is too long and that MoDOT should look at I-44 along with I-70.

Staff is requesting that a Board of Directors member make a motion to reaffirm that the projects that are submitted to MoDOT in Jefferson City will come off the OTO Priority Projects of Regional Significance along with the caveat that the ten year scenario will have flexibility in later years, and that it would include transit operating assistance with I-44 along with I-70. Staff will be attending a meeting in Jefferson City next week to share with the other MPOs and RPCs projects that are the priority projects for this region as well as the other regions in the state of Missouri. Staff would like to present these priority projects.

Mr. Finnie stated he would not vote for it. He agreed with the project list but thought the caveat had no force. A ten year plan for these types of transportation projects is irrational. The OTO would be locked into a campaign a year from now with MoDOT stating that these are the projects that are being committed to. The needs ten years from now are not all known. If the area is fortunate and takes a dramatic new approach to transit in this community, transit should be substituted for one of these projects. Trying to look ten years into the future, and say that these are the only projects the OTO is going to commit to, the caveat means nothing. It is going to put the area in a box, MoDOT needs to be aware that of this. He agreed with the concern on I-44. Ten years from now I-44 is going to be as bad as I-70 is now and MoDOT is doing nothing about that. The whole campaign is going to be based on this issue. He wanted to see it be a three to five year commitment. He agreed with the funding, but thought philosophically it is a bad direction to go in.

Mr. Bengsch stated that he agreed with Mr. Finnie 100 percent. It is disturbing that the Department of Economic Development brags at the statewide level that Southwest Missouri is an economic engine for this state, but when it comes to transportation, the I-70 corridor gets attention. It is not just transportation, it is everything. He thought Mr. Finnie was right on target and stated it was time to stand up and shout loudly.

Mr. Grubaugh stated that on the second page, it talks about reducing funding on 14/160/CC and wanted further clarification.

Mr. Conklin stated that once the project costs were inflated, the OTO priority list of regional significance cost more than \$300 million to deliver. The projects had to be phased or scaled back in order to fit them into that funding level. Staff looked at the projects and instead of listing out specific projects for CC and 14, they put "various capacity improvements" on 14 and CC in order to allow flexibility. Originally, the OTO funded all the projects showing how they fit into the \$300 million, but it did not work with inflation. Mr. Thornsberry shared his concern in regard to inflation, that it is projected to be around 3 percent per year. Just six to eight years ago, staff looked at the cost of the construction index and engineer and use record, materials were just going sky

high, much more above three percent, so there is that concern that inflation could go up. The three percent inflation may not be conservative enough.

Mr. Grubaugh stated that he doubted he was being conservative enough. He stated he was new to the OTO Board and wanted to make sure he had understood it correctly. Ms. Stainback asked if there was an option for a shorter time frame.

Mr. Conklin stated that whatever message the Board would like for him to carry up to Jefferson City would be relayed.

Mr. Finnie stated that the message that the Board should send is that a time frame in order to get a tax increase through is based on some very scary assumptions. If they do not meet all those assumptions additional tax increases would not be possible. A five year perspective gives everyone at least a chance of dealing with inflation and dealing with changes in priorities. It is reasonable and it gives everyone in the State a chance to be successful. He was in favor of a tax increase but concerned.

Mr. Fisk stated that when he read this he thought of the fifteen year plan. No one has forgotten and within twelve or fourteen months everyone knew that was a disaster. He agreed that a ten year plan would be bad.

Mr. Finnie made a motion to encourage MoDOT to look at a five year period for a tax increase and what could be promised in that five year period. He stated that inflation could be predicted better and priorities met better. Mr. Fisk seconded the motion.

Mr. Conklin asked if they could add in there that the projects could come from the OTO priority projects. Mr. Finnie stated that there was no problem with the projects. The projects would have to be refined a little for the scope, for example instead of ten miles, say five miles on 14.

Mr. Grubaugh stated that his concern would be a bridge to get started. Most bridge projects have to save up money; it is the only way to fund them. MoDOT had lost their credibility in the fifteen year plan and it has cost them to this day. Ms. Edwards asked if that meant OTO would decline to submit a list whatsoever. Mr. Coonrod stated that Mr. Conklin had a handle on that. Mr. Smith asked if I-44 was going to be added into the motion.

Mr. Finnie stated I-44 would be added to the motion. The motion carried unanimously.

F. On-System Bridge Replacement and Rehabilitation Program (BRM)

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

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

several bridges in the OTO area that can be programmed in the FY 2011-2014 OTO Transportation Improvement Program. This funding is available to local jurisdictions. It is similar to STP Urban money, but it is around \$250,000 a year. Bridges are typically more than that. Staff has talked about having an application process for local jurisdictions to apply and compete for these funds. The Technical Committee did recommend that the OTO utilize the current funds that have accumulated for the last few years and place them on MoDOT bridge projects and also approve an application process for the 2011 funding. As Mr. Miller mentioned there are bridges in need of repair, so this would help accelerate those bridge projects.

Mr. Finnie made the motion to allocate the on-system bridge replacement and rehabilitation program funds to MoDOT and accept applications for FY 2011 funds. He also made the comment that the BRM is a nice program. Mr. Fisk seconded and the motion carried unanimously.

Mr. Miller stated that the funds would be put on the Farmers Branch Bridge in Ozark.

G. Dunton Associates CPA letter regarding Governmental Classification

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

Governmental entities must satisfy two tests to be exempt from income taxes, the "essential governmental function" and the "accrual test." Dunton and Associates has provided the opinion that OTO has met these two tests.

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

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

OTO employment taxes with the State of Missouri are currently coded as government and OTO has received a tax exempt letter for purchasing. The OTO is recommending that it should continue to operate as a governmental entity until there is a need to revisit OTO's tax status based on any future operations that may add or change this organization. Unless a Board Member feels that staff should go on and get a private letter ruling, the OTO will continue operating as a governmental entity.

H. Quarterly Financial Report

Ms. Officer stated that this is the six month financial report. In the bank, OTO has a little over \$70,000. If comparing the revenue and expenses to the OTO budget, revenues are almost at 60 percent, which is right in line with the six month financials. The local match is at 92 percent. She thanked the local jurisdictions for sending in the local dues funds

early. Total expenses are \$207,000, which is 35 percent of the OTO budget at six months and with net income, it is \$132,000, which is way ahead of budget.

Mr. Grubaugh made the motion to accept the OTO Second Quarter Financial Report. Mr. Finnie seconded and the motion carried unanimously.

I. Public Comments

None

III. Other Business

A. Board of Directors Member Announcements

Mr. Coonrod stated that of all the things that Senator Kit Bond has done for southwest Missouri, it would be a nice gesture on the part of OTO to present him with something. Missouri is no longer a donor state, it is one thing that comes to mind, and he has done a lot more things than that. There is some time to think about it.

B. Transportation Issues For Board of Directors Member Review

Mr. Conklin thanked Ms. Stainback for her service to the OTO.

IV. Adjournment

Mr. Coonrod adjourned the meeting at 1:03 p.m.

Tab 2

BOARD OF DIRECTORS AGENDA 04/15/10; ITEM II.A.

Amendment Number Four (4) to the FY 2010-2013 Transportation Improvement Program

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

There are two changes included as part of TIP Amendment Number Four to the FY 2010-2013 Transportation Improvement Program.

- 1) The City of Battlefield is requesting to add a project utilizing STP-Urban funds to design approximately 325 linear feet of sidewalk to tie two sections of sidewalk along Cloverdale Lane together in the amount of \$1,000, for a project total of \$1,200.
- 2) MoDOT is requesting to add a project to install new lights at the Hampton Avenue Rail Crossing in Republic.

Please see the attached TIP pages for more information.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

The Technical Planning Committee unanimously recommended approval of the two (2) amendments to the FY 2010-2013 Transportation Improvement Program.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve Amendment Number Four (4) to the FY 2010-2013 Transportation Improvement Program.”

OR

“Move to return the requested TIP amendment to the Technical Planning Committee and ask that the Technical Planning Committee consider the following...”

