

# **Ozarks Transportation Organization**



**February 16, 2012**

**Board of Directors Meeting**

OTO Conference Room, Holland Building

205 Park Central East, Suite 212

12:00 – 1:30 PM



**Board of Directors Meeting Agenda, February 16, 2012  
OTO Conference Room  
205 Park Central Square, Suite 212**

**Call to Order ..... NOON**

**I. Administration**

**A. Introductions**

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

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

**C. Approval of the December 15, 2011 Meeting Minutes ..... Tab 1  
(2 minutes/Compton)**

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE DECEMBER  
15, 2011 MINUTES**

**D. Public Comment Period**

(5 minutes/Compton)

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

**E. Executive Director's Report**

(5 minutes/Edwards)

Sara Edwards will provide a review of the OTO staff activities since the December 15, 2011 Board of Directors meeting.

**F. Legislative Reports**

(5 minutes/Compton)

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

**II. New Business**

**A. OTO In-Kind Match Letters ..... Tab 2  
(3 minutes/Parks)**

Staff will give an overview of the request that in-kind letters be submitted for each Board of Directors member.

**INFORMATIONAL ONLY - NO ACTION REQUIRED**

- B. OTO Board Appointment Letters..... Tab 3**  
(3 minutes/Parks)  
Staff will give an overview of the need for new official appointment letters for each member of the Board of Directors.

**INFORMATIONAL ONLY- NO ACTION REQUIRED**

- C. Financial Statements for Second Quarter 2011-2012 Budget Year ..... Tab 4**  
(5 minutes/Krischke)  
OTO Board Treasurer, Jim Krischke, will present the second quarter financial report.

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

- D. TIGER Update..... Tab 5**  
(10 minutes/Longpine)  
Staff will give an overview of the recently awarded USDOT TIGER grants and new round of funding.

**INFORMATIONAL ONLY- NO ACTION REQUIRED**

- E. MoDOT Bolder Five Year Direction Update..... Tab 6**  
(5 minutes/Baltz)  
MoDOT staff will give an update of the Bolder Five Year Direction Plan and provide contact information for new appointments.

**INFORMATIONAL ONLY- NO ACTION REQUIRED**

- F. Administrative Modification Number One to the FY 2012-2015 TIP ..... Tab 7**  
(2 minutes/Longpine)  
MoDOT is proposing to move construction funding to right-of-way funding for the Signal Replacement Program in Christian County.

**INFORMATIONAL ONLY- NO ACTION REQUIRED**

- G. Amendment Number Two to the FY 2012-2015 TIP ..... Tab 8**  
(3 minutes/Longpine)  
MoDOT is proposing to add a scoping project for improvements to two bridges on Republic Road over the James River Freeway.

**BOARD OF DIRECTORS ACTION REQUESTED TO RECOMMEND APPROVAL OF TIP AMENDMENT NUMBER TWO TO THE FY 2012-2015 TIP**

- H. OTO Requests for Public Records and Services ..... Tab 9**  
(5 minutes/Longpine)  
Staff has developed a draft policy for public requests for records or services. The policy will be used in conjunction with a request form in order to efficiently process requests within time and budget constraints.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE OTO REQUEST FOR PUBLIC RECORDS AND SERVICES POLICY**

**I. TIP Software Annual Contract .....Tab 10**  
(3 minutes/Longpine)

OTO staff is requesting approval to enter into an annual contract for the maintenance of a web based Transportation Improvement Program for a five-year term. The contract is included for your review.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE AN ANNUAL MAINTENANCE CONTRACT FOR TIP SOFTWARE**

**J. Copy Machine Three-Year Lease**  
(3 minutes/Longpine)

OTO staff is requesting approval to enter into a three-year lease of a copy machine. The contract will be approved by the Executive Committee prior to signing.

**BOARD OF DIRECTORS ACTION REQUESTED TO AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO A COPY MACHINE LEASE**

**K. Employee Education Assistance Program.....Tab 11**  
(5 minutes/Edwards)

Staff was requested by the Executive Committee to develop a tuition reimbursement program. The draft is attached for Board Member review.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE DRAFT OTO EDUCATIONAL ASSISTANCE PROGRAM**

**L. Executive Committee Appointments .....Tab 12**  
(5 minutes/Edwards)

The Board of Directors is requested to make appointments for the three Board appointed members of the Executive Committee.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPOINT MEMBERS TO THE EXECUTIVE COMMITTEE**

**III. Other Business**

**A. Board of Directors Member Announcements**  
(5 minutes/Board of Directors Members)

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

**B. Transportation Issues For Board of Directors Member Review**  
(5 minutes/Board of Directors Members)

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

**C. Articles for Board of Directors Member Information .....Tab 14**  
(Articles attached)



#### **IV. Adjournment**

Targeted for **1:30 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, April 19, 2012 at 12:00 P.M. in OTO Offices at 205 Park Central East, Suite 212.

#### **Attachments**

Pc: Jim Anderson, President, Springfield Area Chamber of Commerce  
Ken McClure, Missouri State University  
Stacy Burks, Senator Blunt's Office  
Dan Wadlington, Senator Blunt's Office  
David Rauch, Senator McCaskill's Office  
Matt Baker, Congressman Long's Office  
Area News Media

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Debbie Parks al teléfono (417) 865-3042, cuando menos 48 horas antes de la junta.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Debbie Parks at (417) 865-3042 at least 24 hours ahead of the meeting.

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

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see [www.ozarkstransportation.org](http://www.ozarkstransportation.org) or call (417) 865-3042.

**TAB 1**

## **MEETING MINUTES**

Attached for Board of Directors member review are the minutes from the December 15, 2011 Board of Directors Meeting. Please review these minutes prior to the meeting and note any changes that need to be made. The Chair will ask during the meeting if any Board of Directors member has any amendments to the attached minutes.

### **BOARD OF DIRECTORS ACTION REQUESTED:**

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

OZARKS TRANSPORTATION ORGANIZATION  
BOARD OF DIRECTORS MEETING MINUTES  
December 15, 2011

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

The following members were present:

Ms. Becky Baltz, MoDOT	Ms. Teri Hacker, Citizen-at-Large
Mr. Harold Bengsch, Greene County	Mr. Jim Krischke, City of Republic (a)
Mr. Phil Broyles, City of Springfield (a)	Mr. Aaron Kruse, City of Battlefield
Mr. Steve Childers, City of Ozark (a)	Mr. Lou Lapaglia, Christian County (Chair)
Mr. Jerry Compton, City of Springfield	Ms. Lisa Officer, City Utilities
Mr. J. Howard Fisk, Citizen-at-Large	Mr. Brian Weiler, Airport Board (a)

*(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. Bradley McMahon, FHWA
Ms. Roseann Bentley, Greene County (a)	Mr. Steve Meyer, City of Springfield (a)
Mr. Thomas Bieker, City of Springfield (a)	Mr. Shane Nelson, City of Ozark
Mr. Shawn Billings, City of Battlefield (a)	Mr. Jim O'Neal, City of Springfield
Mr. Brian Bingle, City of Nixa (a)	Mr. Tom Rankin, City Utilities (a)
Mr. Brian Buckner, City of Republic	Mr. John Rush, City of Springfield
Mr. Sam Clifton, City of Nixa	Mr. Dan Salisbury, MoDOT (a)
Mr. John Elkins, Citizen-at-Large (a)	Mr. Mark Schenkelberg, FAA
Mr. Jim Enyart, Airport Board	Mr. Tim Smith, Greene County (a)
Mr. Tom Finnie, Citizen-at-Large	Mr. John Vicat, City of Strafford
Mr. Nick Heatherly, City of Willard (a)	Mr. Tom Vicat, City of Strafford (a)
Mr. Tom Keltner, City of Willard	Mr. Jim Viebrock, Greene County

Others Present: Mr. Jered Tyler, Congressman Billy Long's Office; Ms. Sara Edwards, Ms. Natasha Longpine, Mr. Curtis Owens, Ms. Debbie Parks, Ozarks Transportation Organization; Mr. Ralph Rognstad Jr., City of Springfield Planning & Development; Mr. Carl Carlson, Olsson Associates; Mr. David Rauch, Senator Claire McCaskill's Office; Mr. Dan Smith, Greene County Highway Department; Ms. Joy Robertson, KOLR 10 News; Mr. Wes Johnson, Springfield News-leader; Mr. Dan Wadlington, Senator Roy Blunt's Office; Mr. Doug Colvin, City of Nixa; Mr. Mike Landis, KY3; Mr. Joe Pestka, Missouri Department of Transportation

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

## **I. Administration**

### **A. Introductions**

### **B. Approval of Board of Directors Meeting Agenda**

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

### **C. Approval of the October 20, 2011 Meeting Minutes**

Mr. Childers made the motion to approve the Board of Directors October 20, 2011 Meeting Minutes. Mr. Broyles seconded and the motion was approved unanimously.

### **D. Public Comment Period**

None

### **E. Executive Director's Report**

Ms. Edwards thanked the Directors for attending and welcomed everyone to the new OTO offices, inviting attendees to take a look around after the meeting. She mentioned that staff became knowledgeable with all things relating to the move, including data cabling, furniture assembly and phones. The move was within budget and it looks as if OTO should not be over budget for the year.

Staff is working on the Transit Coordination Plan, working with human service organizations and transit providers in the region. Ms. Edwards is working with MoDOT, updating the Local Public Agency Manual. The deadline for this update is March, so by summer, there should be a new user-friendly and easy to understand manual available.

The Transit Study is also underway. Phase I, which was a survey of the existing conditions, has been completed in draft form, but will have additional staff review. Phase II has not yet been received, but should be available in a few weeks. There is a planned presentation of the draft reports for the City Utilities Board and the Transit Study Steering Committee on January 19. Phase III, which is the regional aspect of the Plan, is still underway.

Staff attended the annual meeting of the Association of Metropolitan Planning Organizations in Dallas. Ms. Edwards is serving on the Missouri Public Transit Association Board. Staff is also serving on the Missouri Coalition for Roadway Safety, looking at ways to best reduce fatalities. Aerial photography flights are moving forward and are scheduled for February. Staff is working with the Ozarks Clean Air Alliance to update the Clean Air Action Plan.

Ms. Edwards concluded by thanking Lisa Officer for her service to the OTO, especially as Treasurer over the past three years. Ms. Edwards also thanked Lou Lapaglia for his service as Chairman over the past year.

### **F. Legislative Reports**

Mr. David Rauch provided an update on legislative activities. He stated that the Federal Highway Trust Fund had been extended to March 31. The House and Senate will need to either reach an agreement on a new extension or a completely new reauthorization. The Senate is currently working on a two-year extension with current funding levels, plus a cost

of living adjustment. The challenge, though, is that the trust fund is not keeping up as far as revenue is concerned and funding will need to be found in addition to the gas tax for these next two years.

Senators McCaskill and Collins have submitted a bi-partisan resolution for the federal payroll tax issue, which recommends a one-time \$10 billion appropriation to states to help leverage private funding. The bill would also provide an additional \$25 billion for the transportation trust fund. This infrastructure component is not meant to be dependent on the payroll tax legislation, and could move forward independently.

Mr. Dan Wadlington also provided an update on federal legislative activities. Movement on the transportation bill for the next year is unknown. There are a variety of issues which need addressing and don't seem to be gaining any traction. Regardless of the payroll tax bill, Senator Blunt is hopeful that there can be an extension of the highway bill, which will also address airports. At this point, it is important to keep the government operating, and perhaps work with a short extension.

## **II. New Business**

### **A. MoDOT Airport Funding Discussion**

Mr. Joe Pestka made a presentation on airports in Missouri and how they are funded. Regarding the importance of airports, Mr. Pestka referenced a 2010 CNBC study which cited what businesses look for when moving or expanding in an area. Highway accessibility topped the list, but accessibility to a major airport was also mentioned by 50 percent of businesses. MoDOT has conducted a similar survey and found similar results; that highway accessibility and labor costs are important, as well as a commercial service airport and a general aviation airport. The CNBC study also compared transportation across all fifty states. Missouri did very well, ranking in the top ten, but also with room for improvement. Factors considered included the value of goods transported within the state, as well as the quality of the road network and air travel availability.

There are a number of ways to measure airport activity. Since 1960, the overall number of passenger enplanements for the United States has grown from 50 million to 700 million. This represents a 5 percent annual growth in the system. FAA predictions show potential enplanements reaching over a billion by 2025. This review of activity goes into an FAA report called the National Integrated Plan of Airport Systems. This inventories the infrastructure needs of airports across the country. A five-year period of this Plan identifies needs totaling \$50 billion. These are mostly addressed through the Airport Improvement Program, which is the airport equivalent of the highway reauthorization bill. At this point the AIP is on its 22<sup>nd</sup> plus continuing resolution. The funding level has been about \$3.5 billion per year compared to the \$10 billion per year in identified needs.

MoDOT works with about 75 airports across the state. MoDOT works with all types of airports, from commercial and general aviation service here in Springfield to the turf runways of Osceola. Mr. Steve Childers asked how many airports had turf runways and if they were all publically funded. Mr. Pestka stated that there are not many, and yes, they do receive federal funding in some form, while those that don't, receive safety assistance.

Of the \$3.5 billion authorized federally, Missouri receives about \$70 million. This is divided among several programs, including passenger entitlement, state apportionment, non-primary entitlement, and non-discretionary. Some funding goes directly to the airports and other has

more flexibility. Missouri did benefit from about an addition \$30 million from ARRA projects, putting the 2009 total at about \$100 million for the state.

Additional funding comes from the State Aviation Trust Fund. This is funded through a 4.225 percent tax on jet fuel. Three percent of the 4.335 percent can be used toward maintenance and capital improvement projects at airports. In total, this provides about \$5 to \$6 million per year and is about 10 percent of the overall state program. This is significant for the general aviation airports.

MoDOT works more with the general aviation airports in regards to distribution of funding. The larger commercial airports, like the Springfield-Branson National Airport, work directly with FAA. Projects in Missouri are awarded federal funding based on a prioritization and formula system, where different types of projects receive a particular score and the highest score receives the funding. Generally, runways receive the highest scores, then the taxiway, then the apron, with the terminal and auto parking less so. In other words, the further a project is away from the runway, the less priority it receives. Additional Missouri projects receive funding with a geographic distribution in mind, as well as value.

Mr. Childers asked if there is a distance from an airport when it is no longer a selling point for the region. Mr. Pestka stated that he was not sure what that would be, that the Missouri Partnership works with businesses and MoDOT's role is to provide details on the particular airports.

Mr. Lapaglia directed the Board Members to the reason for the discussion on airport funding. At the prior Board meeting, there was discussion regarding federal funding of the Branson Airport and other future airports. It was suggested that the OTO Board of Directors take a position opposing the use of federal funds for additional airports in the region. The agenda includes three potential motions for the Board to consider:

- 1) Move to add the following recommendation to the OTO Long Range Transportation Plan, Journey 2035 –
  - The OTO opposes the use of federal funds for airports in the OTO region that do not already receive federal funds.
- 2) Move to add a recommendation to the OTO Long Range Transportation Plan, Journey 2035, that addresses the following regarding federal funding of airports in the OTO region...
  - \_\_\_\_\_
- 3) Move not to add a recommendation to the OTO Long Range Transportation Plan, Journey 2035, at this time, instead requesting that staff monitor the issue, keeping the Board informed of future developments regarding the use of federal funding at airports within the region.

Ms. Officer stated that she did not feel comfortable eliminating another airport's eligibility for funding and her inclination would be for Motion #3. Mr. Brian Weiler stated that he shared her feelings. He felt competition wasn't necessarily bad and that the airport does well in the competitive process. The Springfield-Branson National Airport is currently in the process of disposing of the old Ozark Airport property, the funds from which, will be reinvested in the general aviation facility in Springfield.

Mr. Fisk stated that he respects these two opinions while also wanting to preserve the \$100 million that has been invested in the Springfield-Branson National Airport. He stated that a

new airport asking for federal funds would take from the other airports around the state. He recommended Motion #1, opposing federal funds for other airports in the OTO region that do not currently receive federal funds.

Mr. Weiler asked Mr. Pestka to clarify who is eligible to receive what funds. Mr. Pestka stated that there are significant hurdles to get into these funding programs. They require grant assurances, which are exclusive rights, meaning that each tenant must be treated equally. To access this funding, a political subdivision must sponsor the airport.

Mr. Childers state that this is not an easy issue. He points out that there are two ways to look at it – funding infrastructure and marketing the region. Mr. Harold Bengsch stated that he also sees both sides of the issue. He added that choosing Motion #3 would not preclude the region from taking an opposition stance in the future. Mr. Fisk stated that he agreed, but also tried to look at the issue from the perspective of a citizen.

Mr. Compton asked for clarification regarding the purpose of Springfield serving as a feeder for the Dallas hub, and the impact Northwest Arkansas has. Mr. Weiler responded that Dallas is one of Springfield's primary hubs, and there are five in total. Tulsa is actually cited as Springfield's greatest leakage area for flights. Even with the economy and American Airlines filing for bankruptcy, Mr. Weiler mentioned that the region has done well, maintaining ten direct destinations and five hub connections. He has meetings with United and American regarding Springfield. Even with that, the Airport is down about 22 percent of the number of available seats. This is something seen across the industry. Airlines cannot afford to fly empty, so there are fewer, although fuller flights offered. Mr. Fisk added that the airlines continue to fly out of Springfield because it still makes sense for them, even if rates are higher here than out of other locations. Mr. Weiler responded that though the high-fare perception is out there, users need to shop around and be flexible. Springfield is not always the high price, and the earlier a flight is booked, the better chance there is for a good deal. The Branson airport may even be helping by creating competition and offering alternatives.

Ms. Officer made the motion to not add a recommendation to the OTO Long Range Transportation Plan, Journey 2035, at this time, instead requesting that staff monitor the issue, keeping the Board informed of future developments regarding the use of federal funding at airports within the region. Mr. Fisk seconded and the motion passed unanimously.

#### **B. Final Draft OTO Long Range Transportation Plan (LRTP)**

Ms. Longpine provided an overview of the final Long Range Transportation Plan, Journey 2035, to the Board of Directors. The presentation is attached to these minutes. Mr. Childers asked what happens to the unconstrained list in the Plan. Ms. Longpine responded that the Plan outlines that if additional funding becomes available, the unconstrained project list would be the source for projects to use that additional funding. It will also be considered when the Plan is updated in five years, so everyone remembers the projects which were important in 2012.

Mr. Phil Broyles moved to adopt Journey 2035. Ms. Officer seconded and the motion carried unanimously.