PROGRAMMED IMPROVEMENTS
- Amendment 4 -

ENHANCEMENTS CITY OF BATTLEFIELD			Funding		Fiscal Year				2013		TOTALS
					2010	2011	2012		2013		
Project:	CLOVERDALE LANE SIDEWALK	FM	FHWA(STP-U)		\$	\$	\$	\$	\$	\$	\$ 1,000
MoDOT #			MoDOT		\$	\$	\$	\$	\$	\$	\$ -
TIP #	EN1005		Local		\$	\$	\$	\$	\$	\$	\$ 200
			Other		\$	\$	\$	\$	\$	\$	\$ -
Description:	Design approximately 325 LF of sidewalk to tie together two sections of sidewalk along Cloverdale Lane together.	ROW	FHWA(STP-U)		\$	\$	\$	\$	\$	\$	\$ -
			MoDOT		\$	\$	\$	\$	\$	\$	\$ -
			Local		\$	\$	\$	\$	\$	\$	\$ -
			Other		\$	\$	\$	\$	\$	\$	\$ -
Federal Source Agency	FHWA		FHWA(STP-U)		\$	\$	\$	\$	\$	\$	\$ -
Federal Funding Category	STP-Urban		MoDOT		\$	\$	\$	\$	\$	\$	\$ -
MoDOT Funding Category	N/A		Local		\$	\$	\$	\$	\$	\$	\$ -
Work or Fund Category	Construction/Engineering		Other		\$	\$	\$	\$	\$	\$	\$ -
			TOTAL		\$	\$ 1,200	\$	\$	\$	\$	\$ 1,200

PROGRAMMED IMPROVEMENTS
- Amendment 4 -

CITY OF REPUBLIC			Fiscal Year					
Funding			2010	2011	2012	2013	TOTALS	
Project:	HAMPTON AVENUE RAIL CROSSING IMPROVEMENTS	PF	\$ -	\$ -	\$ -	\$ -	\$ -	
MoDOT #	RRP-000S(287)		\$ -	\$ -	\$ -	\$ -	\$ -	
TIP #	RP1004		\$ -	\$ -	\$ -	\$ -	\$ -	
Description:	Install LED lights on existing flasher lights and gate mechanism lights; install 1 set LED sidelights and extend crossing surface on west side of Hampton Avenue.	ROW	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal Source Agency	FHWA		\$ 26,880	\$ -	\$ -	\$ -	\$ 26,880	
Federal Funding Category	Section 130 Federal Funds		\$ 2,987	\$ -	\$ -	\$ -	\$ 2,987	
MoDOT Funding Category	Grade Crossing Safety Account		\$ -	\$ -	\$ -	\$ -	\$ -	
Work or Fund Category	Construction		\$ 7,647	\$ -	\$ -	\$ -	\$ 7,647	
Local funds are from the City of Republic. "Other" funding is from Burlington Northern Santa Fe.			\$ 37,514	\$ -	\$ -	\$ -	\$ 37,514	

FINANCIAL SUMMARY
- Enhancements -

YEARLY SUMMARY
FY2010

PROJECT	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	ARRA*	RTP	STP-U					
RP0501	\$ -	\$ -	\$ 98,400	\$ -	\$ -	\$ -	\$ 65,000	\$ -	\$ 163,400
EN0606	\$ 195,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62,800	\$ -	\$ 258,000
EN0701	\$ 250,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,400	\$ -	\$ 358,000
EN0702	\$ 192,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 192,500	\$ -	\$ 385,000
EN0707	\$ 227,916	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,584	\$ -	\$ 293,500
EN0709	\$ 137,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 137,500	\$ -	\$ 275,000
EN0710	\$ 93,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 93,000	\$ -	\$ 186,000
EN0711	\$ 291,036	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,364	\$ -	\$ 368,400
EN0802	\$ 480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,000	\$ -	\$ 600,000
EN0805	\$ 115,141	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,346	\$ -	\$ 164,487
EN0808	\$ 489,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 122,400	\$ -	\$ 612,000
EN0809	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
EN0811	\$ 74,309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,577	\$ -	\$ 92,886
EN0812	\$ 33,696	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,425	\$ -	\$ 42,121
EN0813	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,592	\$ -	\$ 128,592
EN0817	\$ 364,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 91,200	\$ -	\$ 456,000
EN0818	\$ 268,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67,200	\$ -	\$ 336,000
EN0819	\$ 24,779	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,779
EN0820	\$ 67,721	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,279	\$ -	\$ 110,000
EN0901	\$ -	\$ 85,186	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,186
EN0902	\$ -	\$ 97,350	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,350
EN0903	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125,000
EN0904	\$ 39,000	\$ 293,202	\$ -	\$ -	\$ -	\$ -	\$ 9,750	\$ -	\$ 341,952
EN0905	\$ -	\$ 73,797	\$ -	\$ -	\$ -	\$ -	\$ 3,061	\$ -	\$ 76,858
EN0906	\$ 73,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,250	\$ -	\$ 91,250
EN1001	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 594,940	\$ -	\$ 594,940
EN1002	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 12,500	\$ -	\$ 62,500
EN1003	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ 500	\$ -	\$ 2,500
EN1004	\$ 128,800	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ 193,200	\$ -	\$ 322,000
EN1005	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ 1,200
TOTAL	\$ 3,518,598	\$ 674,535	\$ 98,400	\$ 52,000	\$ 10,000	\$ -	\$ 2,181,568	\$ -	\$ 6,663,701

FY2011

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

TOTAL PROGRAM	Federal Funding Source					MoDOT	Local	Other	TOTAL
	Enhancement	ARRA*	RTP	STP-U					
	\$ 3,771,747	\$ 674,535	\$ 98,400.00	\$ 157,904	\$ 75,964	\$ -	\$ 2,244,368	\$ -	\$ 7,022,918

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

FINANCIAL SUMMARY
-Enhancements-

FINANCIAL CONSTRAINTS

		Funding Source						
	Enhancement	ARRA	RTP	STP-U	MoDOT	Local	Other	TOTAL
PRIOR YEAR								
Balance	\$3,961,083	\$581,997	\$98,400	\$105,904	\$0	\$0	\$0	4,747,384
2010								
Funds Anticipated	\$ -	\$ -	\$ -	\$ 52,000	\$ 10,000	\$ 2,181,568	\$ -	2,243,568
Funds Programmed	\$ 3,518,598	\$ 674,535	\$ 98,400	\$ 52,000	\$ 10,000	\$ 2,181,568	\$ -	6,535,101
Running Balance	\$442,485	(\$92,538)	\$0	\$0	\$0	\$0	\$0	455,851
2011								
Funds Anticipated	\$ -	\$ -	\$ -	\$ 105,904	\$ 65,964	\$ 62,800	\$ -	234,668
Funds Programmed	\$ 253,149	\$ -	\$ -	\$ 105,904	\$ 65,964	\$ 62,800	\$ -	487,817
Running Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0

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

FINANCIAL SUMMARY
- Highways -

YEARLY SUMMARY

FY2010

PROJECT	STP	FHWA Federal Funding Source								MoDOT	Local	Other	TOTAL
		STP-Urban	ARRA	NHS	ITS	Safety	I/M	130	Bridge				
MO1003									\$ 162,000			\$ 162,000	
MO1030		\$ 242,000							\$ 628,000	\$ 60,500		\$ 930,500	
MO1005									\$ 218,000			\$ 218,000	
MO1006									\$ 234,000			\$ 234,000	
MO1007									\$ 219,000			\$ 219,000	
MO1008									\$ 2,000			\$ 2,000	
MO1009									\$ 262,000			\$ 1,013,000	
MO1010									\$ 15,000			\$ 15,000	
MO1021						\$ 551,000			\$ 113,000			\$ 664,000	
MO1022					\$ 200,742				\$ 40,148	\$ 40,148		\$ 281,038	
MO1023					\$ 72,190				\$ 13,905	\$ 13,905		\$ 100,000	
MO1024					\$ 692,000				\$ 196,000	\$ 139,000		\$ 1,027,000	
BA0801		\$ 16,000							\$ 4,000			\$ 20,000	
BA1001		\$ 68,340							\$ 182,600			\$ 250,940	
CC0901		\$ 320,000	\$ 900,000						\$ 2,187,178	\$ 80,000		\$ 1,300,000	
GR0512		\$ 3,504,000							\$ 5,242,000	\$ 875,000		\$ 6,566,178	
GR0902		\$ 1,061,000							\$ 304,000			\$ 6,303,000	
GR0907								\$ 750,000	\$ 304,000			\$ 1,054,000	
GR0909		\$ 320,000							\$ 2,725,000	\$ 80,000		\$ 400,000	
GR1002									\$ 152,000			\$ 2,725,000	
GR1003												\$ 152,000	
GR1005										\$ 554,000		\$ 554,000	
GR1006									\$ 1,000,000	\$ 1,000,000		\$ 1,000,000	
GR1007									\$ 291,000	\$ 291,000		\$ 291,000	
GR1008									\$ 47,500	\$ 47,500	\$ 47,500	\$ 95,000	
NX0901		\$ 369,275							\$ 92,318	\$ 92,318		\$ 461,593	
NX0905		\$ 177,336							\$ 63,434	\$ 63,434		\$ 240,770	
NX0906			\$ 119,913						\$ 5,000	\$ 21,837		\$ 146,750	
OK0801		\$ 60,000							\$ 15,000	\$ 15,000		\$ 75,000	
OK0807										\$ 258,967		\$ 258,967	
OK0808									\$ 160,000	\$ 160,000		\$ 160,000	
OK0904		\$ 24,000								\$ 6,000		\$ 30,000	
OK0911		\$ 8,000	\$ 40,000							\$ 2,000		\$ 50,000	
OK0912		\$ 5,450	\$ 13,188							\$ 1,362		\$ 20,000	
OK1004									\$ 15,000	\$ 15,000		\$ 15,000	
OK1005									\$ 10,000	\$ 10,000		\$ 10,000	
RP0603										\$ 45,000		\$ 45,000	
RP0805										\$ 50,000		\$ 50,000	
RP1002										\$ 2,000		\$ 2,000	
RP1003									\$ 5,000	\$ 80,000		\$ 85,000	
RP1004								\$ 26,880	\$ 2,987	\$ -	\$ 7,647	\$ 37,514	