#### **C. Amendment Number One to FY2012-2015 Transportation Improvement Program**

Ms. Edwards described the proposed changes to the FY2012 to 2015 Transportation Improvement Program. All three projects appeared in the FY 211-2014 TIP. Two of the



projects are located on South Campbell, one a streetscape improvement from Mount Vernon and the other from Walnut to McDaniel. The third project is also streetscaping, but on Boonville, between Chestnut and Tampa. These three projects were awarded to the City of Springfield in 2008. The City had intended to obligate the projects by September 30, 2011, but was unable to, creating the need to put them in the current TIP. These projects just need to be added to the TIP and will require no additional funds as those were identified with the original projects in 2008.

Mr. Broyles motioned to approve TIP Amendment Number One to the FY 2012-2015 Transportation Improvement Program. Mr. Bengsch seconded and the motion carried unanimously.

**D. Annual Listing of Obligated Projects**

Ms. Edwards explained that OTO is required by law to publish a list of all federally funded projects within the OTO region. The list provided in the agenda packet shows the federal funds spent on projects within the OTO area. Staff is asking that the Board approve the list of obligated projects in order to meet the federal requirement.

Mr. Fisk motioned to approve the annual listing of obligated projects and Mr. Weiler seconded. The motion passed unanimously.

**E. Nominating Committee Report**

Mr. Bengsch presented the following persons for the following offices:

Chair – Jerry Compton, City of Springfield  
Vice-Chair – Jim Viebrock, Greene County  
Secretary – Howard Fisk, Citizen-at-Large  
Treasurer – Jim Krischke, City of Republic

Mr. Bengsch stated that each person had agreed to serve. Ms. Officer motioned to appoint the aforementioned persons to the aforementioned offices. Mr. Broyles seconded and the motion passed unanimously.

**F. Welcome to New Chair and Vice-Chair**

Mr. Lapaglia thanked the Board for the privilege of serving as the 2011 Chairman and welcomed Mr. Compton as the new Chairman and Mr. Viebrock as Vice-Chairman for 2012.

**G. OTO Board of Directors 2012 Meeting Schedule**

Mr. Lapaglia reminded the Board that the next meeting would be February 16, 2012.

**III. Other Business**

**A. Board of Directors Member Announcements**

Mr. Broyles informed the Board of a new requirement that each agency accepting federal funds needs to employ a certified person. The first opportunity to become certified will be at a MoDOT-sponsored TEAM (Transportation Engineers Association of Missouri) Conference in Branson. Ms. Edwards added that this will also meet the LPA manual requirement to have a person of responsible charge.

Mr. Bengsch asked for the definition of a responsible person. Mr. Broyles responded that it could be any designated person from the city clerk to a city engineer. The main point is that each entity who receives federal funds must have someone who is trained and certified, who can ensure all of the rules tied to receiving federal funds are being followed. Once a person attends the day-long training session they will be considered certified.

Mr. Fisk asked if it would be appropriate for OTO staff to participate. Ms. Edwards answered that she would check if this person needed to be a registered engineer, but either way would have a member of the OTO staff participate in the training workshop.

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

Mr. Childers referenced a request for members on a statewide MoDOT Local Public Agency Advisory Team. He thought Ms. Edwards would be appropriate representation for the region and that would be better than having each jurisdiction submitting an application. Ms. Edwards explained that MoDOT is forming a statewide advisory committee to review the local public agency process. The advisory team will consist of people with varying levels of expertise and geographic areas.

Ms. Becky Baltz added that the planning process has even changed at the MoDOT District level. Mr. Miller will be involved from the planning side, but construction expertise has been added on the design side to provide guidance to local agencies.

**C. Articles for Board of Directors Member Information**

Mr. Lapaglia directed the Board members to the articles attached at the end of the agenda.

**D. Closed Session - Pursuant to RSMo 610.021(13), closed meetings are permitted for individually identifiable personnel records, performance ratings or records pertaining to employees or applicants for employment.**

**1. Vote to Close Session**

Mr. Jim Krischke made a motion to go into closed session to discuss personnel matters pursuant to RSMo 610.021(3) and was seconded by Mr. Childers. The motion carried unanimously.

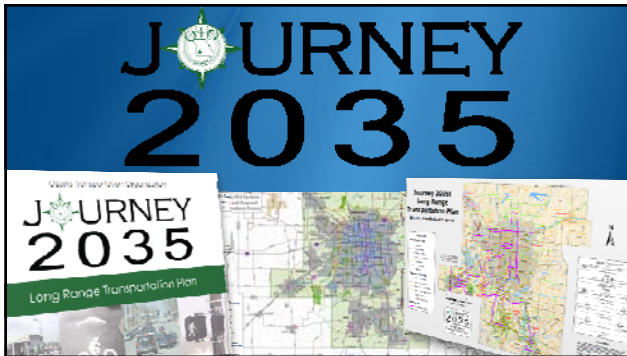
**2. Discussion of Executive Director's Annual Performance Evaluation**

The Board of Directors discussed the recommendation from the Executive Committee regarding the Executive Director's Performance Evaluation, including a 3 percent raise and that future performance evaluations for the Executive Director position should be based on meeting benchmarked criteria.

Mr. Fisk motioned to approve this process and submit to the Executive Committee the development of performance objectives for the Executive Director, as well as the finalization of the Executive Director performance review. Mr. Jim Krischke seconded. The motion carried.

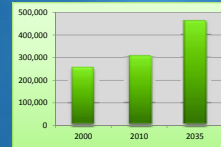
**IV. Adjournment**

Mr. Broyles motioned to adjourn the Board meeting. Mr. Krischke seconded and the motion passed unanimously. The meeting adjourned at 1:08 p.m.



## Journey 2035

- Plan for next 24 years
- Based on projections of growth and travel demand, as well as financial assumptions
- OTO will grow over 50% by 2035, almost 470,000 people



**JOURNEY 2035**  
Oahu Transportation Organization  
Long Range  
Transportation Plan

## Summary

- Multi-modal approach, can't build out of congestion
- Methodology to monitor performance
- Financial Constraints
  - \$1.7 billion in needs, can only afford \$605,000,000

Total Revenue through 2035	\$605,641,614
Constrained Project List	\$599,713,898
Unconstrained Project List	\$1,107,096,392

**JOURNEY 2035**  
Oahu Transportation Organization  
Long Range  
Transportation Plan

## Extensive Public Involvement

- Website
- Survey
- Public Input Meetings
- Subcommittee Meetings
- Public Hearings



**JOURNEY 2035**  
Oahu Transportation Organization  
Long Range  
Transportation Plan

## Plan Goals

- Economic Development
- Multi-modal Interconnected System
- Quality of Life
- Operations and Maintenance
- Safety and Security
- Transportation Advocacy
- Needs Assessment



**JOURNEY 2035**  
Oahu Transportation Organization  
Long Range  
Transportation Plan

## Plan Topics

- Performance Measures
- Major Thoroughfare Plan
- Public Transit
- Inter-City Surface Transportation
- Bicycle and Pedestrian
- Aviation
- Goods Movement
- Environmental Considerations
- Financial Capacity
- Project Selection

**JOURNEY 2035**  
Oahu Transportation Organization  
Long Range  
Transportation Plan

## Changes since October Board Meeting

- Added Plan Summary
- Comments from Public Meetings
- MSU Transit Ridership Numbers
- Additional Photos in Bike/Ped Chapter
- Project Numbers on Constrained Project List
- Visualizations



**TAB 2**

## **BOARD OF DIRECTORS AGENDA 02/16/12; ITEM II.A.**

### **OTO In-Kind Match Letters**

#### **Ozarks Transportation Organization (Metropolitan Planning Organization)**

##### **AGENDA DESCRIPTION:**

OTO is required to provide a 20 percent local match to all federal funding, however, in-kind time at OTO meetings can be used as match in lieu of a portion of local jurisdiction dues. This allows the OTO to build a reserve of match funds for operating expenses. In order to report in-kind match, OTO must have a letter from each jurisdiction documenting the billable rate.

Included in the agenda packet are two forms: Volunteer In-Kind Letter and Paid Position In-Kind Letter. If a Board of Directors member is an elected official or volunteer who sits on the OTO Board, the Volunteer In-Kind Letter would be filled out. If a Board of Directors member is an employee of the jurisdiction he represents and comes in the capacity of his job, then the Paid Position In-Kind Letter should be filled out.

##### **BOARD OF DIRECTORS ACTION REQUESTED:**

No official motion is needed, however, OTO is requesting that the In-Kind letters be completed and returned no later than February 29, 2012.



Ozarks Transportation Organization  
205 Park Central East, Suite 205, Springfield, Missouri 65806

January 6, 2012

Dear OTO Jurisdiction Member:

Ozarks Transportation Organization (OTO) currently is funded by a Federal Consolidated Planning Grant and matches the grant with local membership dues. In addition the OTO will utilize in-kind match as a source of match funding for the federal grant.

The proposed in-kind match will charge the time OTO Board and Committee Members spend in monthly OTO meetings conducting transportation planning for the region. OTO will use the volunteer rate for all citizens-at-large positions and volunteer positions. Please return the following information for your jurisdiction's members that are appointed to the OTO.

Member Jurisdiction: \_\_\_\_\_

Member Name: \_\_\_\_\_

Volunteer Hourly Rate 2009: \$ 18.57

\_\_\_\_\_  
Signature

This information will only be used by OTO, MoDOT, and FHWA for budget and audit purposes.

Sincerely,

Debbie Parks  
Office Coordinator



Ozarks Transportation Organization  
205 Park Central East, Suite 205, Springfield, Missouri 65806

January 6, 2012

Dear OTO Jurisdiction Member:

Ozarks Transportation Organization (OTO) currently is funded by a Federal Consolidated Planning Grant and matches the grant with local membership dues. In addition the OTO utilizes in-kind match as a source of match funds for the federal grant.

The proposed in-kind match will charge the time OTO Board and Committee members spend in monthly OTO meetings conducting transportation planning for the region. OTO will use the volunteer rate for all citizens-at-large positions and will not utilize any member positions that are funded with federal funds. In order to complete the request for in-kind match, OTO will need to know the hourly rate of the Board and Committee members who work in paid positions.

Please return the following salary information for your jurisdiction's members that are appointed to the OTO.

Member Jurisdiction: \_\_\_\_\_

Member Name: \_\_\_\_\_

Hourly Rate without benefits \$ \_\_\_\_\_ Hourly Rate with benefits \$ \_\_\_\_\_

I certify this is my hourly rate with and without benefits for FY 2012.

\_\_\_\_\_  
Signature

This information will be used by OTO, MoDOT, and FHWA for budget and audit purposes.

Sincerely,

Debbie Parks



**TAB 3**

## **BOARD OF DIRECTORS AGENDA 02/16/12; ITEM II.B.**

### **OTO Board Appointment Letters**

#### **Ozarks Transportation Organization (Metropolitan Planning Organization)**

#### **AGENDA DESCRIPTION:**

OTO staff is requesting that each jurisdiction assist in updating records of official representation on the Board of Directors. The following is an excerpt from the OTO bylaws outlining the membership requirements.

#### Section 6.1: Membership

A. Board of Directors – Voting Members (provided entities listed below have joined the organization and are current in dues):

1. Two (2) Greene County Commissioner(s)
2. Three (3) Springfield City Council Member(s)
3. One (1) City Utilities Board Member
4. One (1) Springfield-Branson Regional Airport Board Member
5. Three (3) Citizen At-Large Representatives
  - One (1) Member Nominated by the Board of Directors and Appointed by the MPO
  - Two (2) Members Nominated by Springfield and Appointed by the MPO
6. One (1) Elected Official from the City of Republic
7. One (1) Elected Official from the City of Ozark
8. One (1) Elected Official from Christian County
9. One (1) Elected Official from the City of Nixa
10. One (1) Elected Official from the City of Willard
11. One (1) Elected Official from the City of Strafford
12. One (1) Elected Official from the City of Battlefield

B. Board of Directors – Non-Voting Members

1. Federal Highway Administration Representative
2. Federal Transit Administration Representative
3. Federal Aviation Administration Representative
4. District Engineer, Missouri Department of Transportation (MoDot)

C. The voting members of the Board of Directors shall serve terms on the Board coinciding with the terms of their respective offices, as determined by the specific local jurisdiction(s). The Citizen-at-Large Representatives shall serve a term of

three (3) years, except for the inaugural year. The first years' Citizen-at-Large terms shall be the following:

- The member nominated by the Board of Directors and appointed by the MPO shall serve a term of one year.
- One member nominated by Springfield and appointed by the MPO shall serve a term of two years.
- One member nominated by Springfield and appointed by the MPO shall serve a term of three years.

The City of Springfield may determine which of their initial nominees will serve the two and three year positions.

Each elected representative or board representative shall name one (1) elected or appointed official as an alternate, in writing, who may exercise full member powers during their absence. Alternates for the Citizen-at-Large Representatives shall be nominated and appointed through the same process as the primary representative. The Alternate's term shall also correspond with the primary representative's term. No individual, whether elected, appointed, or designated as an alternate, may serve on both the Board of Directors and Technical Committee.

**BOARD OF DIRECTORS ACTION REQUESTED:**

No official motion is needed, however, OTO is requesting appointment letters be returned no later than February 29, 2012.



Ozarks Transportation Organization  
205 Park Central East, Suite 205, Springfield, Missouri 65806

January 6, 2012

Ms. Sara Edwards  
Executive Director  
205 Park Central East, Suite 205  
Springfield, MO 65806

Dear Ms. Edwards:

This letter is to notify you that the City of Everywhere, Missouri has appointed an official voting member and alternate for the Ozarks Transportation Organization Technical Planning Committee.

Voting Member: **Ms. Jane Doe**

Contact Information: 1234 South Street  
Everywhere, MO 65606  
417-888-8888

Alternative Voting Member: **Mr. John Smith**

Contact Information: 1234 South Street  
Everywhere, MO 65606  
417-888-7777

Please forward any information regarding the TPC to Ms. Jane Doe and Mr. John Smith. If you have any questions regarding this letter please call the number listed below.

Sincerely,

Tom Davis  
Mayor

**TAB 4**

## **BOARD OF DIRECTORS AGENDA 02/16/12; ITEM II.C.**

### **Financial Statements for 2nd Quarter 2011-2012 Budget Year**

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

#### **AGENDA DESCRIPTION:**

Included for consideration is the second quarter financial statements for the 2011-2012 Budget Year. This period includes September 1, 2011 through December 31, 2011. The *Profit and Loss Statement*, *Balance Sheet*, and *OTO Quarterly Expenditures Statement* (categorized to match the approved Unified Planning Work Program Budget) are included for Board Member review. During this period, expenditures exceeded revenues in the amount of \$10,062.54. Also included is the Operating Fund Balance Report which shows a healthy fund balance of \$188,493.08.

The OTO was able to utilize \$2,577.51 of In-Kind Match Income during the second quarter. Staff would like to thank all member jurisdictions for helping with the in-kind match documentation.

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

#### **BOARD OF DIRECTORS ACTION REQUESTED:**

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

"Move to accept the 2nd Quarter Financial Statements for the 2011-2012 Budget Year"

OR

"Move to return to staff the 2nd Quarter Financial Statements for the 2011-2012 Budget Year in order to \_\_\_\_\_"

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Cash Basis

# Ozarks Transportation Organization

## Profit & Loss

### October through December 2011

	Oct - Dec 11
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
Interest Income	223.63
Other Types of Income	
City Utilites Match	13,497.70
Consolidated Planning Grant CPG	200,910.64
In-Kind Match, Donated Direct C	2,577.51
<b>Total Other Types of Income</b>	216,985.85
Program Income	
Local Jurisdiction Match Funds	500.40
<b>Total Program Income</b>	500.40
<b>Total Income</b>	217,709.88
<b>Expense</b>	
Board of Director Insurance	2,030.00
Business Expenses	
Membership Dues	760.00
<b>Total Business Expenses</b>	760.00
Contract Services	
Legal Fees	364.00
Payroll Company Fee	456.00
Travel Time Runs and Traffic	1,320.00
<b>Total Contract Services</b>	2,140.00
Facilities and Equipment	
Building Rental	12,777.00
Copy Machine Lease	662.52
<b>Total Facilities and Equipment</b>	13,439.52
Fixed Route Transit Analysis	56,889.97
In-Kind Match Expense	
Donated Ride Share Advertising	996.00
Member Attendance at Meetings	1,581.51
<b>Total In-Kind Match Expense</b>	2,577.51
Operations	
Advertising	2,849.00
Audit	3,660.00
Computer Upgrades	1,263.53
Data Storage/Backup	539.55
Food Supplies	1,461.04
Infill Costs	2,336.50
Mileage	660.55
Moving Expenses	3,209.83
Office Equip Repair	102.84
Office Supplies/Furniture	33,462.54
Postage	1,043.11
Presentation System	4,919.00
Printing	10,761.06
Rideshare Software/Materials	2,383.18
Telephone	1,041.56
<b>Total Operations</b>	69,693.29
Other Types of Expenses	
Insurance - Liability	-605.00
Mobile Data Plans	270.00
<b>Total Other Types of Expenses</b>	-335.00
Salaries	
Payroll Tax Expense	4,554.78
SEP-IRA Contribution	6,326.14
Salaries - Other	64,185.17
<b>Total Salaries</b>	75,066.09

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**Ozarks Transportation Organization**  
**Profit & Loss**  
October through December 2011

	<u>Oct - Dec 11</u>
Travel	
Hotel	718.68
Meals	282.96
Registration	30.00
Transportation	1,112.80
Travel Miscellaneous	262.60
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Total Travel	2,407.04
Travel Model Consultant	3,104.00
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Total Expense	227,772.42
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Net Ordinary Income	-10,062.54
	<hr/>
Net Income	<u><u>-10,062.54</u></u>



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**Ozarks Transportation Organization**  
**Balance Sheet**  
**As of December 31, 2011**

	<u>Dec 31, 11</u>
<b>ASSETS</b>	
Current Assets	
Checking/Savings	
Great Southern Bank	188,493.08
Total Checking/Savings	<u>188,493.08</u>
Total Current Assets	<u>188,493.08</u>
<b>TOTAL ASSETS</b>	<b><u>188,493.08</u></b>
<b>LIABILITIES &amp; EQUITY</b>	
Liabilities	
Current Liabilities	
Credit Cards	
US Bank Purchasing Card	3,092.61
Total Credit Cards	<u>3,092.61</u>
Other Current Liabilities	
Dependent FSA - Employee 002	9.22
Dependent FSA - Employee 003	39.91
Health FSA - Employee 003	-39.97
Health FSA - Employee 008	288.47
Total Other Current Liabilities	<u>297.63</u>
Total Current Liabilities	<u>3,390.24</u>
Total Liabilities	3,390.24
Equity	
Unrestricted Net Assets	149,327.92
Net Income	35,774.92
Total Equity	<u>185,102.84</u>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b><u>188,493.08</u></b>

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# Ozarks Transportation Organization