FINANCIAL SUMMARY

- Highways -

FY2010 continued

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL		
	STP	STP-Urban	ARRA	NHS	ITS	Safety	I/M	130	Bridge							
RG0901											\$ 5,000			\$ 5,000		
SP0504												\$ 400,000		\$ 400,000		
SP0508												\$ 2,500,000		\$ 2,500,000		
SP0512												\$ 350,000		\$ 350,000		
SP0701												\$ 850,000		\$ 850,000		
SP0718												\$ 310,000		\$ 310,000		
SP0719												\$ 940,000		\$ 940,000		
SP0801												\$ 400,000		\$ 400,000		
SP0804												\$ 295,000		\$ 295,000		
SP0903												\$ 200,000		\$ 200,000		
SP0904												\$ 500,000		\$ 500,000		
SP0911											\$ 89,000			\$ 89,000		
SP0914												\$ 120,000		\$ 120,000		
SP1001											\$ 1,993,000			\$ 1,993,000		
SP1002											\$ 1,353,000			\$ 1,353,000		
SP1011												\$ 500,000		\$ 500,000		
SP1012											\$ 331,000			\$ 331,000		
SP1013											\$ 248,000			\$ 248,000		
SP1014											\$ 1,343,000			\$ 1,343,000		
SP1015											\$ 145,000			\$ 145,000		
SP1016											\$ 270,000			\$ 270,000		
SP1017											\$ 20,000			\$ 20,000		
SP1018											\$ 15,000			\$ 15,000		
SP1019											\$ 5,000			\$ 5,000		
SP1020											\$ 25,000			\$ 25,000		
SP1021											\$ 15,000			\$ 15,000		
SP1022											\$ 2,000			\$ 2,000		
SP1023											\$ 3,000			\$ 3,000		
SP1024											\$ 50,000			\$ 50,000		
SP1025											\$ 40,000			\$ 40,000		
SP1101											\$ 1,000			\$ 1,000		
SP1103											\$ 1,000			\$ 1,000		
WI1001											\$ 3,000			\$ 3,000		
ST1001											\$ 108,000			\$ 108,000		
TOTAL	\$	-	\$ 6,175,401	\$ 1,073,101	\$	-	\$ 964,932	\$ 551,000	\$	-	\$ 37,334	\$ 1,501,000	\$ 19,019,818	\$ 11,326,971	\$ 55,147	\$ 40,704,704

FINANCIAL SUMMARY
-Highways-

FINANCIAL CONSTRAINT

Federal															State				
STP		STP-Urban	ARRA	NHS	ITS	Safety	I/M	130.00	Bridge	MoDOT Programmed Projects	Operations and Maintenance	TOTAL	Local	Other	TOTAL				
2010 Funds Programmed	\$ -	\$ (6,175,401)	\$ (1,073,101)	\$ -	\$ (964,932)	\$ (551,000)	\$ -	\$ (37,334)	\$ (1,501,000)	\$ (19,019,818)	\$ (5,876,000)	\$ (35,198,586)	\$ (11,334,645)	\$ (47,500)	\$ (46,580,731)				
2011 Funds Programmed	\$ -	\$ (788,983)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (267,200)	\$ (10,189,800)	\$ (6,058,156)	\$ (17,303,139)	\$ (9,077,045)	\$ (800,000)	\$ (27,180,184)				
2012 Funds Programmed	\$ -	\$ (1,984,775)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (267,200)	\$ (827,800)	\$ (6,245,959)	\$ (9,325,734)	\$ (4,998,194)	\$ -	\$ (14,321,928)				
2013 Funds Programmed	\$ -	\$ (642,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (267,200)	\$ (808,800)	\$ (6,439,584)	\$ (8,157,584)	\$ (255,500)	\$ -	\$ (8,413,084)				
Total	\$ -	\$ (9,591,159)	\$ (1,073,101)	\$ -	\$ (964,932)	\$ (551,000)	\$ -	\$ (37,334)	\$ (2,302,600)	\$ (30,845,218)	\$ (24,619,699)	\$ (69,985,043)	\$ (25,663,384)	\$ (847,500)	\$ (96,495,927)				

	Prior Year	2010	2011	2012	2013	TOTAL
Available State and Federal	\$0	\$25,010,000	\$10,170,000	\$8,420,000	\$8,480,000	\$52,080,000
Available Operations and		\$5,876,000	\$6,058,156	\$6,245,959	\$6,439,584	\$24,619,699
Available Suballocated	\$10,925,055	\$3,913,079	\$3,913,079	\$3,913,079	\$3,913,079	\$26,577,371
Available Suballocated	\$1,224,980	\$0	\$0	\$0	\$0	\$1,224,980
TOTAL AVAILABLE	\$12,150,035	\$34,799,079	\$20,141,235	\$18,579,038	\$18,832,663	\$104,502,050
Programmed State and Federal Funding		(\$35,198,586)	(\$17,303,139)	(\$9,325,734)	(\$8,157,584)	(\$69,985,043)
TOTAL REMAINING	\$12,150,035	\$399,507	\$2,838,096	\$9,253,304	\$10,675,079	\$34,517,007

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

Tab 3

BOARD OF DIRECTORS AGENDA 04/15/10; ITEM II.B.

FY 2011 Unified Planning Work Program (UPWP)

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The UPWP is programmed into the following tasks:

- Task 010 – OTO General Administration
- Task 020 – OTO Committee Support
- Task 030 – General Planning and Plan Implementation
- Task 040 – Transportation Improvement Program
- Task 050 – Rideshare and Commuter Choice Program
- Task 060 – Transit Planning
- Task 070 – Special Studies and Related Projects

The FY 2011 UPWP includes many projects, among a few are the OTO Journey 2035 Long Range Plan Update, a City Utilities Transit Fixed Route Analysis, and funds to participate in a Statewide Passenger Rail Study.

The UPWP also contains the proposed budget for FY 2011. The budget is based on the federal funds available, In-Kind Match, and the local jurisdiction 20 percent match. The OTO portion of the budget for FY 2011 is shown below:

Ozarks Transportation Organization	FY 2010	FY 2011
Consolidated FHWA/FTA PL Funds	\$499,019.00	\$582,995.09
Local Jurisdiction Match Funds	\$ 96,328.00	\$103,319.78
In-Kind Match, Direct Cost, Donated	\$ 28,429.00	\$ 28,429.00
City Utilities Match Funds		\$ 14,000.00
Total OTO Revenue	\$623,776.00	\$728,743.87

The total UPWP budget also includes FTA 5307 Transit Funds going directly to City Utilities in the amount of \$109,798. The total budget amount for FY 2011 UPWP is \$838,541.87.

OTO developed a financial plan to utilize In-Kind Match, Direct Cost, and Donated City Utilities Match Funds. These additional match sources will allow OTO to build an operating fund balance.

OTO has also budgeted Directors and Officers Liability for FY2011. The health insurance allowance beginning for the 2011 calendar year has been increased from \$4,200 per year to

\$4,500. This is the first budgeted increase for this allowance since establishing the allowance in 2008 and represents a 7.15% increase for 2011. Annual employee salary step increases have been budgeted in the next fiscal year based on the Board's June 2009 OTO adopted salary schedule.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

The UPWP Subcommittee met on Thursday, March 4, 2010 and recommended approval of the FY 2011 UPWP to the Technical Planning Committee. The Technical Planning Committee recommended approval the draft FY 2011 UPWP to the Board of Directors at their March 17, 2010 meeting.

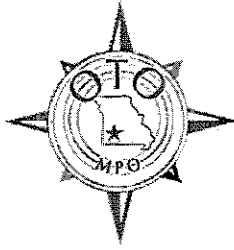
BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the FY 2011 UPWP.”

OR

“Move to return the FY UPWP back to the Technical Planning Committee and ask that the Technical Planning Committee consider the following...”



**OZARKS TRANSPORTATION ORGANIZATION
METROPOLITAN PLANNING ORGANIZATION (MPO)
UNIFIED PLANNING WORK PROGRAM**

FISCAL YEAR 2011

(July 1, 2010 – June 30, 2011)

Ozarks Transportation Organization
117 Park Central Square, Suite 107
Springfield, Missouri 65806

APPROVED BY MPO BOARD OF DIRECTORS: _____

APPROVED BY ONE DOT: ____

Contents

Introduction	2
Task 010 – OTO General Administration	3
Task 020- OTO Committee Support	5
Task 030 – General Planning and Plan Implementation	7
Task 040 – Transportation Improvement Program	9
Task 050 – Rideshare and Commuter Choice Program	10
Task 060 – Transit Planning.....	12
Task 070 – Special Studies and Related Projects.....	15
Financial Expenditure Summary	17
MPO Boundary Map	18
OTO Organization Chart	19
 Appendix A	
Budget Summary.....	20

Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2011 (July 2010 - June 2011). The program is prepared annually and serves as a basis for requesting federal planning funds from the U. S. Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified. (Please note that some staff and services may be provided via a City of Springfield contract).