## Profit & Loss Budget vs. Actual

### July through December 2011

	Jul - Dec 11	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
Interest Income	546.54			
Other Types of Income				
City Utilities Match	13,497.70	14,000.00	-502.30	96.4%
Consolidated Planning Grant CPG	291,376.74	645,011.90	-353,635.16	45.2%
In-Kind Match, Donated Direct C	5,402.53	28,977.00	-23,574.47	18.6%
<b>Total Other Types of Income</b>	<b>310,276.97</b>	<b>687,988.90</b>	<b>-377,711.93</b>	<b>45.1%</b>
<b>Program Income</b>				
Local Jurisdiction Match Funds	85,803.88	118,275.97	-32,472.09	72.5%
<b>Total Program Income</b>	<b>85,803.88</b>	<b>118,275.97</b>	<b>-32,472.09</b>	<b>72.5%</b>
<b>Total Income</b>	<b>396,627.39</b>	<b>806,264.87</b>	<b>-409,637.48</b>	<b>49.2%</b>
<b>Expense</b>				
Board of Director Insurance	2,030.00	2,200.00	-170.00	92.3%
Business Expenses				
Membership Dues	1,144.00	4,200.00	-3,056.00	27.2%
<b>Total Business Expenses</b>	<b>1,144.00</b>	<b>4,200.00</b>	<b>-3,056.00</b>	<b>27.2%</b>
Contract Services				
Accounting Services	0.00	6,000.00	-6,000.00	0.0%
Legal Fees	1,724.00	4,000.00	-2,276.00	43.1%
Payroll Company Fee	1,029.20	2,500.00	-1,470.80	41.2%
Travel Model Consultant	0.00	10,000.00	-10,000.00	0.0%
Travel Time Runs and Traffic	1,320.00	20,000.00	-18,680.00	6.6%
<b>Total Contract Services</b>	<b>4,073.20</b>	<b>42,500.00</b>	<b>-38,426.80</b>	<b>9.6%</b>
Facilities and Equipment				
Building Rental	26,777.00	43,588.00	-16,811.00	61.4%
Copy Machine Lease	1,486.54	3,750.00	-2,263.46	39.6%
<b>Total Facilities and Equipment</b>	<b>28,263.54</b>	<b>47,338.00</b>	<b>-19,074.46</b>	<b>59.7%</b>
Fixed Route Transit Analysis	56,889.97	140,000.00	-83,110.03	40.6%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	0.00	15,977.00	-15,977.00	0.0%
Donated Ride Share Advertising	1,992.00	5,000.00	-3,008.00	39.8%
Member Attendance at Meetings	3,410.53	8,000.00	-4,589.47	42.6%
<b>Total In-Kind Match Expense</b>	<b>5,402.53</b>	<b>28,977.00</b>	<b>-23,574.47</b>	<b>18.6%</b>
Operations				
Advertising	3,326.61	5,380.00	-2,053.39	61.8%
Audit	3,660.00	4,750.00	-1,090.00	77.1%
Computer Software	200.00	2,000.00	-1,800.00	10.0%
Computer Upgrades	1,263.53	4,000.00	-2,736.47	31.6%
Data Storage/Backup	1,290.30	2,000.00	-709.70	64.5%
Food Supplies	1,844.95	4,000.00	-2,155.05	46.1%
GIS Maintenance	0.00	6,000.00	-6,000.00	0.0%
Infill Costs	2,336.50	2,000.00	336.50	116.8%
IT Maintenance Contract	9,480.00	10,000.00	-520.00	94.8%
Mileage	1,228.85	2,000.00	-771.15	61.4%
Moving Expenses	3,209.83	3,400.00	-190.17	94.4%
Office Equip Repair	102.84	500.00	-397.16	20.6%
Office Supplies/Furniture	34,813.10	37,236.00	-2,422.90	93.5%
Parking	0.00	500.00	-500.00	0.0%
Postage	1,958.05	4,000.00	-2,041.95	49.0%
Presentation System	4,919.00	5,000.00	-81.00	98.4%
Printing	10,840.96	21,000.00	-10,159.04	51.6%
Publications	110.90	1,000.00	-889.10	11.1%
Rideshare Software/Materials	3,833.18	20,000.00	-16,166.82	19.2%
Telephone	1,948.19	5,000.00	-3,051.81	39.0%
TIP Software	0.00	25,000.00	-25,000.00	0.0%
Training	1,262.90	5,800.00	-4,537.10	21.8%
Web Hosting	479.99	550.00	-70.01	87.3%
<b>Total Operations</b>	<b>88,109.68</b>	<b>171,116.00</b>	<b>-83,006.32</b>	<b>51.5%</b>
Other Types of Expenses				
Insurance - Liability	309.00	1,400.00	-1,091.00	22.1%
Mobile Data Plans	810.00	1,620.00	-810.00	50.0%
Workmen's Compensation Ins	423.00	1,400.00	-977.00	30.2%
<b>Total Other Types of Expenses</b>	<b>1,542.00</b>	<b>4,420.00</b>	<b>-2,878.00</b>	<b>34.9%</b>

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# Ozarks Transportation Organization

## Profit & Loss Budget vs. Actual

### July through December 2011

	Jul - Dec 11	Budget	\$ Over Budget	% of Budget
<b>Salaries</b>				
Payroll Tax Expense	10,783.97			
SEP-IRA Contribution	13,659.15			
Salaries - Other	135,986.89	351,012.87	-215,025.98	38.7%
<b>Total Salaries</b>	160,430.01	351,012.87	-190,582.86	45.7%
<b>Travel</b>				
Hotel	3,533.34			
Meals	665.28			
Phone	210.80			
Registration	1,790.00			
Transportation	1,537.52			
Travel Miscellaneous	470.60			
Travel - Other	0.00	14,501.00	-14,501.00	0.0%
<b>Total Travel</b>	8,207.54	14,501.00	-6,293.46	56.6%
Travel Model Consultant	4,760.00			
<b>Total Expense</b>	360,852.47	806,264.87	-445,412.40	44.8%
<b>Net Ordinary Income</b>	35,774.92	0.00	35,774.92	100.0%
<b>Net Income</b>	<u>35,774.92</u>	<u>0.00</u>	<u>35,774.92</u>	<u>100.0%</u>

Ozarks Transportation Organization  
July 2011 Through June 2012

	Budgeted Amount	July	August	September	October	November	December	January	February	March	April	May	June	YTD	Remaining
Salaries & Fringe	\$351,012.87	\$24,032.51	\$24,480.16	\$36,010.95	\$27,768.90	\$24,149.15	\$23,988.34							\$160,430.01	\$190,582.86
Springfield Contract for Staff & Services	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$0.00
TIP Software	\$25,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$25,000.00
Rideshare Software/Materials	\$20,000.00	\$550.00	\$900.00	\$0.00	\$2,121.13	\$262.05	\$0.00							\$3,833.18	\$16,166.82
Publications	\$1,000.00	\$0.00	\$110.90	\$0.00	\$0.00	\$0.00	\$0.00							\$110.90	\$889.10
Office Supplies/Furniture	\$37,236.00	\$112.32	\$606.14	\$632.10	\$498.19	\$32,168.36	\$795.99							\$34,813.10	\$2,422.90
Mapping	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$0.00
Training	\$5,800.00	\$0.00	\$713.90	\$549.00	\$0.00	\$0.00	\$0.00							\$1,262.90	\$4,537.10
Travel	\$14,501.00	\$2,535.27	\$1,152.01	\$2,113.22	\$2,343.73	\$47.00	\$16.31							\$8,207.54	\$6,293.46
Dues	\$4,200.00	\$0.00	\$384.00	\$0.00	\$0.00	\$760.00	\$0.00							\$1,144.00	\$3,056.00
Postage	\$4,000.00	\$24.99	\$841.37	\$48.58	\$300.73	\$24.99	\$717.39							\$1,958.05	\$2,041.95
Telephone	\$5,000.00	\$372.90	\$371.15	\$162.58	\$392.51	\$649.05	\$0.00							\$1,948.19	\$3,051.81
Advertising	\$5,380.00	\$316.75	\$160.86	\$0.00	\$1,473.00	\$1,376.00	\$0.00							\$3,326.61	\$2,053.39
Printing	\$21,000.00	\$79.90	\$0.00	\$0.00	\$5,805.20	\$4,119.59	\$836.27							\$10,840.96	\$10,159.04
Food	\$4,000.00	\$83.60	\$300.31	\$0.00	\$848.56	\$0.00	\$612.48							\$1,844.95	\$2,155.05
Computer Upgrades	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,193.95	\$69.58							\$1,263.53	\$2,736.47
Software	\$2,000.00	\$0.00	\$0.00	\$200.00	\$0.00	\$0.00	\$0.00							\$200.00	\$1,800.00
GIS Maintenance	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$6,000.00
Rent	\$43,588.00	\$997.00	\$997.00	\$12,006.00	\$4,259.00	\$4,259.00	\$4,259.00							\$26,777.00	\$16,811.00
Mileage/Auto Allowance	\$2,000.00	\$52.06	\$352.44	\$163.80	\$274.18	\$69.45	\$316.92							\$1,228.85	\$771.15
Copy Machine Lease	\$3,750.00	\$0.00	\$441.68	\$382.34	\$220.84	\$441.68	\$0.00							\$1,486.54	\$2,263.46
Parking	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$500.00
Aerial Photos	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$0.00
Travel Model Consultant	\$10,000.00	\$0.00	\$1,656.00	\$0.00	\$3,104.00	\$0.00	\$0.00							\$4,760.00	\$5,240.00
Liability Insurance	\$1,400.00	\$914.00	\$0.00	\$0.00	\$45.00		-\$650.00							\$309.00	\$1,091.00
Legal Fees	\$4,000.00	\$0.00	\$720.00	\$640.00	\$364.00	\$0.00	\$0.00							\$1,724.00	\$2,276.00
Payroll Services	\$2,500.00	\$226.95	\$138.50	\$207.75	\$152.00	\$152.00	\$152.00							\$1,029.20	\$1,470.80
Audit	\$4,750.00	\$0.00	\$0.00	\$0.00	\$3,660.00	\$0.00	\$0.00							\$3,660.00	\$1,090.00
Infill Costs	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,336.50	\$0.00							\$2,336.50	(\$336.50)
Accounting Services	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$6,000.00
Equipment Repair	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$102.84	\$0.00							\$102.84	\$397.16
Workers Comp	\$1,400.00	\$0.00	\$423.00	\$0.00	\$0.00	\$0.00	\$0.00							\$423.00	\$977.00
Web Hosting	\$550.00	\$29.99	\$450.00	\$0.00	\$0.00	\$0.00	\$0.00							\$479.99	\$70.01
Data Storage/Backup	\$2,000.00	\$242.55	\$254.10	\$254.10	\$280.50	\$259.05	\$0.00							\$1,290.30	\$709.70
IT Maintenance Contract	\$10,000.00	\$0.00	\$9,480.00	\$0.00	\$0.00	\$0.00	\$0.00							\$9,480.00	\$520.00
Mobile Data Plans	\$1,620.00	\$135.00	\$135.00	\$270.00	\$45.00	\$135.00	\$90.00							\$810.00	\$810.00
Fixed Route Transit Analysis	\$140,000.00	\$0.00	\$0.00	\$0.00	\$31,651.07	\$25,238.90	\$0.00							\$56,889.97	\$83,110.03
Board of Director Insurance	\$2,200.00	\$0.00	\$0.00	\$0.00	\$2,030.00	\$0.00	\$0.00							\$2,030.00	\$170.00
Travel Time Runs and Traffic Counts	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,320.00	\$0.00							\$1,320.00	\$18,680.00
Statewide Passenger Rail Study (OTO Portion)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$0.00
Presentation System	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,919.00	\$0.00							\$4,919.00	\$81.00
Moving Expense	\$3,400.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,209.83	\$0.00							\$3,209.83	\$190.17
<b>Total</b>	<b>\$777,287.87</b>	<b>\$30,705.79</b>	<b>\$45,068.52</b>	<b>\$53,640.42</b>	<b>\$87,637.54</b>	<b>\$107,193.39</b>	<b>\$31,204.28</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$347,321.11</b>	<b>\$421,566.76</b>

	Budgeted Amount	July In-Kind	Aug In-Kind	Sept In-Kind	Oct. In-Kind	Nov. In-Kind	Dec. In-Kind	Jan. In-Kind	Feb. In-Kind	Mar. In-Kind	Apr. In-Kind	May. In-Kind	June In-Kind	YTD In-Kind	Remaining
In-Kind Match, Direct Cost, Donated															
Member Attendance at Meetings	\$8,000.00	\$462.68	\$777.70	\$588.64	\$616.37	\$465.94	\$499.20							\$3,410.53	\$4,589.47
Direct Cost - MoDOT Salaries	\$15,977.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00							\$0.00	\$15,977.00
Donated Ride Share Advertising	\$5,000.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00							\$1,992.00	\$3,008.00
<b>Total In-Kind Match, Direct Cost Donated</b>	<b>\$28,977.00</b>	<b>\$794.68</b>	<b>\$1,109.70</b>	<b>\$920.64</b>	<b>\$948.37</b>	<b>\$797.94</b>	<b>\$831.20</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$5,402.53</b>	<b>\$23,574.47</b>

<b>Total Expenditures Plus In-Kind Match</b>	<b>\$806,264.87</b>	<b>\$31,500.47</b>	<b>\$46,178.22</b>	<b>\$54,561.06</b>	<b>\$88,585.91</b>	<b>\$107,991.33</b>	<b>\$32,035.48</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$352,723.64</b>	<b>\$453,541.23</b>
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<b>Minus Non Reimbursable Expenses</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
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<b>Adjusted Total Expenditures Plus In-Kind Match</b>	<b>\$806,264.87</b>	<b>\$31,500.47</b>	<b>\$46,178.22</b>	<b>\$54,561.06</b>	<b>\$88,585.91</b>	<b>\$107,991.33</b>	<b>\$32,035.48</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$352,723.64</b>	<b>\$453,541.23</b>
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\*October Salary line includes 840.30 funds not charged to MODOT in August 2011 (\$143.08) & September 2011 (\$697.22) due to a FSA recording error. \*December -\$650 refund for Liability Insurance, overpayment on policy per insurance audit.

Ozarks Transportation Organization  
Operating Fund Balance Report  
2nd Quarter FY 11 - 12

Date	Previous Balance	Deposits	Interest	Withdrawals	Current Balance
7/30/2010	\$87,790.59	\$115,410.41	\$83.36	\$48,536.60	\$154,747.76
8/31/2010	\$154,747.76	\$30,170.26	\$125.95	\$47,028.83	\$138,015.14
9/30/2010	\$138,015.14	\$0.00	\$106.35	\$50,705.81	\$87,415.68
10/31/2010	\$87,415.68	\$79,516.21	\$91.40	\$26,042.69	\$140,980.60
11/30/2010	\$140,980.60	\$19,775.66	\$123.07	\$22,093.16	\$138,786.17
12/31/2010	\$138,786.17	\$17,673.08	\$115.87	\$21,455.38	\$135,119.74
1/31/2011	\$135,119.74	\$500.09	\$97.40	\$26,087.17	\$109,630.06
2/28/2011	\$109,630.06	\$46,190.83	\$83.93	\$31,402.23	\$124,502.59
3/31/2011	\$124,502.59	\$74,164.97	\$101.64	\$42,451.28	\$156,317.92
4/29/2011	\$156,317.92	\$28,015.14	\$102.07	\$23,812.90	\$160,622.23
5/31/2011	\$160,622.23	\$1,388.84	\$96.34	\$25,383.64	\$136,723.77
6/30/2011	\$136,723.77	\$55,253.11	\$90.44	\$34,331.36	\$157,735.96
7/31/2011	\$157,735.96	\$74,383.82	\$87.90	\$37,546.42	\$194,661.26
8/31/2011	\$194,661.26	\$39,251.90	\$119.86	\$53,834.93	\$180,198.09
9/30/2011	\$180,198.09	\$62,142.96	\$115.15	\$41,387.23	\$201,068.97
10/31/2011	\$201,068.97	\$44,149.25	\$95.67	\$84,498.66	\$160,815.23
11/30/2011	\$160,815.23	\$13,497.70	\$81.03	\$40,509.83	\$133,884.13
12/30/2011	\$133,884.13	\$157,911.79	\$46.93	\$99,021.57	\$192,821.28

Beginning Balance	\$201,068.97
Ending Balance	\$192,821.28
Total Deposits	\$215,558.74
Total Interest	\$223.63
Total Withdrawals	\$224,030.06
Total Outstanding Withdrawals	\$4,328.20
Balance 12/31/2011	\$188,493.08

The OTO Operating Balance Policy establishes a minimum balance of three months of expenses and a maximum balance of six months of expenses in order to maintain an adequate reserve. Based on the current budget year, the following amounts represent these limits.

<b>FY 2012 Budget (minus \$140 k transit study)</b>	<b>\$637,287.87</b>
<b>3 months of expenses</b>	<b>\$142,440.97</b>
<b>6 months of expenses</b>	<b>\$284,881.94</b>

**Ozarks Transportation Organization**  
**Unified Planning Work Program Progress Report**  
**Period: October 1, 2011 to December 31, 2011**

**010 General Administration 60% Complete**

OTO continued to maintain two websites for Ozarkstransportation.org and OzarksCommute.com and posted all ONEDOT TIP approvals to the site.

OTO prepared the first quarter financial report.

Staff attended the AMPO Annual Conference, several webinars on reauthorization, as well as Photoshop training.

The OTO offices were relocated and meetings have been held in the new conference room.

Results of the FY 11 audit were presented to the Board of Directors in October with no significant findings.

**020 OTO Committee Support 55% Complete**

Staff prepared the OTO Board agenda and held two meetings of the OTO Board of Directors on October 20<sup>th</sup> and December 15<sup>th</sup>. Staff prepared and held one OTO Technical Planning Committee meeting on November 16<sup>th</sup>.

Staff prepared for and held one BPAC meeting. This meeting reviewed the final draft of the Bike/Ped Chapter of the long range plan. Staff and BPAC reviewed the recommendations and discussed implementation strategies for the Plan. Staff was involved with the Ozark Greenways Technical and Sustainable Transportation Committees. Updates on bicycle and pedestrian activities were provided to the Technical Planning Committee. Staff continued involvement with the Missouri Livable Streets Advisory Team, the Missouri Safe Routes to School Network and the Childhood Obesity Action Group. Staff is also serving in an advisory role as the City of Springfield updates its policies regarding bicycling and pedestrians.

**030 OTO General Planning and Plan Implementation 50% Complete**

Public Comment Meetings for the Long Range Transportation Plan continued in October. Four meetings were held in addition to a public hearing at the OTO Board of Directors Meeting in October. Olsson Associates completed the visualization project. Staff presented the final LRTP to the Technical Committee and the Board of Directors. The TPC recommended approval of the LRTP in November and the Board approved it in December.

**040 Transportation Improvement Program 29% Complete**

Amendment Number 1 to the FY 2012-2015 Transportation Improvement Program was processed and is pending ONE DOT Approval.

Solicitation was made for a consultant to develop an e-TIP. Selection is anticipated in January.

The Annual Listing of Obligated Projects was published in December.

### **050 Ride Share and Commuter Choice 50% Complete**

Staff continues to promote the rideshare matching site and phone number via banners and bus wraps. Two bus wraps and 20 banners continue to be displayed. A billboard promotes the site along Interstate I-44 and information regarding the website is included in the Missouri State University Directory. A total of 363 users have created an account on OzarksCommute.com. Staff met with students from Missouri State University about a custom portal. A booth was sponsored at the Chamber Business Expo to educate the public on the benefits of carpooling and to provide information about OzarksCommute.com.

### **060 OTO and City Utilities Transit Planning 60% Complete**

The transit provider brochure continues to be available for distribution.

Discussions continue on the bus transfer facility.

The Local Coordinating Board and a larger Transit Coordination Plan Advisory Team are meeting to develop the update to OTO's Transit Coordination Plan. A scope of work for the Plan has been developed and staff surveyed providers and non-providers about coordination. Two meetings were held during the quarter to discuss the Transit Coordination Plan.

A Regional Transit Analysis study began in August. Public Input Meetings were conducted in October and a study completion date is scheduled for the spring. On Board bus surveys were analyzed. An existing conditions report draft has been developed.

### **070 OTO and MoDOT Special Studies and Projects 20% Complete**

Staff chaired the Transportation Section of the Community Report Card for Springfield and a final draft was released.

Staff continued involvement with the Missouri Coalition for Roadway Safety and the Southwest Missouri Council of Governments.

Staff attended the Ozarks Clean Air Alliance meetings in October, November, and December. The OCAA began working on the update to the Clean Air Action Plan. Staff is serving on the update committee.

Staff attended a Talking Freight web seminar, a Photoshop skills course, the Association of MPOs National Conference.

Staff sat on a committee to approve the MoDOT Local Public Agency Manual and began to review several chapters for possible improvements.

**TAB 5**



**BOARD OF DIRECTORS AGENDA 2/16/12; ITEM II.D.**

**TIGER Update**

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

**AGENDA DESCRIPTION:**

The third round of TIGER funding awards were announced December 15, 2011. Nearly half of the funding went to road and bridge projects and almost a third went to transit. OTO staff has developed a report outlining how much of each project was funded with TIGER money. Examples of two winning projects are also included in the agenda.

On January 31, 2012, the fourth round of funding availability was announced for the TIGER program. TIGER 2012 provides up to \$100 million for high-speed rail and intercity passenger rail projects, as well as \$120 million for rural transportation projects. A total of \$500 million is available. Projects will be evaluated on primary criteria that include safety, economic competitiveness, livability, environmental sustainability, state of repair and short-term job creation. Pre-applications are due February 20 and applications are due March 19.

**BOARD OF DIRECTORS ACTION REQUESTED:**

No official motion is needed.

DOT 165-11  
Thursday, December 15, 2011  
Contact: Justin Nisly  
Tel.: 202-366-4570



**Secretary LaHood Announces Funding for 46 Innovative Transportation Projects Through Third Round of Popular TIGER Program**  
*Job-Creating Grants Announced Months Ahead of Schedule as Part of the Obama Administration's "We Can't Wait" Initiative*

U.S. Transportation Secretary Ray LaHood announced today that 46 transportation projects in 33 states and Puerto Rico will receive a total of \$511 million from the third round of the U.S. Department of Transportation's popular TIGER program. The announcement comes months ahead of schedule, and will allow communities to move forward with critical, job-creating infrastructure projects including road and bridge improvements; transit upgrades; freight, port and rail expansions; and new options for bicyclists and pedestrians.

The Department of Transportation (DOT) received 848 project applications from all 50 states, Puerto Rico and Washington, DC, requesting a total of \$14.29 billion, far exceeding the \$511 million made available for grants under the TIGER III program.

"The overwhelming demand for these grants clearly shows that communities across the country can't afford to wait any longer for Congress to put Americans to work building the transportation projects that are critical to our economic future," said Secretary LaHood. "That's why we've taken action to get these grants out the door quickly, and that is why we will continue to ask Congress to make the targeted investments we need to create jobs, repair our nation's transportation systems, better serve the traveling public and our nation's businesses, factories and farms, and make sure our economy continues to grow."

In November, President Obama directed DOT to take common sense steps to expedite transportation projects by accelerating the process for review and approval and by leveraging private sector funding to promote growth and job creation. As part of that initiative, DOT accelerated the TIGER III application review process and has announced the awards before the end of 2011 – months ahead of the planned spring 2012 announcement.

The grants will fund a wide range of innovative transportation projects in urban and rural areas across the country:

- Of the \$511 million in TIGER III funds available for grants, more than \$150 million will go to critical projects in rural areas.
- Roughly 48% of the funding will go to road and bridge projects, including more than \$64 million for Complete Streets projects that will spur small business growth and benefit motorists, bicyclists and pedestrians.
- 29% of the funding will support transit projects like the Westside Multimodal Transit Center in San Antonio.
- 12% will help build port projects like the Port of New Orleans Rail Yard Improvements.

- 10% will go to freight rail projects like the Muldraugh Bridge Replacement in Kentucky.
- Three grants were also directed to tribal governments to create jobs and address critical transportation needs in Indian country.
- Three grants will provide better multimodal access to airports, including DFW in Texas.

Work has already begun on 33 planning projects while 58 capital projects are under way across the country from the previous two rounds of TIGER, and an additional 13 projects are expected to break ground over the next six months.

In 2009 and 2010, the Department received a total of 2,400 applications requesting \$76 billion, greatly exceeding the \$2.1 billion available in the TIGER I and TIGER II grant programs. In the previous two rounds, the TIGER program awarded grants to 126 freight, highway, transit, port and bicycle/pedestrian projects in all 50 states and the District of Columbia.

TIGER grants are awarded to transportation projects that have a significant national or regional impact. Projects are chosen for their ability to contribute to the long-term economic competitiveness of the nation, improve the condition of existing transportation facilities and systems, increase energy efficiency and reducing greenhouse gas emissions, improve the safety of U.S. transportation facilities and enhance the quality of living and working environments of communities through increased transportation choices and connections. The Department also gives priority to projects that are expected to create and preserve jobs quickly and stimulate increases in economic activity.

The continuing demand for TIGER grants highlights the need for further investment in the nation's transportation infrastructure that could be provided by President Obama's American Jobs Act. The American Jobs Act would provide \$50 billion to improve 150,000 miles of road, replace 4,000 miles of track, and restore 150 miles of runways, creating jobs for American workers and building a safer, more efficient transportation network. It would also provide \$10 billion for the creation of a bipartisan National Infrastructure bank.

A complete list of grant recipients can be viewed here:  
[www.dot.gov/tiger/docs/FY2011\\_TIGER.pdf](http://www.dot.gov/tiger/docs/FY2011_TIGER.pdf)

Applicant/Sponsor	Project Name	State(s)	TIGER Grant	Total Project Cost	TIGER/Total	Notes
Dallas Area Rapid Transit	DART Orange Line Extension	TX	\$ 5,000,000	\$ 429,500,000	1.16%	TIGER TIFIA Payment toward loan
Riverside County Transportation Commission	State Route 91 Corridor Improvements	CA	\$ 20,000,000	\$ 1,347,316,000	1.48%	TIGER TIFIA Payment toward loan, TIFIA loan leverages over \$900m in up-front local and state funding
Virginia Department of Transportation	I-95 HOT Lanes	VA	\$ 20,000,000	\$ 940,700,000	2.13%	TIGER TIFIA Payment toward loan
Sound Transit	South Link: Sea-Tac Airport to South 200th Street	WA	\$ 10,000,000	\$ 238,402,000	4.19%	Encourages 2.5-5m sqft of TOD near new station
Multnomah County	Sellwood Bridge Replacement OR	OR	\$ 17,700,000	\$ 268,800,000	6.58%	Final piece of funding, leverages over \$230m in state and local funding
City of Cincinnati	Cincinnati Streetcar Riverfront Loop	OH	\$ 10,920,000	\$ 156,290,000	6.99%	Connects with \$600m Banks Mixed-Use development and 45-acre Central Riverfront Park, TIF Districts to redevelop surrounding land
North Dakota Department of Transportation	Devils Lake Rail Improvements	ND	\$ 10,000,000	\$ 99,936,000	10.01%	ND DOT and its partners
St. Michael IRA	St. Michael Community Streets	AK	\$ 1,000,000	\$ 8,568,230	11.67%	
South Jersey Port Corporation	South Jersey Port Rail Improvements	NJ	\$ 18,500,000	\$ 157,550,000	11.74%	Conrail (CSX/Norfolk Southern) - \$12.5m
Hennepin County Regional Railroad Authority	Minneapolis Transit Interchange Construction	MN	\$ 10,000,000	\$ 81,200,000	12.32%	Already expanding light rail service as a separate project
State of Hawaii Department of Transportation	Saddle Road Improvements	HI	\$ 13,500,000	\$ 94,900,000	14.23%	The project will build on roadway investments made by the US Army, which has already reconstructed 31 of the original 48 miles to date
Missouri Department of Transportation	St. Louis+City+Arch River Revitalization	MO	\$ 20,000,000	\$ 99,360,000	20.13%	
Jacksonville Port Authority	Dames Point Intermodal Container Facility	FL	\$ 10,000,000	\$ 45,000,000	22.22%	Public-Private Partnership
Massachusetts Bay Transportation Authority	Merrimack River Bridge Rehabilitation	MA	\$ 10,000,000	\$ 43,000,000	23.26%	
Pennsylvania Department of Transportation	Rutherford Intermodal Facility Expansion	PA	\$ 15,000,000	\$ 60,500,000	24.79%	
Port of Long Beach	Port of Long Beach Rail Realignment	CA	\$ 17,000,000	\$ 64,496,013	26.36%	
City of Stamford	Stamford Intermodal Access	CT	\$ 10,500,000	\$ 38,750,000	27.10%	Complement \$3.5b in planned economic development
Chicago Transit Authority	Chicago Blue Line Renewal & City Bike Share	IL	\$ 20,000,000	\$ 64,597,200	30.96%	
City of Philadelphia	IMPACT Philadelphia	PA	\$ 10,000,000	\$ 32,000,000	31.25%	<a href="http://www.wgianalytics.com/tiger3ph/">http://www.wgianalytics.com/tiger3ph/</a>
Kansas Department of Transportation	Solomon Rural Rail Upgrade	KS	\$ 6,568,095	\$ 20,108,883	32.66%	
West Virginia Public Port Authority	Prichard Intermodal Facility	WV	\$ 12,000,000	\$ 35,000,000	34.29%	
Orangeburg County, South Carolina	I-95/US-301 Interchange Improvement	SC	\$ 12,100,000	\$ 33,400,000	36.23%	Jafza International is planning to build a \$600-700m intermodal logistics center near the interchange
City of Buffalo, NY	Buffalo Main Street Revitalization	NY	\$ 15,000,000	\$ 40,000,000	37.50%	
City of Beaufort, South Carolina	Boundary Street Redevelopment	SC	\$ 12,635,000	\$ 30,393,700	41.57%	Result of new comp plan, form-based codes, and a 1 percent sales tax to pay for transportation improvements
Illinois Department of Transportation	IL 83 (147th Street) Reconstruction	IL	\$ 10,438,000	\$ 24,657,000	42.33%	
VIA Metropolitan Transit Authority	Westside Multimodal Transit Center	TX	\$ 15,000,000	\$ 35,000,000	42.86%	Part of a \$205m redevelopment plan
Maine Department of Transportation	Kennebec Bridge Replacement	ME	\$ 10,810,000	\$ 24,900,000	43.41%	
Washington State Department of Transportation	I-5 Lewis-McChord Area Congestion Management	WA	\$ 15,000,000	\$ 34,000,000	44.12%	
Kentucky Transportation Cabinet	Muldrough Bridges Replacement	KY	\$ 11,558,220	\$ 23,958,194	48.24%	
Municipality of Guaynabo, Puerto Rico	Caparra Interchange	PR	\$ 10,000,000	\$ 19,000,000	52.63%	
Port of Northern Montana	Northern Montana Multimodal Hub	MT	\$ 9,998,910	\$ 17,345,468	57.65%	Builds on \$254.5m in private investments pledged to be built in the facility's vicinity
City of Syracuse	Syracuse Connective Corridor	NY	\$ 10,000,000	\$ 17,212,476	58.10%	There has already been one phase
Eastern Shoshone/Northern Arapaho Tribes Business Council	17 Mile Road	WY	\$ 8,233,700	\$ 13,233,700	62.22%	
Redevelopment Authority of Allegheny County	Carrie Furnace Flyover Bridge	PA	\$ 10,000,000	\$ 16,000,000	62.50%	
City of Alton, IL	Alton Regional Multimodal Station	IL	\$ 13,850,000	\$ 21,980,000	63.01%	
Port of New Orleans	Port of New Orleans Rail Yard Improvements	LA	\$ 16,738,246	\$ 26,132,191	64.05%	
City of Northfield, Minnesota	Northfield Multimodal Integration	MN	\$ 1,060,000	\$ 1,560,000	67.95%	Supported by MnDOT, Progressive Rail, Union Pacific Rail, 2 colleges, and other organizations
City of Charlotte	LYNX Blue Line Capacity Expansion	NC	\$ 18,000,000	\$ 25,000,000	72.00%	The Blue line has generated over \$1.4b of new and planned economic development
City of St. Albans, Vermont	St. Albans Main Street Reconstruction	VT	\$ 2,088,496	\$ 2,705,496	77.19%	Received a TIGER II Planning Grant
Oklahoma Department of Transportation	Oklahoma Freight Rail Upgrade	OK	\$ 6,756,580	\$ 8,456,580	79.90%	Financial participation from federal, state, local, and private sources, includig Farmrail Regional Railroad
Tribe of Smith River Rancheria	US 101 Smith River Safety Corridor	CA	\$ 2,500,000	\$ 3,124,800	80.01%	Partnership between a tribe, a state DOT, USDOT
Seminole Tribe of Florida	Snake Road Improvement	FL	\$ 3,700,000	\$ 4,623,000	80.03%	
City of American Falls	City of American Falls Complete Streets	ID	\$ 2,300,000	\$ 2,850,000	80.70%	Partnership from county, local schools, Chamber, and residents who donated 1000 hours of service, supports construction of \$2b Southeast Idaho Advanced Energy Center
Greater Cleveland Regional Transit Authority	Mayfield Transit Station	OH	\$ 12,503,200	\$ 15,206,014	82.23%	
Mississippi Department of Transportation	Mississippi River Bridges ITS	MS/AR/LA	\$ 9,814,700	\$ 10,734,450	91.43%	Partnership of three states and private industry
St. Clair County Road Commission	Smiths Creek Road & Bridge Reconstruction	MI	\$ 3,650,000	\$ 3,850,000	94.81%	

Green Cells Indicate Rural Projects

List is sorted by TIGER funding as a percentage of the total project

# CARRIE FURNACE FLYOVER BRIDGE

**APPLICANT/SPONSOR:** Redevelopment Authority of Allegheny County

**TOTAL PROJECT COST:** \$16,000,000

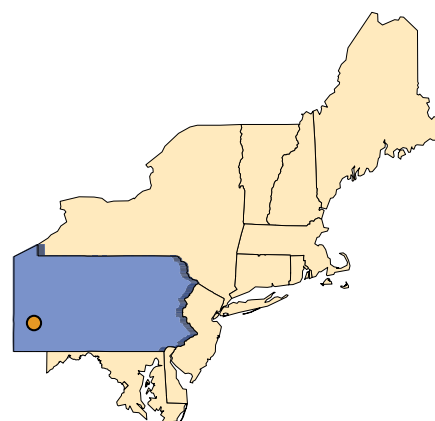
**GRANT FUNDING:** \$10,000,000

## PROJECT DESCRIPTION

The project will help redevelop a historic blast furnace site, which is designated as an environmental Brownfield, and connect it to a residential community. It will improve three railroad crossings on streets approaching Carrie Furnace and constructs a ramp from the Rankin Street Bridge to provide direct access to the redevelopment site. These access improvements will enable redevelopment of the Brownfield as a sustainable industrial and office park with an adjacent riverfront residential development and park.

### PROJECT HIGHLIGHTS

- » Connects residents to an extensive network of biking and walking paths
- » Eliminates an environmental Brownfield in an economically distressed community
- » Bolsters the green economy with an “eco-industrial” park that will produce sustainable goods



**EAST**

## PROJECT BENEFITS

This project will promote safety and quality of life in Allegheny County by addressing dangerous railroad crossings and revitalizing the area. This redevelopment plan will remediate the degraded environment, preserving the historical furnace buildings as a recreational park and restoring access to the Monongahela River. This project provides access to a new mixed-use industrial, commercial and residential area and connects this site to existing communities and economic opportunities.



U.S. Department  
of Transportation



**TIGER**

# IMPACT PHILADELPHIA

**APPLICANT/SPONSOR:** City of Philadelphia

**TOTAL PROJECT COST:** \$32,000,000

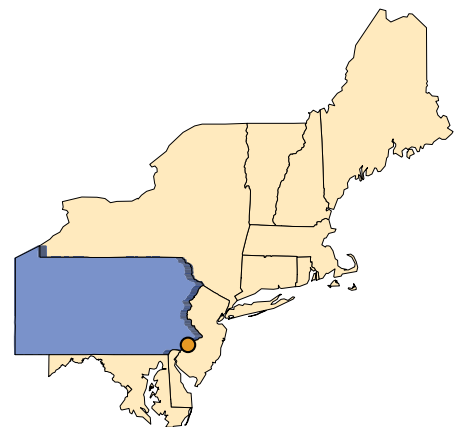
**GRANT FUNDING:** \$10,000,000

## PROJECT DESCRIPTION

This traffic signal prioritization project will upgrade more than 100 existing traffic controllers along three transit corridors (Castor/Oxford Avenues, Bustleton Avenue, and Woodland Avenue), covering approximately 15.72 miles in Philadelphia. The project will connect the controllers to the city's existing traffic management system via fiber optic cable and link to transit vehicles serving these corridors, maximizing traffic flow and running speeds. The project also includes upgrades to Americans with Disability Act (ADA) compliant ramps, installs traffic monitoring cameras and fiber-optic cable, replaces electro-mechanical traffic controllers, installs signal priority receivers and optical emitters, and installs pedestrian countdown signals at intersections along the corridors.