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document was prepared by staff from the Ozarks Transportation Organization, OTO (Springfield Area Metropolitan Planning Organization, MPO) with assistance from various agencies, including the Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit Department, Missouri State University Transportation Department and members of the MPO Technical Planning Committee consisting of representatives from each of the nine MPO jurisdictions.

Ozarks Transportation Organization's Public Participation Plan may be found at:

<http://www.ozarkstransportation.org/Documents/PPP12172009.pdf>

The planning factors used as a basis for the creation of the UPWP are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

Task 010 - OTO General Administration

Conduct daily administrative activities including accounting, payroll, maintenance of equipment, software and personnel needed for federally required regional transportation planning activities.

Work Elements:

- **Financial Management (July to June).** (Estimated Cost \$40,000) Preparation of quarterly progress reports, payment requests, and year end reports to MODOT. Maintenance of OTO accounts and budget and reporting to Board of Directors. Responsible Agency: OTO
- **FY 2012 Unified Planning Work Program Preparation (January-June).** (Estimated Cost \$7,000) Responsible Agency: OTO

- **Training (July to June).** (Estimated Cost \$20,000) Training and development of MPO Staff and MPO members through educational programs that are related to MPO work committees. Responsible Agency: OTO

Training could include the following:

- Transportation Research Board (TRB) Conferences
 - Census Bureau Training (New Census & Am. Comm. Survey)
 - ESRI/ArcInfo User's Conference
 - Association for Commuter Transportation Conference
 - Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter
 - ITE Web Seminars
 - National American Planning Association Conference
 - Missouri Chapter, American Planning Association Conference and Activities
 - Midwest Transportation Planning Conference
 - Small to Mid-Sized Communities Planning Tools Conference
 - Geographic Information Systems (GIS) Advanced Training (ESRI's ARC Product)
 - Bicycle/Pedestrian Professional Training
 - Provide Other MPO Member Training Sessions, as needed and appropriate
 - Missouri Association of Procurement Professional Training
 - GFOA Institute Training
- **General Administration and Contract Management (July-June).** (Estimated Cost \$26,000) Coordinate contract negotiations and Memorandum of Understandings. Responsible Agency: OTO
 - **Electronic Support for MPO Operations (July-June).** (Estimated Cost \$20,000) Maintain and update website. Software upgrades and maintenance contracts. Responsible Agency: OTO
 - **Disadvantaged Business Compliance.(July-June).** (Estimated Cost \$2,000) Meet federal and state reporting requirements with regard to DBEs and meet MoDOT established DBE goals. Responsible Agency: OTO
 - **TITLE VI Compliance (July-June).** (Estimated Cost \$1,000). Accept and process complaint forms and review all projects for Title 6 compliance. Meet federal and state reporting requirements. Responsible Agency: OTO

End Product(s) for FY 2011

- Completed quarterly and end-of-year reports for ONEDOT grant fund accounts provided to MoDOT
- Completion of the 2012 Unified Planning Work Program
- Attendance of MPO Staff and MPO members at the various training programs
- Monthly updates of website
- Financial Reporting to Board of Directors
- Dues assessment July 2010

- DBE reporting
- Title VI reporting and complaint tracking

Tasks Completed in FY 2010

- Completed quarterly and year end reports to MoDOT for ONEDOT approval
- Completed the FY 2011 UPWP
- Staff attended numerous conferences and training
- Dues assessment July 2009
- Website maintenance
- Completed DBE reporting

Task 010 – OTO General Administration Funding Sources

Local Match Funds	\$ 23,174	20%
Federal CPG Funds	\$ 92,696	80%
Total Funds	\$115,870	

Task 020 - OTO Committee Support

Support various committees of the OTO and participate in various community committees directly relating to regional transportation planning activities.

Work Elements:

- **OTO Committee Support (July-June).** (Estimated Cost \$70,000) Conduct and staff all Technical Planning Committee, Bicycle and Pedestrian Advisory Committee, Local Coordinating Board for Transit, and Board of Directors meetings. Respond to individual committee requests. Facilitate and administer any MPO subcommittees formed during the Fiscal Year. Responsible Agency: OTO
- **Community Committee Participation (July-June).** (Estimated Cost \$10,000) Participate in various community committees directly related to transportation. Responsible Agency: OTO
Committees include:
 - The Springfield Area Chamber of Commerce Transportation Committee
 - The Southwest Missouri Council of Government Board and Technical Committee
 - Missouri Public Transit Association
 - MoDOT Blueprint for Safety
 - Clean Air Alliance Clean Air Action Plan Committee
 - Ozark Greenways Technical Committee
 - Ozark Greenways Sustainable Transportation Advocacy Resource Team (STAR Team)
 - SeniorLink Transportation Committee
 - Missouri Safe Routes to School Network
 - Ozark Safe Routes to School Committee
 - Local Safe Routes to School
 - Childhood Obesity Action Group for Active Living
 - Other Committees are needed
- **Administrative Review of MPO Policy and Administrative Documents (July-June).** (Estimated Cost \$4,100) Assist in the re-write of bylaws, policy documents, and administrative staff support consistent with the MPO growth. Conduct an annual review of the MPO Public Involvement Policy and make any needed revisions, consistent with federal guidelines. Responsible Agency: OTO
- **Member Attendance at OTO Meetings (July – June)** (In-kind Services \$8,500). OTO member jurisdictions time spent at OTO meetings. Responsible Agencies: OTO and member jurisdictions

End Product(s) for FY 2011

- Conduct meetings and prepare agendas and meeting minutes for OTO Committees and Board.
- Attendance of MPO Staff and MPO members at various community committees
- Revisions to By-Laws, Memorandum of Understanding and Inter-local Agreements; and the Public Involvement Policy as needed.

Tasks Completed in FY 2010

- Conducted Technical Committee Meetings, Bicycle and Pedestrian Committee Meetings, UPWP Subcommittee Meetings, Local Coordinating Board for Transit Meetings, and Board of Directors meetings.
- Revisions to By-Laws
- Updated the OTO Public Participation Plan, Limited English Proficiency Plan, and Memorandum of Understanding.
- Staff Participated in the Clean Air Alliance Clean Air Action Plan Committee, Ozark Greenways, Local Safe Routes to School and Childhood Obesity Action Group for Active Living

Task 020 – OTO Committee Support Funding Sources

Local Match Funds	\$10,000	10.8%
In-kind Services	\$ 8,528	9.2%
Federal CPG Funds	\$74,111	80%
Total Funds	\$92,639	

Task 030 – OTO General Planning and Plan Implementation

This task addresses general planning activities including the update to the OTO Long-Range Transportation Plan (LRTP), approval of the functional classification map, the Congestion Management Process (CMP), the Bicycle and Pedestrian Plan as well as the implementation of related plans, and policies. Currently, the Ozarks Transportation Organization's LRTP and CMP are compliant with the requirements of SAFETEA-LU.

Work Elements:

- **Update to the OTO Journey Long-Range Transportation Plan 2030 to 2035 (Completion June)** (Estimated Cost \$25,000) Responsible Agency: OTO
 - Public meetings displays
 - Event public notice, promotion, and marketing materials
 - Citizen public participation materials at meetings
 - Printing of drafts and final LRTP
 - Consultant services for visualization techniques and graphics based on LRTP scenarios (Estimated Cost \$5,000) (*Consultant Contract Needed*)
- **Update to the OTO Travel Demand Model Phase 2 (Completion April)** (Estimated Cost \$50,000) (*Consultant Contract Needed*)

Update to the model that includes revisions to Transportation Analysis Zones, EPA air quality standards, and other analysis that would be required to meet additional planning requirements that result from a new transportation bill. Responsible Agency: OTO
- **Continuation of the Congestion Management Process (July-June)**. (Estimated Cost \$15,000) On-going implementation of selected strategies and coordination of data collection efforts. Responsible Agency: OTO
- **Bicycle and Pedestrian Plan Implementation (July-June)**. (Estimated Cost \$15,000)

The Bicycle and Pedestrian Advisory Committee will continue the coordination and monitoring of the implementation of the OTO Area-Wide Bicycle and Pedestrian Plan. Responsible Agency: OTO
- **Geographic Information Systems (GIS) (July-June)**. (Estimated Cost \$25,000)

Continue developing the Geographic Information System (GIS) and work on inputting data into the system that will support the Transportation Planning efforts. Responsible Agency: OTO
- **Air Quality Planning (July-June)**. (Estimated Cost \$20,000)