### PROJECT HIGHLIGHTS

- » Smooths traffic flow for transit vehicles on the corridors, improving connections to the SEPTA subway system
- » Builds off of existing investments in traffic signal prioritization technology in Philadelphia, maximizing traffic flow and running speeds
- » Upgrades pedestrian infrastructure, improving safety for all users



**EAST**

## PROJECT BENEFITS

The project will upgrade technology at intersections which will improve traffic flow and make transit travel times more predictable. This effort also builds on existing traffic signal prioritization investments, improves an existing transit asset and will encourage greater transit use.



U.S. Department  
of Transportation



**TIGER**



[Philadelphia Streets Department](#)



## TIGER III (2011) Data Repository

### Improving Mobility for Pedestrians, Cars and Transit (IMPACT)

### Transit Signal Priority (TSP) Upgrades Project

[Home](#)

[Description](#)

[Existing Conditions](#)

[Benefits](#)

[Costs](#)

[Financing](#)

[Supporting Materials](#)

[Sponsor](#)





The City of Philadelphia will implement transit signal priority (TSP) improvements on 3 key corridors in the region, [Castor/Oxford, Bustleton and Woodland Avenues](#). These corridors have been selected and ranked through a cooperative effort of the City of Philadelphia Mayor's Office of Transportation and Utilities (MOTU), Philadelphia Streets Department (Streets), the Southeastern Pennsylvania Transportation Authority (SEPTA), the Delaware Valley Regional Planning Commission (MPO), and the Pennsylvania Department of Transportation (PennDOT). Combined, these partners have committed to a **50% local capital funding match** to implement these improvements. The **primary goals of the project are to reduce transit and other vehicle running times** as well as improve reliability along capacity constrained arterials. Secondary benefits will be realized through reduced vehicle emissions, reduced fuel consumption and reduced traffic incidents. The project will also provide the ability to support emergency responders should they invest in signal preemption capabilities.

The project will **upgrade more than 100 existing traffic controllers**, connect controllers to the City's existing traffic management system via fiber optic cable and outfit transit vehicles serving these corridors with emitters that will actuate signals as appropriate to maximize traffic flow and running speeds.

Resulting improvements will reinforce ongoing economic redevelopment efforts in areas with high densities of low-income households, reduce the amount of time it takes for first responders to get to the scene of an incident and reduce travel time for all commuters between major job markets in the City. As part of previous implementations of this same type of technology in the "Transit First" initiative, SEPTA has demonstrated a 7.9% reduction in transit vehicle travel time and has witnessed supporting economic redevelopment accelerate along upgraded corridors. Because of the lessons learned and success of previous efforts, the City has recognized the importance of these upgrades and has committed funds to maintain the system should the grant be funded. These projects are a continuation of the "Transit First" and "Complete Streets" initiatives already implemented in parts of the City.

Assembled by [Whitehouse Group Inc.](#) - Last Updated November 4, 2011



[Philadelphia Streets Department](#)

**TIGER III (2011) Data Repository**  
**Improving Mobility for Pedestrians, Cars and Transit (IMPACT)**  
**Transit Signal Priority (TSP) Upgrades Project**

[Home](#)
[Description](#)
[Existing Conditions](#)
[Benefits](#)
[Costs](#)
[Financing](#)
[Supporting Materials](#)
[Sponsor](#)

**Capital Costs** ([Details](#))

Project Sponsor	Amount*	Funding Percentage
City of Philadelphia	\$4,000,000	12.50%
SEPTA	\$2,000,000	6.25%
Pennsylvania Department of Transportation	\$10,000,000	31.25%
US DOT TIGER Grant	\$16,000,000	50.00%
<b>Total Capital Cost</b>	<b>\$32,000,000</b>	<b>100.00%</b>

**Annual O&M Costs**

Project Sponsor	Amount	Funding Percentage
City of Philadelphia	\$127,210	100.00%
<b>Total Annual O&amp;M Cost</b>	<b>\$127,210</b>	<b>100.00%</b>

107 existing controllers are located along this project's limits. Maintenance cost per controller averages approximately \$1,163.59 per controller per year based on the City's most recent annual budget.

Assembled by [Whitehouse Group Inc.](#)- Last Updated November 4, 2011



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DOT 13-12

Tuesday, January 31, 2012

## U.S. Transportation Secretary LaHood Announces Fourth Round of Funding Under Highly Successful TIGER Program

Following President Obama's call in his State of the Union address for greater infrastructure investment as part of "An America Built to Last," U.S. Transportation Secretary Ray LaHood today announced the availability of funding for transportation projects under a fourth round of the popular TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grant program. TIGER 2012 will make \$500 million available for surface transportation projects having a significant impact on the nation, a metropolitan area, or region.

The previous three rounds of the TIGER program provided \$2.6 billion to 172 projects in all 50 states, the District of Columbia and Puerto Rico. Demand for the program has been overwhelming, and during the previous three rounds, the Department of Transportation received more than 3,348 applications requesting more than \$95 billion for transportation projects across the country.

"President Obama made clear in his State of the Union address that investing in transportation means putting people back to work, and that's just what our TIGER program is doing in communities across the country," said Secretary LaHood. "Americans are demanding investments in highways, ports, commuter rail, streetcars, buses, and high-speed rail. These kinds of projects not only mean a stronger economic future for the U.S., but jobs for Americans today."

As in previous rounds, high-speed rail and intercity passenger rail projects remain eligible for funding. TIGER 2012 provides for the possibility of up to \$100 million being used toward these projects. TIGER 2012 will also continue to encourage the development of transportation projects in rural areas, providing \$120 million for rural transportation projects.

On November 18, 2011, the President signed the FY 2012 Appropriations Act, which provided \$500 million for Department of Transportation infrastructure investments. Like the first three rounds, TIGER 2012 grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis.

Projects will be evaluated on primary criteria that include safety, economic competitiveness, livability, environmental sustainability, state of repair and short-term job creation.

Pre-applications are due February 20 and applications are due March 19. You can click [here](#) to view the Notice of Funding Availability.

###

**Contact:** Justin Nisly • **Tel:** (202) 366-4570

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[U.S. Department of Transportation](#) | 1200 New Jersey Avenue, SE | Washington, DC 20590 | 202-366-4000

# **TIGER 2012**

The Notice of Funding Availability (NOFA), [http://www.dot.gov/tiger/docs/fy12\\_tiger\\_nofa.pdf](http://www.dot.gov/tiger/docs/fy12_tiger_nofa.pdf), is similar to the 2011 NOFA:

1. Eligible applicants may submit, as a lead applicant, no more than three applications for consideration;
2. Any applicant that is applying for a TIGER TIFIA Payment must also submit a TIFIA letter of interest along with their application; and
3. Funds must be obligated by September 30, 2013. The limited amount of time for which the funds will be made available means that DOT will focus on the extent to which a project is ready to proceed with obligation of grant funds when evaluating applications, and give priority to those projects that are ready to proceed sooner than other competitive projects.

Please be aware of the following KEY DATES:

- \* Deadline for Pre-Applications- February 20th, 2012
- \* Deadline for Final Applications- March 19th, 2012

For more information, please visit <http://www.dot.gov/tiger/>

**TAB 6**

# MoDOT's **Bolder** Five-Year Direction

## Overview

Faced with a severe decline in funding for transportation and the inability to match federal funds in the near future, the Missouri Highways and Transportation Commission on June 8 adopted a plan that includes reducing the size of the Missouri Department of Transportation's staff by 1,200, closing 131 facilities and selling more than 740 pieces of equipment. By 2015, the proposed direction will save \$512 million that will be used for vital road and bridge projects.

## Staffing Reductions

Program Delivery (planning, right of way, bridge, design, construction and materials)	27 percent, 415 employees
Administration (management, support, advisory, regulatory)	30 percent, 323 employees
Operations (maintenance, traffic)	12 percent, 444 employees
Total	19 percent, 1,182 employees

## Facility Reductions

District Offices	3 (Macon, Joplin, Willow Springs)
Maintenance and Traffic Facilities	106
Resident Engineer Offices	18
Leased Facilities	4
Total	131

## Equipment Reductions

Cars, Trucks, Vans, Dump Trucks, Loaders, Tractors, Drills, Stripers	740
----------------------------------------------------------------------	-----

## Savings (through 2/28/2015)

People	\$212 million
Facilities	\$ 41 million
Equipment	\$ 44 million
Redirected Services	\$ 31 million
Redirected Budget	\$184 million
Total	\$512 million

## Annual Ongoing Savings from Reducing Staff, Facilities

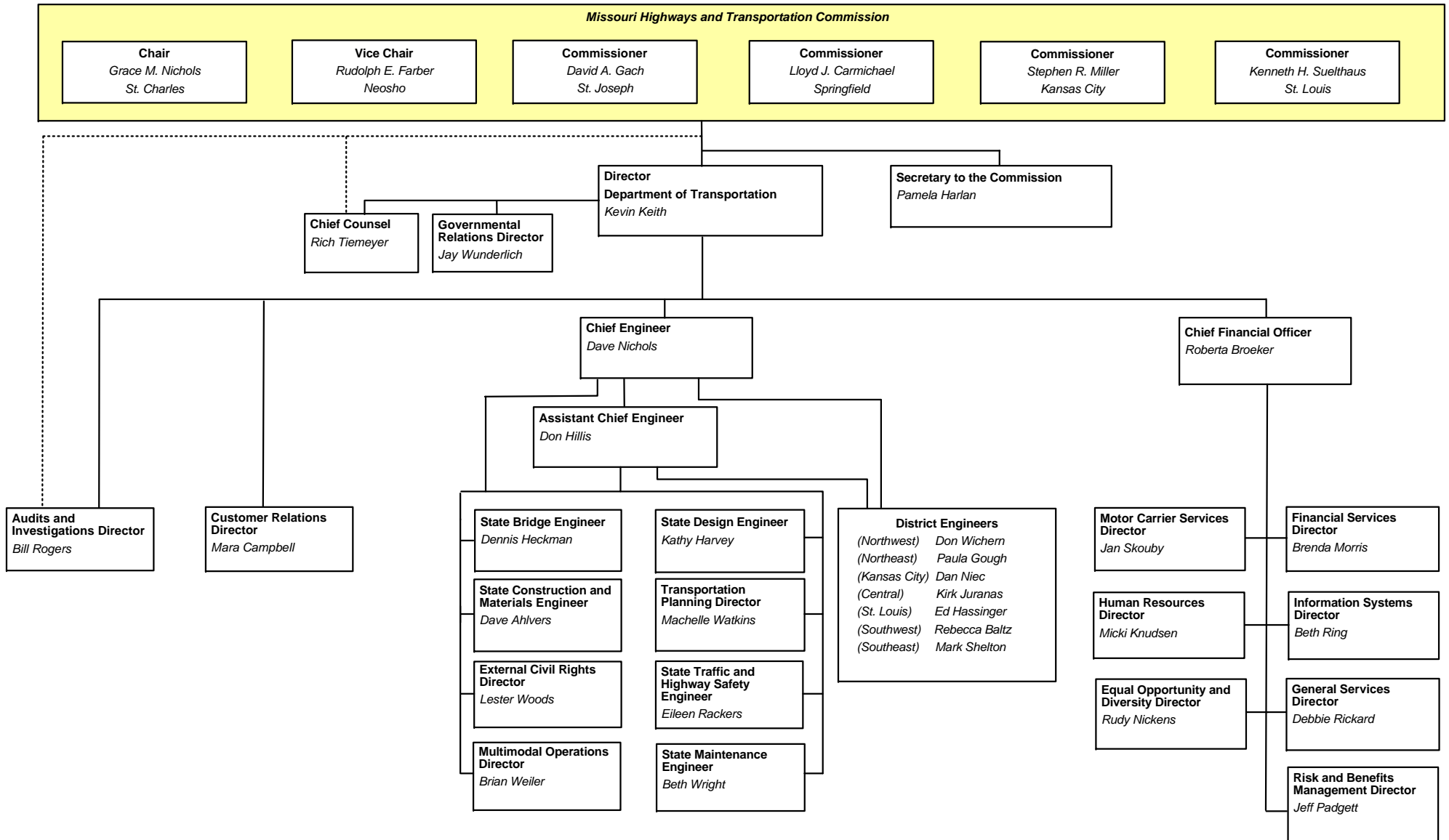
\$117 million

## Timeline

Facility, Equipment and Operational Changes	Dec. 31, 2012
Employee Reassignments, Staff Reductions	March 31, 2013

*Additional information, including the complete plan and maps of the new MoDOT districts, can be found at [www.modot.org](http://www.modot.org).*

# Missouri Department of Transportation



# MoDOT Districts

District	District Engineer	Phone Number
Northwest	Don Wichern	(816) 387-2350
Northeast	Paula Gough	(573) 248-2490
Kansas City	Dan Niec	(816) 622-6500
Central	Dave Silvester	(573) 751-3322
St. Louis	Ed Hassinger	(314) 275-1500
Southwest	Becky Baltz	(417) 895-7600
Southeast	Mark Shelton	(573) 472-5333
Central Office		(573) 751-2840

- ★ District Offices
- Regional Offices
- Central Office





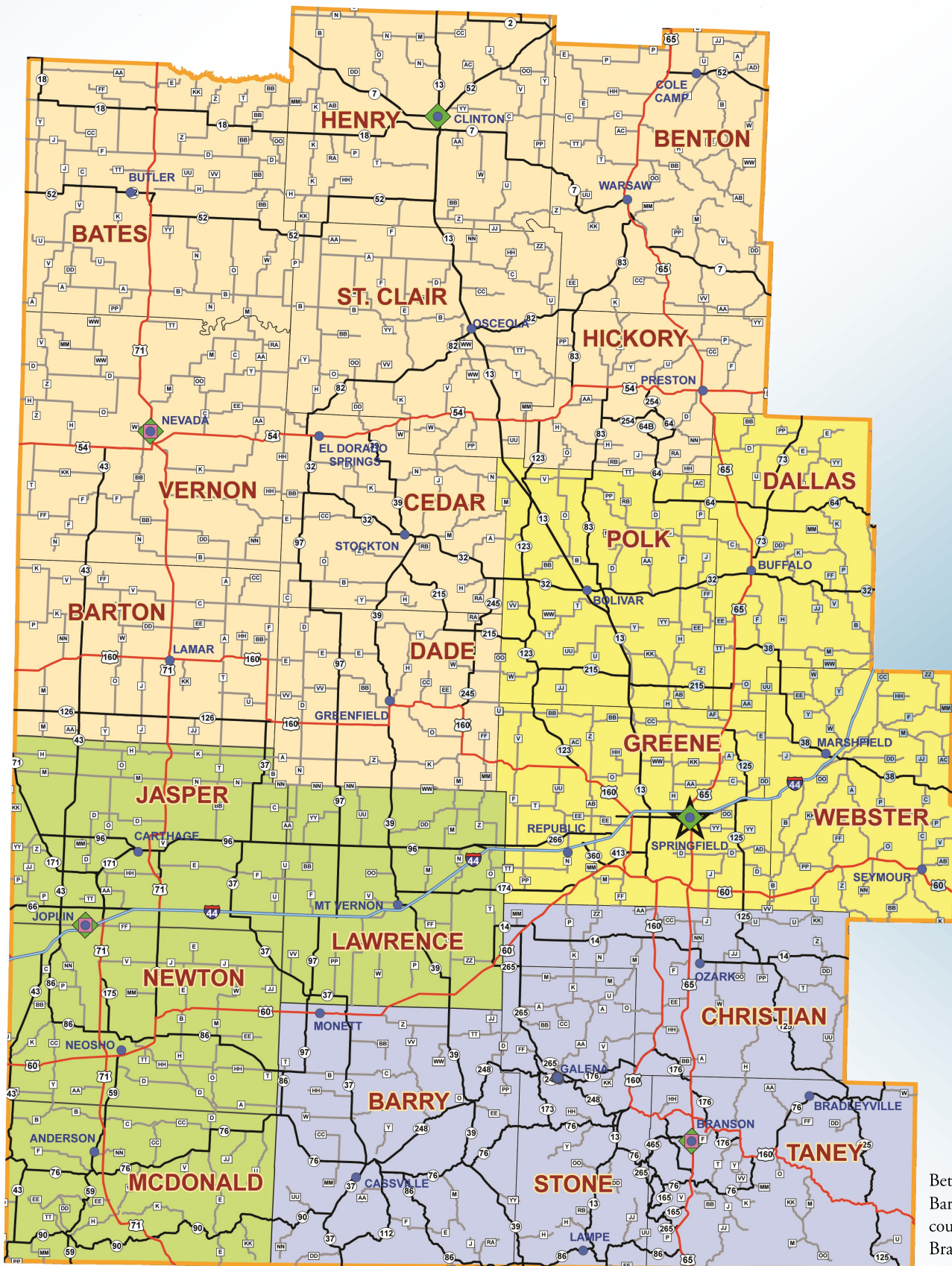
# Area Engineers

To ensure MoDOT's mission of exceptional customer service, four engineers have been designated to be MoDOT's local connection within the communities they serve.



**Darin Hamelink,**  
**Area Engineer:**  
**(417) 766-3238**

Darin serves as the area engineer for Bates, Vernon, Barton, Henry, St. Clair, Cedar, Dade, Benton and Hickory counties. He is headquartered in Nevada.



**Andy Mueller, Assistant**  
**District Engineer**  
**(417) 895-7685**

Andy serves in the area engineer capacity for Polk, Dallas, Greene and Webster counties. He is headquartered in Springfield.



**Dan Salisbury, Assistant**  
**District Engineer:**  
**(417) 621-6555**

Dan serves in the area engineer capacity for Jasper, Newton, McDonald and Lawrence counties. He is headquartered in MoDOT's Regional Office in Joplin.



**Beth Schaller,**  
**Area Engineer:**  
**(417) 529-4120**

Beth serves as the area engineer for Barry, Stone, Christian and Taney counties. She is headquartered in Branson.

## For Southwest District Road Work and Traffic Information:



[www.modot.org/southwest](http://www.modot.org/southwest), (417) 895-7600  
1-888-ASK-MODOT (888-275-6636)



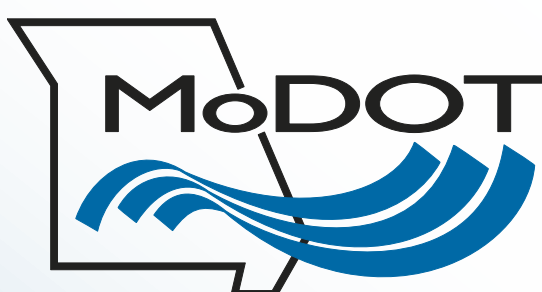
MoDOT Southwest District  
([www.facebook.com/MoDOT.Southwest](http://www.facebook.com/MoDOT.Southwest))



MoDOT Southwest District  
([twitter.com/MoDOT\\_Southwest](https://twitter.com/MoDOT_Southwest))



[www.youtube.com/MoDOTSouthwest](http://www.youtube.com/MoDOTSouthwest)



## Visit Our Traveler Information Map

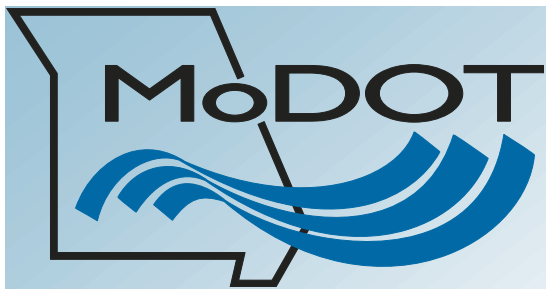


MoDOT's Traveler Information Map provides a view of road conditions for major Missouri highways. The map shows work zone locations, flooding information, weather-related road conditions and incidents that affect travel.

Commercial drivers can view information on oversized/over-weight loads, vertical clearance and commercial zones.

A weather radar image and links to road condition maps for surrounding states are also available on the Traveler Information Map at [www.modot.org](http://www.modot.org).





## Welcome to the Southwest District:

I'm Becky Baltz, District Engineer. I oversee MoDOT's operations in the 21-county Southwest District. I've assigned two Assistant District Engineers and two Area Engineers to cover different sections of the district and provide direct interaction with all communities. This structure will help ensure good communication and outstanding customer service across the district. (See map on reverse side.)

- Becky Baltz, P.E.



# Southwest District Fast Facts

### District Motto:

- Be Smart. Be Safe. Be here tomorrow.

### District Facts:

- 21 counties
- 6,533 miles of roadway
- Population: 926,656
- 13,000 square miles

### District Facilities:

- District Office – Springfield
- Regional Office – Joplin
- Maintenance Buildings – 29
- Construction Offices – 5

### State Facts:

- Population: 5,842,713
- Licensed drivers: 4.25 million
- Missouri: 7<sup>th</sup> nationally in highway miles

### District Pavement Condition (as of fall 2011):

- 93% major roads in **Good** condition
- 75% lower volume roads in **Good** condition

### Safe & Sound

#### Bridge Repair/Replacement Program:

- Replacing or rehabilitating 135 bridges in Southwest District
- 77 completed (2009-mid 2011)
- 37 under construction (late 2011)
- 21 in design phase to be built (2011/2012)

#### Upgrading U.S. 71 to I-49:

- 2011
  - Interchange projects (5)
  - Overpasses (2)
- 2012
  - Interchange projects (2)
  - Overpasses (2)
  - Outer road (1)
- Work with Federal Highway Administration for I-49 Designation Target: end of 2012

#### Transportation Management Center, Springfield:

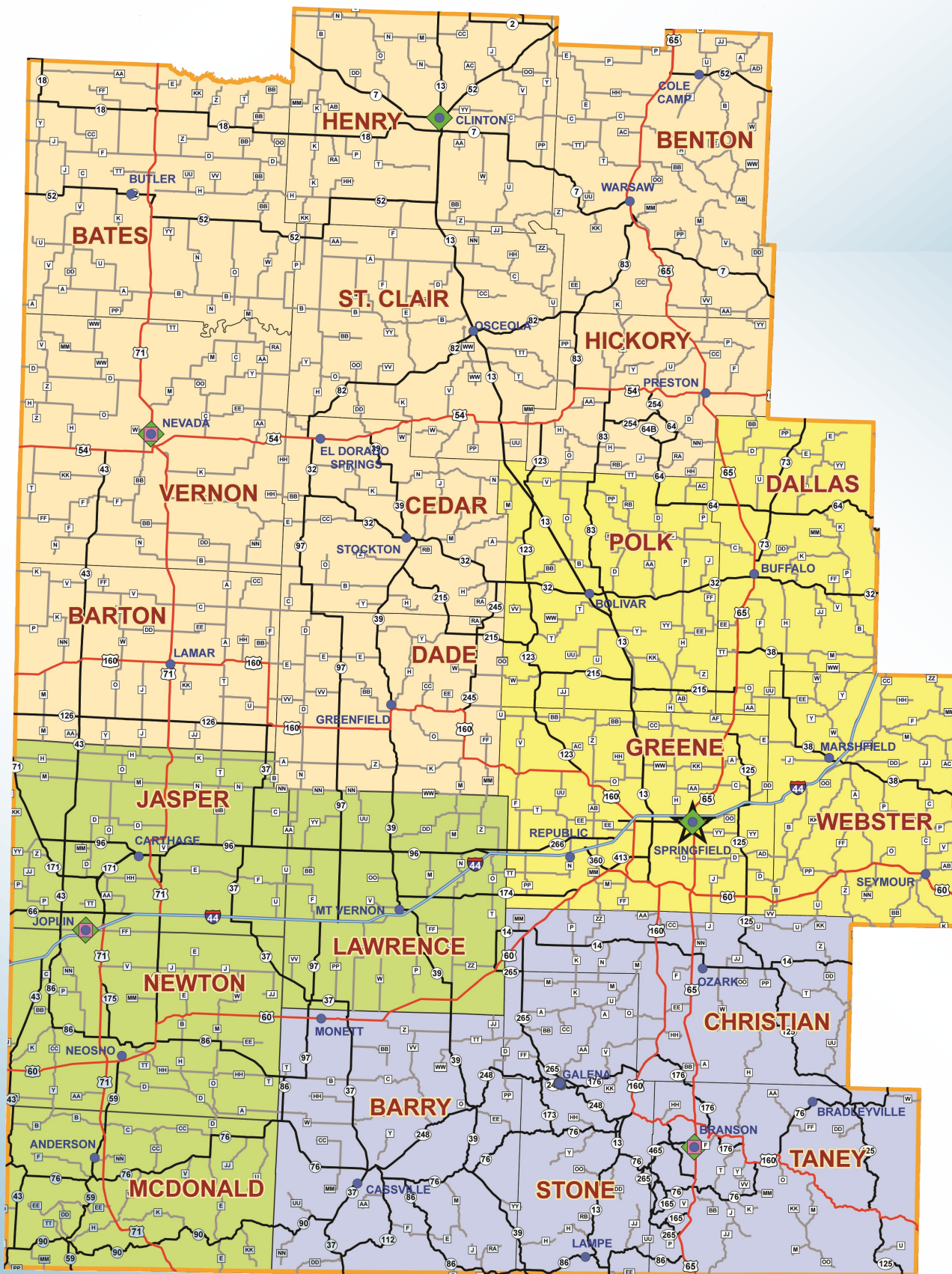
- Honored by the Institute of Transportation Engineers with the "Transportation Achievement Award for Facilities"
- Provides "real time" oversight of the MoDOT-City of Springfield traffic signal system
- Monitors 250 traffic signals
- Uses 42 traffic-monitoring cameras
- Operators can view I-44 cameras
- Is nerve center for Advance Traffic Management System (under construction), providing 27 additional cameras, 16 permanently-mounted electronic message signs and 32 traffic detection locations

#### Roadways Statewide:

- Cost to build one mile of four-lane highway – from \$3 million to \$12 million
- Tons of salt used per winter – 221,432 (three-year average)
- Cost for MoDOT to pick up litter – \$6 million annually
- Cost for MoDOT to mow – \$18.1 million annually

#### MoDOT Emphasis:

- Partnering
- Take care of the system
- Keep our citizens and our employees safe
- Deliver excellent customer service

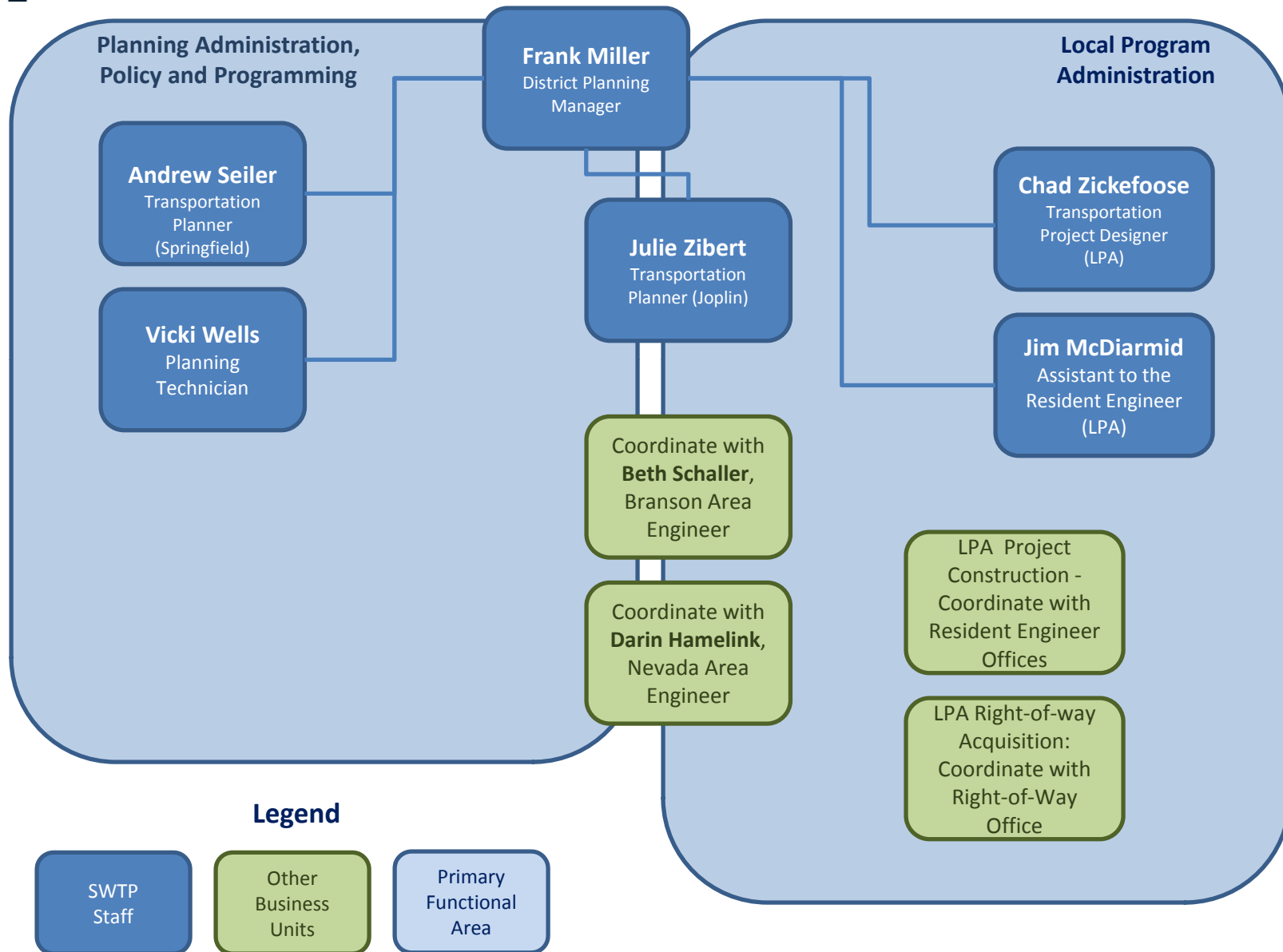


www.modot.org/southwest, (417) 895-7600  
1-888-ASK-MODOT (888-275-6636)

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.



# Transportation Planning



## Matrix of Responsibilities

### Transportation Planning - Southwest District

Task	SWTP						Coordination with Other Business Units			
	District Planning Manager	Transportation Project Designer (LPA)	Transportation Planner (Springfield)	Transportation Planner (Joplin)	Planning Technician	Assistant to the Resident Engineer (LPA)	Area Engineer - Nevada	Area Engineer - Branson	Construction - RE Offices	Right-of-way
Air Quality	support		primary	secondary						
Annexation of MoDOT ROW			primary	secondary						
Bicycle and Pedestrian Coordination	support		primary	secondary			support	support		
Data Analysis and Information			secondary	secondary	primary					
Planning and Zoning, Development Review District Lead		primary								
LPA Program Preliminary Engineering District Lead		primary								
Planning and Zoning, Development Reviews, Branson Region		shared primary	support					primary		
Planning and Zoning, Development Reviews, Joplin Region		secondary		primary						
Planning and Zoning, Development Reviews, Nevada Region		shared primary		support			primary			
Planning and Zoning, Development Reviews, Springfield Region	support	primary	secondary							
LPA Programs: Right-of-way		support								primary
LPA and Developer Project Construction District Lead						primary				
LPA and Developer Projects Construction, Nevada Region						primary	support		secondary	
LPA and Developer Projects Construction, Branson Region		support				primary		support	secondary	
LPA And Developer Project Construction, Joplin Region						primary			secondary	
LPA and Developer Project Construction, Springfield Region						primary			secondary	
LPA Preliminary Engineering, Branson Region		secondary	support					primary		
LPA Preliminary Engineering, Joplin Region		secondary		primary						
LPA Preliminary Engineering, Nevada Region		secondary		support			primary			
LPA Preliminary Engineering, Springfield Region		primary	support							
Partnership Development, Springfield and Joplin Region	primary	support	secondary							
Partnership Development - Branson Region	secondary	support						primary		
Partnership Development - Nevada Region	secondary	support					primary			
Planning Administration	primary	support								
Planning Framework - HSTCCG - Joplin Region	secondary		support	primary						
Planning Framework - JATSO Area - Joplin Region	primary		support	secondary						

Task	SWTP						Coordination with Other Business Units			
	District Planning Manager	Transportation Project Designer (LPA)	Transportation Planner (Springfield)	Transportation Planner (Joplin)	Planning Technician	Assistant to the Resident Engineer (LPA)	Area Engineer - Nevada	Area Engineer - Branson	Construction - RE Offices	Right-of-way
Planning Framework - KBRPC - Nevada Region	support		secondary	support			primary			
Planning Framework - OTO Area - Springfield Region	primary		secondary					support		
Planning Framework - SMCOG North - Springfield Region	secondary		primary	support						
Planning Framework - SMCOG South - Branson Region	secondary		support					primary		
Project Programming	primary		secondary	support	secondary					
Special Projects, Long-range Planning	primary	support	secondary	secondary	support					
Strategic Planning	primary	support	secondary		support					
Transit Coordination	primary		secondary	support			support	support		

Definitions	
Primary responsibility	primary
Assists primary worker, backup	secondary
Assists when needed	support

**TAB 7**

**BOARD OF DIRECTORS AGENDA 2/16/12; ITEM II.F.**

**Administrative Modification Number One to the FY 2012-2015 Transportation Improvement Program**

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

**AGENDA DESCRIPTION:**

There is one item included as part of Administrative Modification Number One to the FY 2012-2015 Transportation Improvement Program.

MoDOT is requesting to add \$10,000 in Right-of-Way funding to the Signal Replacement Program in Christian County, TIP #CC1204, while reducing the amount of funding in Construction from \$969,000 to \$959,000, keeping the overall project costs the same.

**BOARD OF DIRECTORS ACTION REQUESTED:**

No action required. Informational only.

PROGRAMMED IMPROVEMENTS

-Roadways-

CHRISTIAN COUNTY			Funding	Fiscal Year				
				2012	2013	2014	2015	TOTALS
ORIGINAL								
Project Title:	SIGNAL REPLACEMENT PROGRAM - CHRISTIAN COUNTY	ENG	FHWA (STP)	\$ -	\$ -	\$ -	\$ 146,400	\$ 146,400
MoDOT #	8S2380		MoDOT	\$ 183,000	\$ -	\$ -	\$ (146,400)	\$ 36,600
TIP #	CC1204		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Signal improvements at various locations in Christian County.	ROW	FHWA ( )	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (STP)	\$ -	\$ -	\$ -	\$ 775,200	\$ 775,200
Federal Funding Category	Surface Transportation Program		MoDOT	\$ 969,000	\$ -	\$ -	\$ (775,200)	\$ 193,800
MoDOT Funding Category	Taking Care of the System		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$1,152,000							
Source of Local Funds: State transportation revenues. Advance construction with anticipated conversion in FY 2015.			TOTAL	\$ 1,152,000	\$ -	\$ -	\$ -	\$ 1,152,000

CHRISTIAN COUNTY			Funding	Fiscal Year				
				2012	2013	2014	2015	TOTALS
PROPOSED								
Project Title:	SIGNAL REPLACEMENT PROGRAM - CHRISTIAN COUNTY	ENG	FHWA (STP)	\$ -	\$ -	\$ -	\$ 146,400	\$ 146,400
			MoDOT	\$ 183,000	\$ -	\$ -	\$ (146,400)	\$ 36,600
MoDOT #	8S2380		Local	\$ -	\$ -	\$ -	\$ -	\$ -
TIP #	CC1204		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Signal improvements at various locations in Christian County.	ROW	FHWA ( )	\$ -	\$ -	\$ -	\$ 8,000	\$ 8,000
			MoDOT	\$ 10,000	\$ -	\$ -	\$ (8,000)	\$ 2,000
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA (STP)	\$ -	\$ -	\$ -	\$ 767,200	\$ 767,200
Federal Funding Category	Surface Transportation Program		MoDOT	\$ 959,000	\$ -	\$ -	\$ (767,200)	\$ 191,800
MoDOT Funding Category	Taking Care of the System		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Construction		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$1,152,000							
Source of Local Funds: State transportation revenues. Advance construction with anticipated conversion in FY 2015.			TOTAL	\$ 1,152,000	\$ -	\$ -	\$ -	\$ 1,152,000