Staff serves on the Ozarks Clean Air Alliance Committee along with Springfield Greene-County Health Department, which is formulating the first regional Clean Air Action Plan in hopes to preempt designation as a non-attainment area for ozone. Staff will also coordinate the OTO fleet subcommittee to begin discussions on the use of new technologies and fuels in the OTO area that can improve air quality. Responsible Agency: OTO
- **Demographics and Future Projections (July-June)**. (Estimated Cost \$20,000)

Continue to analyze growth and make growth projections for use in transportation decision making by collecting development data and compiling into a demographic report. Responsible Agency: OTO
- **Mapping and Graphics Support for MPO Operations (July-June)** (Estimated Cost \$10,000) Responsible Agency: OTO
- **Statewide Passenger Rail Study** (Estimated Cost \$20,000) In the event that MoDOT undertakes a study to analyze the statewide feasibility of passenger rail service expansion, OTO would like to contribute to the portion of the study that would look at a passenger rail line from St. Louis to Springfield. Completion date unknown. (*Consultant Contract Needed*) Responsible Agency: MoDOT

End Product(s) for FY 2011

- Update to the Long-Range Transportation Plan.
- Implementation of Bicycle and Pedestrian Plan
- Model runs as requested.
- Continued monitoring of attainment status
- Demographic Report

Tasks Completed in FY 2010

- American Recovery and Reinvestment Act Project Selection and Programming
- MoDOT 10 Year Investment Scenario Project Planning and Development
- Amendments to the Long Range Transportation Plan
- Major Thoroughfare Plan amended several times.
- Analyzed specific roadways with regard to congestion for Statewide Prioritization Process
- Maintenance of GIS system layers
- CMP Monitoring Document
- Identification of Priority Bicycle and Pedestrian Projects for the area.
- Review of Enhancement and Safe Route to School Projects
- Bicycle and Pedestrian Plan Implementation Status Report

Task 030 – General Planning and Plan Implementation Funding Sources

Local Match Funds	\$ 39,835	20%
Federal CPG Funds	\$ 159,338	80%
Total Funds	\$ 199,173	

Task 040 – OTO Transportation Improvement Program

Prepare a four-year program for anticipated transportation improvements and amendments as needed.

Work Elements

- **Complete the 2011-2014 Transportation Improvement Program (TIP) (July-August).** (Estimated Cost \$5,000)
TIP should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda.
Responsible Agency: OTO
- **Begin the 2012-2015 Transportation Improvement Program (TIP) (March-June).** (Estimated Cost \$67,000)
Responsible Agency: OTO
 - Conduct the Public Involvement Process for the TIP (March-August).
 - Work with the TIP Subcommittees (June).
 - Complete Draft document
- **Coordinate, Advertise, and Submit all TIP Amendments (July-June).** (Estimated Cost \$8,500) Responsible Agency: OTO
- **Complete the Annual Listing of Obligated Projects (October- December)** (Estimated Cost \$500) Responsible Agency: OTO
- **TIP Software (January)** (Estimated Cost \$25,000) (*Consultant Contract Needed*) Purchase software to make an online searchable database for projects. Responsible Agency: OTO

End Product(s) for FY 2011

- TIP amendments, as needed.
- Adopted FY 2011-2014 Transportation Improvement Program
- Draft FY 2012-2015 Transportation Improvement Program
- Annual Listing of Obligated Projects
- Online searchable TIP database

Tasks Completed in FY 2010

- Draft FY 2011-2014 Transportation Improvement Program
- Amended the FY 2010-2013 TIP numerous times

Task 040 - Transportation Improvement Program Funding Sources

Local Match Funds	\$ 21,165	20%
Federal CPG Funds	\$ 84,659	80%
Total Funds	\$105,824	

Task 050 – OTO Rideshare and Commuter Choice

The Congestion Management Process recommends a revised rideshare program that focuses on employer-based strategies and employer targeting through such national initiatives as Commuter Choice and Parking Cash-out be deployed in the OTO Study Area.

Work Elements

- **Ride-Share and Commuter Choice Advertising (July – June).** (City Utility Donated Services \$5,000)
OTO will promote and advertise the Rideshare and Commuter Choice Program through the City Utilities Transit System. Responsible Agency: OTO
- **Continued deployment of OzarksCommute.com rideshare/commuter choice program (July -June).**(Estimated Cost \$19,000) Responsible Agency: OTO
 - Maintain capability to match riders and drivers in response to requests for shared rides (ongoing).
 - Promote rideshare program.
 - Monthly maintenance of rideshare program (\$750/Month)
- **Continued deployment of rideshare/commuter choice program (July-June).** (Estimated Cost \$17,000)
Responsible Agency: OTO
 - Work with Springfield Area Chamber of Commerce to select and meet with target employers.
 - Provide on-site technical assistance to employers who agree to participate.
 - Conduct on-site transportation fairs at targeted employers.
 - Serve as transportation ambassadors to employees.
 - Maintain records and prepare reports on quarterly rideshare status. (ongoing)
 - Publicizing the rideshare program. Will include bus wraps, banners, and other marketing material for public events (ongoing)

End Products for FY 2011

- Continued coordination of rideshare requests.
- Use web-based software to track commuter choices.
- Commuter Choice program for major employers.
- Purchase of marketing materials for use in association with Commuter Choice program.
- Work with targeted major employers to develop Commuter Choice programs.
- Completion of quarterly and annual rideshare program reports.

Tasks Completed in FY 2010

- Continued coordination of rideshare requests.
- Use web-based software to track commuter choices.
- Purchase of marketing materials for use in association with Commuter Choice program.
- Worked with targeted major employers to develop Commuter Choice programs.
- Completion of quarterly and annual rideshare program reports.
- Implemented web-based ride-matching program with several employer portals
- Advertised and promoted ride-match software

Task 050 - Rideshare and Commuter Choice Program Funding Sources

Local Match Funds	\$ 3,186	7.78%
CU Donated Services	\$ 5,000	12.22%
Federal CPG Funds	\$32,744	80 %
Total Funds	\$40,930	

Task 060- OTO and City Utilities Transit Planning

Prepare plans to provide efficient and cost-effective transit service for transit users.

Work Elements

- **Operational Planning (July-June).** (Estimated Cost \$40,000) Responsible Agencies: OTO and City Utilities
 - MPO Staff shall support operational planning functions including, surveys and analysis of headway and schedules, and development of proposed changes in transit services.
 - Route Analysis
 - City Utilities Transit grant submittal and tracking.
 - City Utilities and MPO development of information for certification reviews.
 - City Utilities Transit collection and analysis of data required for the National Transit Data Base Report. Occasionally MPO Staff provide information toward this report, such as the data from the National Transit Database bus survey.
 - City Utilities Transit and MPO will conduct marketing and customer service programs.
 - CU Transit studies about management, operations, capital requirements and economic feasibility.
 - CU Transit participation in Ozarks Transportation Organization committees and related public hearings.
 - CU Transit, MSU and MPO Staff collection and reporting of data required for the National Transit Database survey, conducted every three years.
 - CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices. (FTA Line Item Code 44.24.00)
 - The Local Coordinating Board for Transit will review the Transit Coordination Plan and make recommendation to the OTO Board of Directors for any necessary amendments.
- **ADA Accessibility (July-June).** (Estimated Cost \$5,000) Responsible Agency: City Utilities
 - OTO Staff to work with City Utilities Transit staff on transportation improvements at bus stops (i.e. bus turnouts).
 - CU Transit retains contract management for ADA projects with MPO staff assistance as requested.
 - MPO Staff and City Utilities Transit staff to work together on efforts to provide curb cuts and sidewalk accessibility at bus stops and shelters around Springfield, on an annual basis. (FTA Line Item Code 44.24.00)
- **Transit Fixed Route Analysis (September-June)** (Estimated Cost \$70,000) *Consultant Contract Needed.* Analysis of the current fixed route system in order to recommend the most appropriate route structure of the current system as well as system expansion given budget restrictions. This will look at alternatives to the hub and spoke system within the City of Springfield to analyze a possible system modification and the budget ramifications of a modification. This was a recommendation in the Transit Development Plan for City Utilities Transit to consider a change in the route structure it currently uses within the City of Springfield. Responsible Agency: City Utilities
- **Service Planning (July-June).** (Estimated Cost \$40,000) Responsible Agencies: OTO and City Utilities
 - As recommended by the Transit Development Plan (TDP), MPO staff lead in developing a strategic plan to create a regional transit system.
 - Per the TDP, use of a marketing/public relations consultant to educate and inform elected official and the public of the costs and benefits of a regional transit system.
 - Per the recommendations of the Transit Coordination Plan, use recommended project selection criteria for selection of human service agency transit projects.
 - MPO Staff collection of data from paratransit operations as required.
 - MPO Staffing of the Local Coordinating Board for Transit
 - CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield. A Transit Fixed Route Analysis will be prepared to evaluate the current route structure. (FTA Line Item Code 44.23.01)
 - MPO Staff and City Utilities Transit participation in special transit studies.

- As part of the TIP process, a competitive selection process will be conducted for selection of 5307, 5310, 5316 (JARC), 5317 (New Freedom) projects.
- **Financial Planning (July-June).** (Estimated Cost \$22,000) Responsible Agency: City Utilities
 - CU Transit analysis of transit system performance by adopted policies to achieve effective utilization of available resources.
 - CU Transit preparation of long and short-range financial and capital plans.
 - CU Transit will identify possible cost-saving techniques and opportunities.
 - CU Transit, with potential assistance from MPO Staff, will identify potential revenue from non-federal sources to meet future operating deficit and capital costs. (FTA Line Item Code 44.26.84)
- **Competitive Contract Planning (July-June).** (Estimated Cost \$10,000) Responsible Agencies: OTO, City Utilities and Missouri State University
 - CU Transit will study opportunities for transit cost reduction through the use of third-party and private sector providers.
 - Missouri State University will continue to monitor costs of their third-party private sector transit contractor.
 - CU Transit and MPO Staff will study potential coordination of private sector transportation with the existing and potential public sector providers to minimize unserved populace.
 - MPO Staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans.
 - MPO Staff to cooperate with MSU, CU, and their consultants in the evaluation of existing services.
- **Safety, Security and Drug and Alcohol Control Planning (July-June).** (Estimated Cost \$20,000) Responsible Agencies: OTO, City Utilities and Missouri State University
 - CU and Missouri State University have adopted policies of drug-free awareness programs to inform their employees on the dangers of drug abuse. (FTA Line Item Code 44.26.82) Funding is intended to assist in the development of a drug and alcohol awareness program in an effort to provide a drug and alcohol-free working environment for the employees at CU, and MSU transit. In particular, special studies addressing critical transportation and related drug and alcohol issues may need to be completed.
 - The MPO, CU and MSU will review existing plans and procedures for maintaining security on existing transit facilities and take steps to mitigate any identified shortcomings.

End Products for FY 2011

- Transit agency coordination (MPO Staff)
- Strategic plan for creation of regional transit system (CU, MPO staff and possible consultant)
- Project rankings and allocations in the 2012-2015 TIP related to transit, and various new ADA accessible bus shelters and stops. (MPO staff)
- Special Studies (MPO Staff, CU, and possible consultant services as necessary)
- Transit Fixed Route Analysis Report

Tasks Completed in FY 2010

- Project rankings and allocations in the 2011-2013 TIP related to transit, and various new ADA accessible bus shelters and stops.
- On-Board bus surveys.
- Quarterly reporting to National Transit Database.
- Transit Forum
- Cost Analysis

Task 060 Transit Planning Funding Sources

Local Match Funds	\$ 19,433	20%
Federal CPG Funds	\$ 77,730	80%
Total OTO Funds	\$ 97,163	

CU Match Funds	\$ 21,960	20%
FTA 5307 Funds	\$ 87,838	80%
Total Funds	\$109,798	

Total Task 060 Funds	\$206,961	
-----------------------------	------------------	--

Task 070 – OTO and MoDOT Special Studies and Projects

Conduct special transportation studies (issues not discussed in the Transportation Plan), as requested by the MPO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies from the Long-Range Transportation Plan.

Work Elements (July-June)

- **MoDOT Transportation Studies and Data Collection (Direct Cost Services \$15,429)** Responsible Agency: MoDOT (District 8 staff). OTO would work with MoDOT to conduct a Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan and Travel Demand Model. Transportation Studies would be conducted to provide accident data for use in the Congestion Management System. Speed Studies would be conducted to analyze signal progression to meet requirements of Congestion Management System. Miscellaneous studies to analyze congestion along essential corridors would also be a billable activity under this task.

Source of Eligible MoDOT Match

MoDOT Position	Yearly Salary	Yearly Fringe	Yearly Total	Yearly % Time	OTO Eligible
Senior Traffic Studies Specialist	\$52,500	\$26,394	\$78,894	7.00%	\$5,523
Intermediate Traffic Studies Specialist	\$45,852	\$22,003	\$67,855	14.60%	\$9,907
					\$15,429

- **Continued Coordination with entities that are implementing Intelligent Transportation Systems.** (Estimated Cost \$10,000) Coordination with the Traffic Management Center in Springfield and with City Utilities transit as needed. Responsible Agency: OTO
- **Studies of Parking, Land Use, and Traffic Circulation.** (Estimated Cost \$20,000) Studies that are requested by member jurisdictions to look at traffic, parking or land use. Responsible Agency: OTO
- **Other Special Studies in accordance with the Adopted Long-Range Transportation Plan.** (Estimated Cost \$12,000) Studies relating to projects in the Long Range Transportation Plan. Responsible Agency: OTO
- **Travel Time Runs and Traffic Counts (February- April)** (Estimated Cost \$20,000). Data collection efforts to support the OTO planning products, signal timing and transportation decision making. *(Consultant Contract Needed)* Responsible Agency: OTO

End Products for FY 2011

- Preparation of special requests, such as:
 - Memos
 - Public information requests
 - Parking & land use circulation studies
 - Other projects as needed, subject to MPO Staff availability and expertise.
 - Annual traffic counts within the OTO area for MoDOT roadways
 - Annual accident data
 - Speed Studies

Tasks Completed in FY 2010

- Adopted an updated list of Priority Projects of Regional Significance for the MPO
- Organized a Transportation Forum to discuss alternative modes of transportation
- Traffic counts within the OTO area for MoDOT roadways
- Accident Data
- Speed Studies

Task 070- *Special Studies and Related Projects* Funding Sources

Local Match Funds	0%
MoDOT Direct Costs	\$15,429 20%
Federal CPG Funds	\$61,716 80%
Total Funds	\$77,145

Financial Expenditure Summary

		<u>Local</u> <u>Match</u>	<u>CU Match</u>	<u>In Kind</u> <u>Services/</u> <u>Donated</u>	<u>Federal</u> <u>CPG</u>	<u>Federal</u> <u>5307</u>	<u>TOTAL</u>	<u>%</u>
Task	10	\$23,174			\$92,696		\$115,870	15.90%
Task	20	\$10,000		\$8,528	\$74,111		\$92,639	12.71%
Task	30	\$39,835			\$159,338		\$199,173	27.33%
Task	40	\$21,165			\$84,659		\$105,824	14.52%
Task	50	\$3,186		\$5,000	\$32,744		\$40,930	5.62%
Task	60	\$5,433	\$14,000		\$77,730		\$97,163	13.33%
Task	70	\$0		\$15,429	\$61,716		\$77,145	10.59%
TOTAL		\$102,793	\$14,000	\$28,957	\$582,994		\$728,744	100%
Task	60		\$21,960			\$87,838	\$109,798	
UPWP								
TOTAL		\$102,793	\$35,960	\$28,957	\$582,994	\$87,838	\$838,542	