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2012

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1007											\$ 215,000			\$ 215,000
MO1105											\$ 284,000			\$ 284,000
MO1106											\$ 27,000			\$ 27,000
MO1150											\$ 193,000			\$ 193,000
MO1203		\$ 288,000									\$ 680,000	\$ 72,000		\$ 1,040,000
MO1204											\$ 42,000			\$ 42,000
MO1206											\$ 5,000			\$ 5,000
MO1208				\$ 4,500							\$ 500			\$ 5,000
MO1209											\$ 15,000			\$ 15,000
MO1210								\$ 12,000				\$ 3,000		\$ 15,000
CC1110											\$ 10,000			\$ 10,000
CC1201				\$ 137,700							\$ 15,300			\$ 153,000
CC1202				\$ 9,000							\$ 1,000			\$ 10,000
CC1203											\$ 40,000			\$ 40,000
CC1204											\$ 1,152,000			\$ 1,152,000
CC1205											\$ 41,000			\$ 41,000
GR0909		\$ 320,000										\$ 80,000		\$ 400,000
GR1010											\$ 200,000			\$ 200,000
GR1101											\$ 1,323,000			\$ 1,323,000
GR1105											\$ 3,588,000			\$ 3,588,000
GR1201											\$ 1,615,000			\$ 1,615,000
GR1202											\$ 1,256,000			\$ 1,256,000
GR1203											\$ 214,000			\$ 214,000
GR1204											\$ 63,000			\$ 63,000
GR1205											\$ 816,000			\$ 816,000
GR1206								\$ 82,400			\$ 20,600			\$ 103,000
GR1207											\$ 159,000			\$ 159,000
GR1208											\$ 551,000			\$ 551,000
GR1209											\$ 376,000			\$ 376,000
GR1210											\$ 290,000			\$ 290,000
GR1212								\$ 805,600				\$ 201,400		\$ 1,007,000
GR1213								\$ 160,000				\$ 40,000		\$ 200,000
NX0601												\$ 2,052,469		\$ 2,052,469
NX0701		\$ 296,000										\$ 74,000		\$ 370,000
NX0906											\$ 10,000	\$ 1,746,941		\$ 1,756,941
NX1201												\$ 24,000		\$ 24,000
OK1004								\$ 109,600			\$ 27,400			\$ 137,000
OK1006		\$ 901,000									\$ 943,000	\$ 20,000		\$ 1,864,000
OK1101								\$ 191,200			\$ 47,800			\$ 239,000
RP1104			\$ 173,050								\$ 546,031	\$ 221,019		\$ 940,100
RP1201											\$ 5,000			\$ 5,000
RG0901											\$ 200,000			\$ 200,000
RG1201											\$ 30,000			\$ 30,000
SP1016		\$ 1,461,000									\$ 2,226,000	\$ 948,000		\$ 4,635,000
SP1018								\$ 242,400			\$ 60,600			\$ 303,000
SP1021											\$ 70,000			\$ 70,000
SP1106											\$ 893,000			\$ 893,000
SP1107											\$ 4,305,000			\$ 4,305,000
SP1108											\$ 1,081,000			\$ 1,081,000
SP1109											\$ 140,000			\$ 140,000
SP1110											\$ 1,571,000			\$ 1,571,000
SP1112											\$ 212,000			\$ 212,000

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2012 Continued														
SP1113							\$ 40,000				\$ 10,000			\$ 50,000
SP1120							\$ 2,400				\$ 600			\$ 3,000
SP1202											\$ 150,000			\$ 150,000
SP1203											\$ 113,000			\$ 113,000
SP1205											\$ 25,000			\$ 25,000
SP1206											\$ 124,000			\$ 124,000
SP1207											\$ 222,000			\$ 222,000
SP1208		\$ 500,000										\$ 500,000		\$ 1,000,000
SP1209	\$ 499,915												\$ 124,979	\$ 624,894
SP1210											\$ 661,000			\$ 661,000
SP1211							\$ 160,000				\$ 40,000			\$ 200,000
SP1212							\$ 160,000				\$ 40,000			\$ 200,000
SP1213											\$ 100,000			\$ 100,000
ST1101											\$ 14,000			\$ 14,000
ST1201	\$ 69,600										\$ 56,400			\$ 126,000
ST1202	\$ 564,088	\$ 63,775									\$ 141,022	\$ 15,944		\$ 784,829
ST1203							\$ 200,000				\$ 50,000			\$ 250,000
ST1204							\$ 360,000				\$ 90,000			\$ 450,000
WI1201											\$ 55,000			\$ 55,000
TOTAL	\$ 1,133,603	\$ 3,829,775	\$ 173,050	\$ 151,200	\$ -	\$ -	\$ 922,400	\$ 1,603,200	\$ -	\$ -	\$ 27,452,253	\$ 5,998,773	\$ 124,979	\$ 41,389,233



# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2015

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1007											\$ 234,000			\$ 234,000
MO1105											\$ 284,000			\$ 284,000
MO1150											\$ 206,000			\$ 206,000
MO1503		\$ 314,800									\$ 680,000	\$ 78,700		\$ 1,073,500
MO1501											\$ 21,000			\$ 21,000
MO1307											\$ 1,742,000			\$ 1,742,000
MO1210								\$ 40,000			\$ 10,000			\$ 50,000
MO1400											\$ 2,327,000			\$ 2,327,000
CC1110											\$ 446,872			\$ 446,872
CC1204	\$ 921,600										\$ (921,600)			\$ -
GR1101						\$ 1,190,700					\$ (1,190,700)			\$ -
GR1104							\$ 40,000				\$ 10,000			\$ 50,000
GR1105						\$ 3,229,200					\$ (3,229,200)			\$ -
GR1201						\$ 1,292,000					\$ (1,292,000)			\$ -
GR1202			\$ 1,004,800								\$ (1,004,800)			\$ -
GR1204			\$ 50,400								\$ (50,400)			\$ -
GR1205			\$ 652,800								\$ (652,800)			\$ -
GR1207	\$ 127,200										\$ (127,200)			\$ -
GR1208	\$ 440,800										\$ (440,800)			\$ -
GR1209	\$ 300,800										\$ (300,800)			\$ -
GR1210	\$ 232,000										\$ (232,000)			\$ -
NX0701												\$ 4,259,516		\$ 4,259,516
NX0906			\$ 8,000								\$ (8,000)			\$ -
NX1501		\$ 120,000										\$ 30,000		\$ 150,000
NX1502		\$ 120,000										\$ 1,380,000		\$ 1,500,000
OK1006		\$ 590,200									\$ (590,200)			\$ -
RP1104			\$ 333,545								\$ (333,545)			\$ -
SP1016			\$ 476,000								\$ (476,000)			\$ -
SP1106	\$ 714,400										\$ (714,400)			\$ -
SP1110			\$ 1,256,800								\$ (1,256,800)			\$ -
SP1204			\$ 335,200								\$ (335,200)			\$ -
SP1207	\$ 177,600										\$ (177,600)			\$ -
SP1210			\$ 528,800								\$ (528,800)			\$ -
SP1401											1,078,000.00			
TOTAL	\$ 2,914,400	\$ 1,145,000	\$ 4,117,545	\$ -	\$ -	\$ 5,711,900	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ (7,373,173)	\$ 5,748,216	\$ -	\$ 12,343,888

# FINANCIAL SUMMARY

- Roadways -

## FINANCIAL CONSTRAINT

	FHWA Federal Funding Source															
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO	TOTAL Federal Funds	MoDOT Programmed Funds	Operations and Maintenance	TOTAL	Local	Other	TOTAL
2012 Funds Programmed	\$ 1,133,603	\$ 3,829,775	\$ 173,050	\$ -	\$ -	\$ 922,400	\$ 1,603,200	\$ -	\$ -	\$ 7,662,028	\$ 27,452,253	\$ 6,245,959	\$ 41,360,240	\$ 5,998,773	\$ 124,979	\$ 47,483,992
2013 Funds Programmed	\$ 258,400	\$ 656,800	\$ -	\$ -	\$ -	\$ 80,000	\$ 9,952,800	\$ 1,000,000	\$ -	\$ 11,948,000	\$ 17,101,915	\$ 6,439,584	\$ 35,489,499	\$ 1,448,200	\$ -	\$ 36,937,699
2014 Funds Programmed	\$ -	\$ 2,753,600	\$ -	\$ -	\$ -	\$ 920,000	\$ 8,000	\$ -	\$ -	\$ 3,681,600	\$ 16,896,058	\$ 6,639,211	\$ 27,216,869	\$ 1,735,445	\$ -	\$ 28,952,314
2015 Funds Programmed	\$ 2,914,400	\$ 1,145,000	\$ 4,117,545	\$ -	\$ 5,711,900	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ 13,968,845	\$ (7,373,173)	\$ 6,838,387	\$ 13,434,059	\$ 5,748,216	\$ -	\$ 19,182,275
<b>Total</b>	<b>\$ 4,306,403</b>	<b>\$ 8,385,175</b>	<b>\$ 4,290,595</b>	<b>\$ -</b>	<b>\$ 5,711,900</b>	<b>\$ 1,962,400</b>	<b>\$ 11,604,000</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ 37,260,473</b>	<b>\$ 54,077,053</b>	<b>\$ 26,163,141</b>	<b>\$ 117,500,667</b>	<b>\$ 14,930,634</b>	<b>\$ -</b>	<b>\$ 113,374,005</b>

	Prior Year	2012	2013	2014	2015	TOTAL
Available State and Federal Funding	(\$7,740,000)	\$36,574,000	\$22,840,000	\$20,367,172	\$21,930,000	\$93,971,172
Available Operations and Maintenance Funding	\$0	\$ 6,245,959	\$ 6,439,584	\$ 6,639,211	\$ 6,838,387	\$26,163,141
Available Suballocated STP-U	\$18,072,957	\$4,081,943	\$4,081,943	\$4,081,943	\$4,081,943	\$34,400,731
Available Suballocated BRM	\$1,523,280	\$299,406.62	\$299,406.62	\$299,406.62	\$299,406.62	\$2,720,906
TOTAL AVAILABLE FUNDING	\$11,856,237	\$47,201,309	\$33,660,934	\$31,387,733	\$33,149,737	\$157,255,950
Programmed State and Federal Funding	\$0	\$ (41,360,240)	\$ (35,489,499)	\$ (27,216,869)	\$ (13,434,059)	(\$117,500,667)
<b>TOTAL REMAINING</b>	<b>\$11,856,237</b>	<b>\$5,841,069</b>	<b>(\$1,828,565)</b>	<b>\$4,170,864</b>	<b>\$19,715,678</b>	<b>\$39,755,283</b>

Remaining State and Federal Funding	\$12,018,821
Remaining Suballocated STP-Urban	\$26,015,556
Remaining Suballocated BRM	\$1,720,906
<b>TOTAL REMAINING</b>	<b>\$39,755,283</b>

**TAB 8**

## **BOARD OF DIRECTORS AGENDA 2/16/12; ITEM II.G.**

### **Amendment Number Two to the FY 2012-2015 Transportation Improvement Program**

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

#### **AGENDA DESCRIPTION:**

There is one item included as part of TIP Amendment Number Two to the FY 2012-2015 Transportation Improvement Program.

MoDOT is requesting to add scoping of the Republic Road Bridges over James River Freeway to the FY 2012-2015 TIP, as TIP #SP1213. This project will be Advanced Construction funds of \$247,200 during FY 2012-2014 with anticipated conversion in FY 2017, and MoDOT operating funds in the amount of \$61,800 as the required match. With construction, the total anticipated project cost is between \$4,300,000 and \$4,900,000.

#### **TECHNICAL PLANNING COMMITTEE RECOMMENDATION:**

At its January 18, 2012 Meeting, the Technical Planning Committee unanimously recommended that the Board of Directors approve Amendment Number Two to the FY 2012-2015 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 Two (2) to the FY 2012-2015 Transportation Improvement Program.”

OR

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

PROGRAMMED IMPROVEMENTS

-Roadways-

CITY OF SPRINGFIELD			Funding	Fiscal Year				
				2012	2013	2014	2015	TOTALS
PROPOSED - NEW								
Project Title:	REPUBLIC ROAD BRIDGES OVER JAMES RIVER FREEWAY	ENG	FHWA (STP)	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT #	8P3003		MoDOT	\$ 100,000	\$ 103,000	\$ 106,000	\$ -	\$ 309,000
TIP #	SP1213		Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Description:	Scoping for Republic Road bridge improvements over James River Freeway (Route 60).	ROW	FHWA ( )	\$ -	\$ -	\$ -	\$ -	\$ -
			MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
			Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Other	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Source Agency	FHWA	CON	FHWA ( )	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Funding Category	STP		MoDOT	\$ -	\$ -	\$ -	\$ -	\$ -
MoDOT Funding Category	Major Projects and Emerging Needs		Local	\$ -	\$ -	\$ -	\$ -	\$ -
Work or Fund Category	Engineering		Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost	\$4,300,000 - \$4,900,000							
Source of Local Funds: MoDOT state transportation funds (operating budget). Advanced Construction funds with anticipated conversion in FY 2017.			TOTAL	\$ 100,000	\$ 103,000	\$ 106,000	\$ -	\$ 309,000

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2012

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1007											\$ 215,000			\$ 215,000
MO1105											\$ 284,000			\$ 284,000
MO1106											\$ 27,000			\$ 27,000
MO1150											\$ 193,000			\$ 193,000
MO1203		\$ 288,000									\$ 680,000	\$ 72,000		\$ 1,040,000
MO1204											\$ 42,000			\$ 42,000
MO1206											\$ 5,000			\$ 5,000
MO1208				\$ 4,500							\$ 500			\$ 5,000
MO1209											\$ 15,000			\$ 15,000
MO1210								\$ 12,000				\$ 3,000		\$ 15,000
CC1110											\$ 10,000			\$ 10,000
CC1201				\$ 137,700							\$ 15,300			\$ 153,000
CC1202				\$ 9,000							\$ 1,000			\$ 10,000
CC1203											\$ 40,000			\$ 40,000
CC1204											\$ 1,152,000			\$ 1,152,000
CC1205											\$ 41,000			\$ 41,000
GR0909		\$ 320,000										\$ 80,000		\$ 400,000
GR1010											\$ 200,000			\$ 200,000
GR1101											\$ 1,323,000			\$ 1,323,000
GR1105											\$ 3,588,000			\$ 3,588,000
GR1201											\$ 1,615,000			\$ 1,615,000
GR1202											\$ 1,256,000			\$ 1,256,000
GR1203											\$ 214,000			\$ 214,000
GR1204											\$ 63,000			\$ 63,000
GR1205											\$ 816,000			\$ 816,000
GR1206								\$ 82,400			\$ 20,600			\$ 103,000
GR1207											\$ 159,000			\$ 159,000
GR1208											\$ 551,000			\$ 551,000
GR1209											\$ 376,000			\$ 376,000
GR1210											\$ 290,000			\$ 290,000
GR1212								\$ 805,600				\$ 201,400		\$ 1,007,000
GR1213								\$ 160,000				\$ 40,000		\$ 200,000
NX0601												\$ 2,052,469		\$ 2,052,469
NX0701		\$ 296,000										\$ 74,000		\$ 370,000
NX0906											\$ 10,000	\$ 1,746,941		\$ 1,756,941
NX1201												\$ 24,000		\$ 24,000
OK1004								\$ 109,600			\$ 27,400			\$ 137,000
OK1006		\$ 901,000									\$ 943,000	\$ 20,000		\$ 1,864,000
OK1101								\$ 191,200			\$ 47,800			\$ 239,000
RP1104			\$ 173,050								\$ 546,031	\$ 221,019		\$ 940,100
RP1201											\$ 5,000			\$ 5,000
RG0901											\$ 200,000			\$ 200,000
RG1201											\$ 30,000			\$ 30,000
SP1016		\$ 1,461,000									\$ 2,226,000	\$ 948,000		\$ 4,635,000
SP1018								\$ 242,400			\$ 60,600			\$ 303,000
SP1021											\$ 70,000			\$ 70,000
SP1106											\$ 893,000			\$ 893,000
SP1107											\$ 4,305,000			\$ 4,305,000
SP1108											\$ 1,081,000			\$ 1,081,000
SP1109											\$ 140,000			\$ 140,000
SP1110											\$ 1,571,000			\$ 1,571,000
SP1112											\$ 212,000			\$ 212,000

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

2012 Continued														
SP1113							\$ 40,000				\$ 10,000			\$ 50,000
SP1120							\$ 2,400				\$ 600			\$ 3,000
SP1202											\$ 150,000			\$ 150,000
SP1203											\$ 113,000			\$ 113,000
SP1205											\$ 25,000			\$ 25,000
SP1206											\$ 124,000			\$ 124,000
SP1207											\$ 222,000			\$ 222,000
SP1208		\$ 500,000										\$ 500,000		\$ 1,000,000
SP1209	\$ 499,915												\$ 124,979	\$ 624,894
SP1210											\$ 661,000			\$ 661,000
SP1211							\$ 160,000				\$ 40,000			\$ 200,000
SP1212							\$ 160,000				\$ 40,000			\$ 200,000
SP1213											\$ 100,000			\$ 100,000
ST1101											\$ 14,000			\$ 14,000
ST1201	\$ 69,600										\$ 56,400			\$ 126,000
ST1202	\$ 564,088	\$ 63,775									\$ 141,022	\$ 15,944		\$ 784,829
ST1203							\$ 200,000				\$ 50,000			\$ 250,000
ST1204							\$ 360,000				\$ 90,000			\$ 450,000
WI1201											\$ 55,000			\$ 55,000
TOTAL	\$ 1,133,603	\$ 3,829,775	\$ 173,050	\$ 151,200	\$ -	\$ -	\$ 922,400	\$ 1,603,200	\$ -	\$ -	\$ 27,452,253	\$ 5,998,773	\$ 124,979	\$ 41,389,233

# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2013

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
	FHWA Federal Funding Source													
MO1007											\$ 221,000			\$ 221,000
MO1105											\$ 284,000			\$ 284,000
MO1106											\$ 7,000			\$ 7,000
MO1150											\$ 196,000			\$ 196,000
MO1303		\$ 296,800									\$ 680,000	\$ 74,200		\$ 1,051,000
MO1204											\$ 37,000			\$ 37,000
MO1206											\$ 1,000			\$ 1,000
MO1307											\$ 10,000			\$ 10,000
MO1208				\$ 466,900							\$ 82,100			\$ 549,000
MO1209											\$ 1,188,000			\$ 1,188,000
MO1210								\$ 16,000				\$ 4,000		\$ 20,000
MO1306											\$ 20,000			\$ 20,000
CC1201				\$ 294,300							\$ 32,700			\$ 327,000
CC1203											\$ 432,000			\$ 432,000
CC1205											\$ 757,000			\$ 757,000
CC1301											\$ 2,000			\$ 2,000
CC1302				\$ 508,500							\$ 56,500			\$ 565,000
GR1104							\$ 80,000				\$ 20,000			\$ 100,000
GR1206								\$ 904,800			\$ 226,200			\$ 1,131,000
NX0801		\$ 280,000										\$ 1,370,000		\$ 1,650,000
NX0803		\$ 80,000									\$ 1,160,765			\$ 1,240,765
NX1301											\$ 189,000			\$ 189,000
OK1004								\$ 1,572,000	\$ 1,000,000		\$ 643,000			\$ 3,215,000
OK1101								\$ 1,776,000			\$ 444,000			\$ 2,220,000
OK1201											\$ 235,000			\$ 235,000
RG1201											\$ 370,000			\$ 370,000
SP1018								\$ 5,684,000			\$ 1,421,000			\$ 7,105,000
SP1021											\$ 979,000			\$ 979,000
SP1107											\$ 830,000			\$ 830,000
SP1202											\$ 1,494,000			\$ 1,494,000
SP1203											\$ 1,788,000			\$ 1,788,000
SP1204											\$ 36,050			\$ 36,050
SP1205											\$ 599,000			\$ 599,000
SP1206											\$ 606,000			\$ 606,000
SP1213											\$ 103,000			\$ 103,000
SP1301											\$ 58,000			\$ 58,000
ST1101											\$ 1,172,000			\$ 1,172,000
ST1201	\$ 258,400										\$ 83,600			\$ 342,000
WH1201											\$ 578,000			\$ 578,000
WH1301											\$ 60,000			\$ 60,000
TOTAL	\$ 258,400	\$ 656,800	\$ -	\$ 1,269,700	\$ -	\$ -	\$ 80,000	\$ 9,952,800	\$ 1,000,000	\$ -	\$ 17,101,915	\$ 1,448,200	\$ -	\$ 31,767,815