Remaining CPG Funds Balance available for Prior Years UPWP \$ 981,463.71

FY 2010 Estimated CPG Funds allocation \$ 359,579.61

FY 2010 Estimated CPG Expenditures \$ -380,000.00

FY 2011 Estimated CPG Funds allocation* \$ 472,000.00

TOTAL Estimated CPG Funds Available for FY 2011 UPWP \$ 1,433,043.32

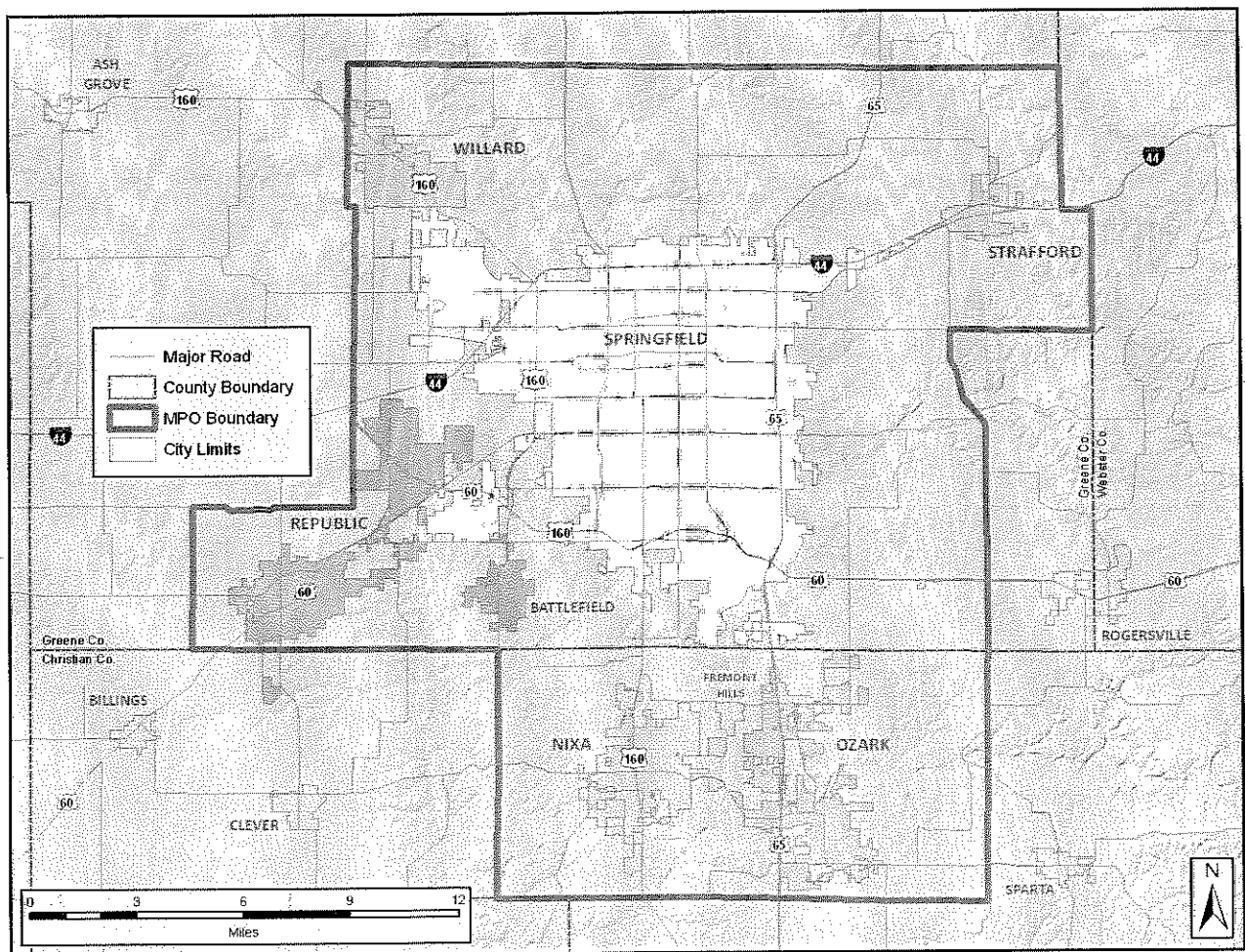
TOTAL CPG Funds Programmed for FY 2011 \$ 582,994.00

Remaining Unprogrammed Balance \$ 850,049.32

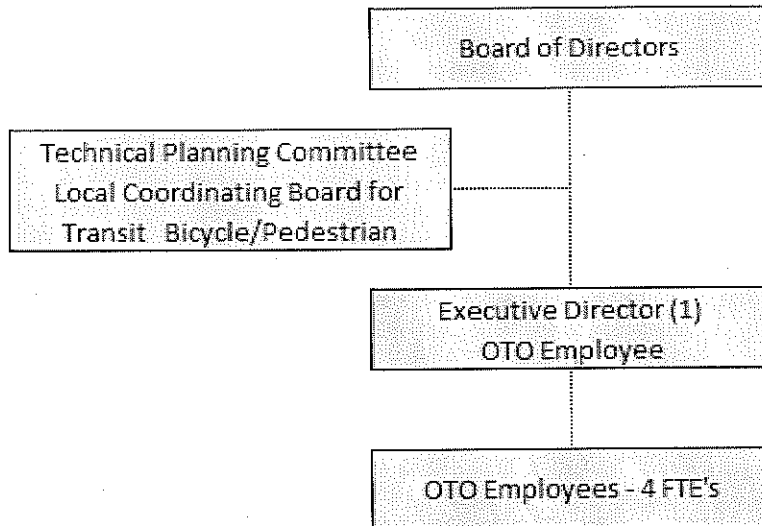
*The FY 2011 Estimated CPG funds allocation is an estimated figure based on the FY 2009 actual allocation. This amount will not be known until the passage of a new federal transportation bill.

OZARKS TRANSPORTATION ORGANIZATION

BOUNDARY MAP



Ozarks Transportation Organization Organization Chart



Board and Committee membership composition may be found at:
<http://www.ozarkstransportation.org/Documents/OTObY-Laws10162008.pdf>

Amended Appendix A

FY 2011 Budget
July 1, 2010- June 30, 2011

Estimated Expenditures

OTO Budget utilizing Consolidated Planning Grant Funds

<i>Cost Category</i>	<i>Cost FY 2010</i>	<i>Cost FY 2011</i>
Salaries & Fringe	\$ 346,121.77	\$ 351,012.87
Spfld Contract for Staff and Services	\$ 47,000.00	\$ -
TIP Software	\$ 25,000.00	\$ 25,000.00
Rideshare Software/ Materials	\$ 24,000.00	\$ 15,000.00
Publications	\$ 1,000.00	\$ 1,000.00
Office Supplies/Furniture	\$ 9,000.00	\$ 10,500.00
Mapping	\$ 2,000.00	\$ -
Training	\$ 6,000.00	\$ 5,800.00
Travel	\$ 14,501.00	\$ 14,501.00
Dues	\$ 3,000.00	\$ 3,700.00
Postage	\$ 3,000.00	\$ 4,000.00
Telephone/Internet	\$ 5,799.45	\$ 4,500.00
Advertising	\$ 1,000.00	\$ 5,380.00
Printing	\$ 15,000.00	\$ 21,000.00
Food	\$ 2,500.00	\$ 3,000.00
Computer Upgrades	\$ 4,000.00	\$ 4,000.00
Software	\$ 5,000.00	\$ 5,000.00
GIS Licenses	\$ 3,841.45	\$ 8,000.00
Rent	\$ 11,000.00	\$ 11,964.00
Mileage	\$ 2,000.00	\$ 2,000.00
Copy Machine Lease	\$ 2,500.00	\$ 2,650.00
Parking	\$ 3,000.00	\$ 3,000.00
Aerial Photos	\$ 14,333.33	\$ -
Travel Model Consultant	\$ 10,000.00	\$ 50,000.00
Liability Insurance	\$ 1,000.00	\$ 1,000.00
Legal Fees	\$ 4,000.00	\$ 4,000.00
Payroll Services	\$ 2,000.00	\$ 2,000.00
Audit	\$ 6,000.00	\$ 7,000.00
Infill Costs	\$ 1,375.00	\$ 1,375.00
Accounting Services	\$ 6,000.00	\$ 6,000.00
Equipment Repair	\$ 500.00	\$ 500.00
Workers Comp	\$ 1,112.00	\$ 1,112.00
Web Hosting	\$ 450.00	\$ 500.00
Data Storage/ Backup	\$ 693.00	\$ 1,200.00
IT Maintenance Contract	\$ 10,000.00	\$ 10,000.00
Mobile Data Plans	\$ 1,620.00	\$ 1,620.00
Fixed Route Transit Analysis		\$ 70,000.00
Board of Directors Insurance		\$ 3,000.00
Travel Time Runs and Traffic Counts		\$ 20,000.00
Statewide Passenger Rail Study (OTO portion)		\$ 20,000.00
TOTAL	\$ 595,347.00	\$ 700,314.87

Amended APPENDIX A Continued

FY 2011 Budget
July 1, 2010- June 30, 2011

		FY 2010	FY 2011
Total OTO Expenditures	\$	595,347.00	\$ 700,314.87
In-Kind Match, Direct Cost, Donated			
Member Attendance at Meetings	\$	8,000.00	\$ 8,000.00
Direct Cost - MoDOT Salaries	\$	15,429.00	\$ 15,429.00
Donated Ride Share Advertising	\$	5,000.00	\$ 5,000.00
TOTAL		623,776.00	\$ 728,743.87

FTA 5307 Funds

<i>Cost Category</i>	<i>FY 2010</i>	<i>FY 2011</i>
CU Transit Salaries	\$ 106,600.00	\$ 109,798.00
TOTAL	\$ 106,600.00	\$ 109,798.00

TOTAL EXPENDITURES	\$ 730,376.00	\$ 838,541.87
---------------------------	----------------------	----------------------

Notes * Cost includes federal and required 20% matching funds.

Estimated Revenues

<i>Ozarks Transportation Organization</i>	<i>FY 2010</i>	<i>FY 2011</i>
Consolidated FHWA/FTA PL Funds**	\$ 499,019.00	\$ 582,995.09
Local Jurisdiction Match Funds	\$ 96,328.00	\$ 103,319.78
In-Kind Match, Direct Cost, Donated	\$ 28,429.00	\$ 28,429.00 *
City Utilities Match Funds		\$ 14,000.00
Total OTO Revenue	\$ 623,776.00	\$ 728,743.87

<i>City Utilities Transit Planning</i>	<i>FY 2010</i>	<i>FY 2011</i>
5307	\$ 85,280.00	\$ 87,838.00
City Utilities Match	\$ 21,320.00	\$ 21,960.00
Total CU Revenue	\$ 106,600.00	\$ 109,798.00

TOTAL REVENUE	\$ 730,376.00	\$ 838,541.87
----------------------	----------------------	----------------------

Notes * Cost includes federal and required 20% matching funds.

** Consolidated Planning Funds include the following less a 1% recession:

FHWA Planning Funds

FTA Section 5303 Funds

Total Available

*** In the event that In-Kind Match/Direct Cost/Donated is not available, local jurisdictions match funds will be utilized

Tab 4

BOARD OF DIRECTORS AGENDA 04/15/10; ITEM II.D.

OTO Certification Review of the Metropolitan Transportation Planning Process for the Springfield, MO Transportation Management Area

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

OTO has received a draft of the Federal Certification Review of the Metropolitan Transportation Planning Process from FHWA and FTA. The Federal Certification is required every four years for Metropolitan Planning Organizations (MPO'S) classified and Transportation Management Areas (TMA'S). OTO has 60 days to comment. A final report should be received shortly after.

OTO received no corrective actions and was certified as meeting the federal requirements as stated below:

Based on this review and ongoing oversight by the Federal Highway Administration and the Federal Transit Administration, the transportation planning process carried out in the Springfield, Missouri Transportation Management Area for the period November 30, 2009 to November 30, 2013 is certified as meeting the requirements as described in 23 CFR Part 450 and 49 CFR Part 613.

Please find below a summary of recommendations and commendations that is from the March 18, 2010 Certification Review of the Metropolitan Transportation Planning Process for the Springfield, MO Transportation Management Area:

A. COMMENDATIONS:

1. The OTO is commended for the delivery of public involvement techniques in the development of the LRTP.
2. Successful implementation of congestion reduction strategy in the design and construction of the Diverging Diamond interchange at Highway 13 and I-44. The effort was innovative and well coordinated.
3. The OTO is commended for implementation of security and safety initiatives and for its facilitation of coordination and cooperation with local jurisdictions in the delivery of incident management efforts.
4. The City Utilities (CU) is commended for its efforts to bring bus stops into compliance with ADA standards. The CU's upgrade efforts exceeded minimal requirements including the installation of new sidewalks leading to bus stops structures.

5. The OTO is commended for its enhanced documentation of the demonstration of fiscal constraint, including the documentation of Operation and Maintenance (O&M) and state and local revenue in the Transportation Improvement Program (TIP) financial plan.
6. The OTO is commended for adopting a monitoring process to implement a reasonable progress policy for local public agency sponsored TIP projects.
7. The OTO is commended for implementing enhanced access management strategies.
8. The OTO is commended for taking an earlier action to provide preliminary draft and final planning work products to MoDOT and ONEDOT for review and approval, resulting in the ONEDOT's approval on or before the start of the planning work program period.

B. CORRECTIVE ACTIONS:

NONE

C. RECOMMENDATIONS:

1. During the on-site review closeout session, the Review Team recommended that the OTO take timely steps to finalize its effort to update Memorandum of Understanding (MOU) agreement between OTO, the Missouri Highway Transportation Commission (MHTC) and local transit operators. It is noted that a new MOU agreement was approved by the OTO Board of Directors on December 7, 2009.
2. The OTO should develop an Indirect Cost Allocation Plan (ICAP). The MoDOT and the FHWA Missouri Division should provide follow-up technical assistance to OTO regarding the billing of indirect transportation planning program expenses costs and OTO's development of an Indirect Cost Allocation Plan (ICAP).
3. The OTO should document the public involvement processes utilized by the various local public agencies in connection with their TIP project prioritization and selection process.
4. The OTO should program sub-allocated STP funds on the basis of the overall transportation needs of the Springfield regional area.
5. The OTO should take ownership of the functional classification process for the Springfield metropolitan planning area (i.e., OTO Board review and approve all changes). The review team suggests that OTO develop with MoDOT, an OTO functional classification process that calls for the MPO's solicitation of recommended functional classification changes from MPO member agencies on an annual basis.

6. The OTO should redefine the Congestion Management Process (CMP) network.
7. The OTO should provide FHWA and FTA (ONEDOT) a CMP Phase III implementation schedule.
8. The OTO should place more emphasis on improving the linkage between future land use and the population and employment forecasts. Techniques for consideration include OTO's facilitating the development of an inventory of the metropolitan planning area's existing land uses and OTO's coordinating the formulation of a regional land use planning effort.
9. During the on-site review closeout session, the Review Team recommended that the OTO take timely steps to finalize its effort to develop and adopt the Public Participation Plan (PPP). It is noted that a PPP was approved by the OTO Board of Directors on December 7, 2009.
10. The OTO needs to formulate and adopt a process for implementing Annual Title VI reporting requirements per Section 14(i) of the Annual Planning Grant Agreement and in compliance with annual data collection and reporting requirements subject to Title VI of the Civil Rights Act of 1964 and implementing federal regulations (23CFR 200.949, 49 CFR 21.9 (9)).
11. The MoDOT Freight Program Coordinator should develop an enhanced Freight movement into the Springfield metropolitan area transportation planning process. We encourage OTO to utilize the FHWA's Freight Development Program (www.ops.fhwa.dot.gov/freight/fpd/) as a package of tools to assist integrating freight movement into the planning process.
12. The OTO should educate all jurisdictions regarding their need to consider bicycle transportation facilities and pedestrian walkways accommodations in conjunction with all new construction and reconstruction of transportation facilities. OTO should also consider requiring project sponsors to provide explanation should such facilities be absent from the project.

BOARD OF DIRECTORS ACTION REQUESTED

Informational Only – No Action Required



U.S. Department of Transportation

Federal Transit Administration
901 Locust, Room 404
Kansas City, MO 64106
816-329-3920
816-329-3921 (fax)

Federal Highway Administration
3220 W. Edgewood, Suite H
Jefferson City, MO 65109
573-636-7104
573-636-9283 (fax)

March 18, 2010

Mr. Tim Conklin, Executive Director
Ozark Transportation Organization (OTO)
117 park Central Square, Suite 107
Springfield, Missouri 65806

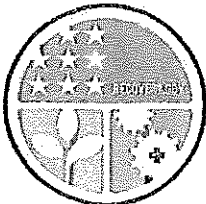
Re: Springfield Metropolitan Area
Transportation Planning Certification
Review Final Report

Dear Mr. Conklin:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) completed a joint federal certification review of the Springfield Metropolitan Area transportation planning process. The planning certification review covers all of the agencies (State, MPO, and transit operators) that are charged with cooperatively carrying out the planning process on a daily basis. The objective of the certification review is to determine whether the transportation planning process can be certified as implementing the federal transportation planning requirements.

The planning process review team consisted of staff from FHWA Missouri Division and the FTA Region 7. The review team's work effort consisted of both office/desk and on-site review work segments. The on-site segment of the review was conducted on August 25-27, 2009. In addition to assessing the MPOs progress in addressing findings from the 2005 Certification Review, the August site visit focused on evaluating the MPO's compliance with current transportation law and planning regulations. The federal review team assessed how participating agencies were addressing current issues and implementing planning process enhancement opportunities. The scope of the planning certification review was comprehensive, covering the transportation planning process for the Springfield region.

Enclosed is the final *MPO Planning Certification Review Report* that documents the various components of the Springfield metropolitan planning process. The report provides an overview of the MPO planning process; summarizes the various discussions from the August on-site visit; and provides a series of review observations; and issues the FHWA/FTA certification action. In general, the review determined the continued existence of a "3-C" metropolitan transportation planning process that satisfies the provisions of 23 United States Code (U.S.C. 134, 49 U.S.C.



1607, and associated Federal requirements. In accordance with 23 Code of Federal Regulations 450.334, the FHWA and FTA hereby jointly certify the transportation planning process in the Springfield metropolitan area for the period of October 1, 2009 to September 30, 2013. The Certification Review Team noted significant improvements and many noteworthy practices in the OTO planning process. The Certification Review Team also identified a number of recommendations for OTO to improve the current planning process. Please provide us a response within 60 days of receipt of this report, describing how you plan to address each recommendation. This report is being transmitted concurrently to the Missouri Department of Transportation (MoDOT) and City Utilities.

The certification review was done in the spirit of cooperation, with a goal of enhancing the quality of the transportation planning process. We thank you and your staff for their time and assistance during the certification review process.

If you should have any questions regarding the planning process review process and/or the Final Report, please contact Brad McMahon, FHWA Missouri Division, at (573) 638-2609, or Joan Roeseler, FTA Region VII Office, at (816) 329-3936.

Cindy Terralliger to

Mohktee Ahmad
Regional Administrator
FTA – Region VII

Sincerely,

Kevin W. Ward

Kevin Ward
Division Administrator
FHWA – MO Division

Enclosure

cc: Machelles Watkins, MoDOT HQs, w/enc.
Carol Cruise, City Utilities of Springfield, w/enc.
Missouri State University, w/enc.
Kirk Juranas, District Engineer, MoDOT District 8, w/enc.