# FINANCIAL SUMMARY

- Roadways -

YEARLY SUMMARY

FY 2014

PROJECT	FHWA Federal Funding Source										MoDOT	Local	Other	TOTAL
	STP	STP-Urban	NHS	Safety	ITS	I/M	130	Bridge	BRM	BRO				
MO1007											\$ 227,000			\$ 227,000
MO1105											\$ 284,000			\$ 284,000
MO1150											\$ 203,000			\$ 203,000
MO1403		\$ 305,600									\$ 680,000	\$ 76,400		\$ 1,062,000
MO1404											\$ 27,000			\$ 27,000
MO1206											\$ 2,259,000			\$ 2,259,000
MO1307											\$ 5,000			\$ 5,000
MO1210								\$ 8,000				\$ 2,000		\$ 10,000
MO1306											\$ 3,398,000			\$ 3,398,000
MO1400											\$ 35,000			\$ 35,000
CC1110		\$ 2,300,000									\$ 3,943,772	\$ 1,657,045		\$ 7,900,817
CC1201				\$ 1,936,800							\$ 215,200			\$ 2,152,000
CC1202				\$ 276,300							\$ 30,700			\$ 307,000
CC1203											\$ 541,000			\$ 541,000
CC1301											\$ 175,000			\$ 175,000
CC1302				\$ 1,012,500							\$ 109,500			\$ 1,122,000
CC1401				\$ 427,500							\$ 47,500			\$ 475,000
GR1104							\$ 40,000				\$ 10,000			\$ 50,000
NX1402		\$ 148,000									\$ 37,000			\$ 185,000
SP1112											\$ 2,021,000			\$ 2,021,000
SP1114							\$ 80,000				\$ 20,000			\$ 100,000
SP1115							\$ 80,000				\$ 20,000			\$ 100,000
SP1116							\$ 160,000				\$ 40,000			\$ 200,000
SP1117							\$ 160,000				\$ 40,000			\$ 200,000
SP1118							\$ 160,000				\$ 40,000			\$ 200,000
SP1119							\$ 160,000				\$ 40,000			\$ 200,000
SP1204											\$ 407,386			\$ 407,386
SP1213											\$ 106,000			\$ 106,000
SP1301											\$ 1,006,000			\$ 1,006,000
SP1401											\$ 85,000			\$ 85,000
SP1402							\$ 80,000				\$ 20,000			\$ 100,000
WI1301											\$ 823,000			\$ 823,000
TOTAL	\$ -	\$ 2,753,600	\$ -	\$ 3,653,100	\$ -	\$ -	\$ 920,000	\$ 8,000	\$ -	\$ -	\$ 16,896,058	\$ 1,735,445	\$ -	\$ 25,966,203

# FINANCIAL SUMMARY

- Roadways -

## FINANCIAL CONSTRAINT

	FHWA Federal Funding Source															
	STP	STP-Urban	NHS	ITS	I/M	130	Bridge	BRM	BRO	TOTAL Federal Funds	MoDOT Programmed Funds	Operations and Maintenance	TOTAL	Local	Other	TOTAL
2012 Funds Programmed	\$ 1,133,603	\$ 3,829,775	\$ 173,050	\$ -	\$ -	\$ 922,400	\$ 1,603,200	\$ -	\$ -	\$ 7,662,028	\$ 27,452,253	\$ 6,245,959	\$ 41,360,240	\$ 5,998,773	\$ 124,979	\$ 47,483,992
2013 Funds Programmed	\$ 258,400	\$ 656,800	\$ -	\$ -	\$ -	\$ 80,000	\$ 9,952,800	\$ 1,000,000	\$ -	\$ 11,948,000	\$ 17,101,915	\$ 6,439,584	\$ 35,489,499	\$ 1,448,200	\$ -	\$ 36,937,699
2014 Funds Programmed	\$ -	\$ 2,753,600	\$ -	\$ -	\$ -	\$ 920,000	\$ 8,000	\$ -	\$ -	\$ 3,681,600	\$ 16,896,058	\$ 6,639,211	\$ 27,216,869	\$ 1,735,445	\$ -	\$ 28,952,314
2015 Funds Programmed	\$ 2,914,400	\$ 1,145,000	\$ 4,117,545	\$ -	\$ 5,711,900	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ 13,968,845	\$ (7,373,173)	\$ 6,838,387	\$ 13,434,059	\$ 5,748,216	\$ -	\$ 19,182,275
<b>Total</b>	<b>\$ 4,306,403</b>	<b>\$ 8,385,175</b>	<b>\$ 4,290,595</b>	<b>\$ -</b>	<b>\$ 5,711,900</b>	<b>\$ 1,962,400</b>	<b>\$ 11,604,000</b>	<b>\$ 1,000,000</b>	<b>\$ -</b>	<b>\$ 37,260,473</b>	<b>\$ 54,077,053</b>	<b>\$ 26,163,141</b>	<b>\$ 117,500,667</b>	<b>\$ 14,930,634</b>	<b>\$ -</b>	<b>\$ 113,374,005</b>

	Prior Year	2012	2013	2014	2015	TOTAL
Available State and Federal Funding	(\$7,740,000)	\$36,574,000	\$22,840,000	\$20,367,172	\$21,930,000	\$93,971,172
Available Operations and Maintenance Funding	\$0	\$ 6,245,959	\$ 6,439,584	\$ 6,639,211	\$ 6,838,387	\$26,163,141
Available Suballocated STP-U	\$18,072,957	\$4,081,943	\$4,081,943	\$4,081,943	\$4,081,943	\$34,400,731
Available Suballocated BRM	\$1,523,280	\$299,406.62	\$299,406.62	\$299,406.62	\$299,406.62	\$2,720,906
TOTAL AVAILABLE FUNDING	\$11,856,237	\$47,201,309	\$33,660,934	\$31,387,733	\$33,149,737	\$157,255,950
Programmed State and Federal Funding	\$0	\$ (41,360,240)	\$ (35,489,499)	\$ (27,216,869)	\$ (13,434,059)	(\$117,500,667)
<b>TOTAL REMAINING</b>	<b>\$11,856,237</b>	<b>\$5,841,069</b>	<b>(\$1,828,565)</b>	<b>\$4,170,864</b>	<b>\$19,715,678</b>	<b>\$39,755,283</b>

Remaining State and Federal Funding	\$12,018,821
Remaining Suballocated STP-Urban	\$26,015,556
Remaining Suballocated BRM	\$1,720,906
<b>TOTAL REMAINING</b>	<b>\$39,755,283</b>

**TAB 9**

**BOARD OF DIRECTORS AGENDA 2/16/12; ITEM II.H.**

**OTO Requests for Public Records and Services**

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

**AGENDA DESCRIPTION:**

OTO staff, at the recommendation of the Board of Directors, has developed a policy to track requests for public records and to ensure service requests are in line with the OTO mission. The attached policy references Missouri Sunshine Law in handling the requests for public records.

**EXECUTIVE COMMITTEE RECOMMENDATION:**

The OTO Executive Committee met and reviewed this policy at their January 27, 2012 meeting and recommended that it be forwarded to the Board of Directors for their approval.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve the OTO Policy for Records and Service Requests”

OR

“Move to return to staff the OTO Policy for Records and Service Requests in order to  
\_\_\_\_\_”

## **Request for Public Records and Services**

### **I. Request for Public Records**

A request for records or to inspect public records should be made in writing to the Ozarks Transportation Organization Custodian of Records, with sufficient specificity to enable OTO to identify the information sought.

#### **a. Custodian of Records:**

The Ozarks Transportation Organization Office Manager is the Custodian of Records. To submit a request for records, please e-mail the Office Manager at [staff@ozarkstransportation.org](mailto:staff@ozarkstransportation.org), fax your request to 417-862-6013, or mail your request to:

Office Manager  
205 Park Central East  
Suite 205  
Springfield, MO 65806

#### **b. Compliance with State of Missouri Sunshine Law:**

The Ozarks Transportation Organization provides public records in accordance with Chapter 610, RSMo, commonly known as the Sunshine Law. As stated in Public Records 610.010, 610.023, 610.024, 610.026, "Unless otherwise provided by law, records of a public governmental body are to be open and available to the public for inspection and copying. The governmental body may charge up to 10 cents per page for standard copies and the actual cost of the copy for larger or specialized documents (such as maps, photos and graphics). The body may also charge a reasonable fee for the time necessary to search for and copy public records. Research time may be charged at the actual cost incurred to locate the requested records. Copying time shall not exceed the average hourly rate of pay for clerical staff of the public body. A public body may reduce or waive costs when it determines the request is made in the public interest and is not made for commercial purposes. The Sunshine Law requires that each request for access to a public record be acted on no later than the end of the third business day following the date the request is received by the custodian. If access is denied, the custodian must explain in writing and must include why access is denied, including the statute that authorizes the denial."

#### **c. Request for Access to Specific Files:**

It is the policy of the Ozarks Transportation Organization that all records open for public inspection shall be available with the least possible delay and expense to the requesting party. Public records are open to inspection at all times during the office hours of OTO. To permit sufficient time for OTO to compile records for review, an appointment to view the records should be made by the requestor.

- d. Any copies of requested records shall be charged at a rate of twenty dollars per hour, for the staff time necessary to accommodate the request, plus ten cents per copy for 8.5 x 11 pages and \$1 per square foot for large format prints. This fee may be waived at the discretion of the Executive Director when deemed that the cost to the organization to process payment exceeds the amount charged.
- e. Requests to OTO for information which requires analysis or customization is not a request for a record as specified by the Sunshine Law, and is therefore, not subject to the Sunshine Law. These types of requests, in addition to requests for additional study by OTO staff are subject to approval by the Ozarks Transportation Organization Executive Director and/or Board of Directors Executive Committee.

## **II. Request for Services**

OTO may provide informational and technical services to member agencies, nonmember government agencies, and private organizations and individuals. Each individual request will be evaluated as to the staff time and organizational resources required to fulfill. The Executive Director may grant at their discretion requests that are estimated by OTO Staff to require less than three hours of staff time and less than \$50 in organizational resources. This decision will be provided in writing to the requestor and may be appealed to the OTO Executive Committee. Requests that are deemed to require more than 3 hour staff time and/or \$50 in organizational resources are subject to approval by the OTO Executive Committee as follows:

### **a. Project Priorities and Procedures**

- 1. In the event that the OTO is unable to respond to the number of requests for service with the available staff and other resources, the Executive Committee will be asked to set project priorities.
- 2. Should the meeting schedule for the OTO Executive Committee cause delay that might be detrimental to the request, the OTO Executive Director will direct project priorities and report back to the Executive Committee at its next meeting.
- 3. OTO may respond to service requests from public and private sources.
- 4. Other policies and procedures of OTO, including the above Requests for Public Records, will also be followed.

### **b. Fees, Charges, and Pricing Policies**

- 1. It is the OTO Board of Directors' policy that OTO will seek compensation for the direct and indirect costs necessary to provide services.
- 2. OTO's Executive Director will be responsible for establishing a fee schedule for all public services provided by OTO.
- 3. OTO's Executive Director will review the fee schedule annually and revise as necessary to ensure full cost recovery of services rendered.

4. Fees will be based upon competitive market rates. The elements that will be used to calculate the cost of any service provided through OTO will include, but are not limited to, the following:
  - Direct Labor
  - Fringe Benefits
  - Materials and Supplies
  - Printing and Graphics
  - General and Administrative Overhead
5. Service requestors will be provided with a cost estimate for all requested products and services. This estimate will be acknowledged and accepted by the client in writing or via e-mail prior to commencing any work.
6. All requests for services in excess of \$10,000 will be implemented in the form of an agreement signed by the Executive Director and Chairman of the Board and shall be added to the Unified Planning Work Program (UPWP).
7. The OTO Executive Committee reserves the right to waive the fee for planning studies or services which further the mission of the OTO or that could be conducted under the already approved Unified Planning Work Program.
8. Requests for Services which further the mission of the OTO, as determined by the Executive Committee, but require additional funding through the UPWP, may incur a fee for the 20 percent match of those additional funds.
9. All items that appear in the UPWP will be deemed as approved by Executive Committee and will be subject to the fees as outlined in that document.

c. OTO Member Agencies

For voting member agencies of the OTO Board of Directors, service requests requiring eight (8) hours or less of OTO staff time will be completed at no charge. All service requests requiring more than eight (8) hours of OTO staff time will be charged according to Section II.b.

d. GIS requests from OTO member jurisdictions.

It shall be the policy of OTO to provide GIS data to all OTO member jurisdictions to further community planning in the region at no charge.

e. Furthering OTO objectives.

Nothing in this policy shall be construed to prevent OTO from processing requests for information and services which further the objectives of OTO. Examples of this may include providing information for use by MODOT, the Traffic Management Center, or the legislative delegation in an effort to improve the effectiveness of the Transportation System or to seek transportation funding.

**TAB 10**



## **BOARD OF DIRECTORS AGENDA 2/16/12; ITEM II.I.**

### **TIP Software Annual Contract**

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

##### **AGENDA DESCRIPTION:**

As budgeted in the UPWP, OTO staff sent out a request for proposals in December of 2011 to solicit possible solutions to the creation of an electronic Transportation Improvement Program (eTIP). OTO received six submissions for its eTIP Request for Proposals. Of those six, it was decided that Data Transfer Solutions provided the best product for OTO's needs.

A committee comprised of OTO members met to review the proposals and concur with this recommendation. The committee consisted of –

- Travis Cossey, City of Nixa
- Sara Edwards, OTO
- Dawne Gardner, City of Springfield (initially reviewed RFP while with MoDOT)
- Martin Gugel, City of Springfield
- Natasha Longpine, OTO
- Frank Miller, MoDOT

DTS offers a web-based, interactive system that meets the requested requirements as outlined in the RFP. DTS has also previously worked with MPOs and TIPs and provided a better reporting function with a significantly more user-friendly interface.

The proposed solution would be hosted by DTS, which means that OTO would not need to purchase any additional equipment or software. OTO would be saving the costs of an ARCServer license which could be as much as \$8,000 per year, plus the expense of hosting and backing-up the data. OTO would also need to purchase a web-server and additional internet and firewall equipment to separate its internal network from the web-server.

Instead, the editing functions for the program would be accessible via the web, providing access to each OTO jurisdiction. TIP projects would be visible and searchable through an online map. DTS will provide training to both OTO staff and OTO members on using the interactive TIP tool.

The cost for implementation and one year's hosting is proposed to be \$24,100 with each additional year of hosting priced at \$9,600. OTO staff has developed a contract that guarantees the annual hosting price of \$9,600 for five years and allows OTO the option to renew on an annual basis. The complete contract is attached.

**BOARD OF DIRECTORS ACTION REQUESTED:**

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

“Move to approve the \$9,600 per year hosting and maintenance fee.”

OR

“Move to have staff consider the following \_\_\_\_\_”

Effective Date: \_\_\_\_\_ Termination Date: \_\_\_\_\_ Contract Number: \_\_\_\_\_

Ozarks Transportation Organization  
205 Park Central East, Suite 205  
Springfield, Missouri 65806  
417-865-3042

Data Transfer Solutions, LLC  
3680 Avalon Park Boulevard East, Suite 200  
Orlando, Florida 32828  
407-382-5222

## **SERVICES AGREEMENT**

**THIS AGREEMENT**, made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_, by the parties identified above.

### **WITNESSETH:**

**THAT, WHEREAS**, the Ozarks Transportation Organization (hereinafter “OTO”) desires to engage Data Transfer Solutions, LLC (hereinafter “DTS”) to render certain technical and professional services hereafter described in Exhibit A; and

**WHEREAS**, DTS made certain representations and statements to the OTO with respect to the provision of such services and the OTO has accepted said proposal;

**NOW, THEREFORE**, for the considerations herein expressed, it is agreed by and between the OTO and DTS as follows:

- 1. Services.** The OTO agrees to engage the services of DTS and DTS agrees to perform the services hereinafter set forth in connection with projects described in Exhibit A.
- 2. Addition to Services.** The OTO may add to DTS services or delete activities of a similar nature to those set forth in Exhibit A, provided that the total cost of such work does not exceed the total cost allowance as specified in Paragraph 6 hereof. DTS shall undertake such changed activities only upon the direction of the OTO. All such directives and changes shall be in written form and prepared and approved by the OTO Executive Director.
- 3. Exchange of Data.** All information, data, and reports in DTS possession and necessary for the carrying out of the work, shall be furnished to the OTO without additional charge, and the parties shall cooperate with each other in every way possible in carrying out the scope of services.
- 4. Personnel.** DTS represents that DTS will secure at DTS’s own expense, all personnel required to perform the services called for under this contract. Such personnel shall not be

employees of or have any contractual relationship with the OTO. All of the services required hereunder will be performed by DTS and all personnel engaged in the work shall be fully qualified and shall be authorized under state and local law to perform such services. None of the work or services covered by this contract shall be subcontracted without the written approval of the OTO.

**5. Term.** The services of DTS shall commence as soon as practicable after the execution of this contract, unless otherwise directed in writing, and services shall be undertaken and completed in such sequence as to assure their expeditious completion in the light of the purposes of the contract, but in any event, all of the services required hereunder shall be completed as set forth in the schedule for the project which is attached hereto as Exhibit B. The terms of this contract shall carry with extension of the maintenance and service agreement as set forth in Exhibit A.

**6. Costs not to Exceed.** The OTO is limited by law with respect to the amount of money it can pay. Therefore, the OTO has established a fixed sum for this contract which cannot be exceeded unless this contract is amended. DTS providing services hereunder shall be required to keep track of the amount of amounts billable under this contract at all times; and any work in excess of the fixed sum shall not be eligible for payment. It is expected that all specified services be provided for the contract costs. In the event that work is beyond the specified scope, the contract amount may be amended.

**7. Payment.**

a. Conditioned upon acceptable performance. Provided DTS performs the services in the manner set forth in paragraph 1 hereof, the OTO agrees to pay DTS in accordance with the terms set forth in Exhibit A, which shall constitute complete compensation for all services to be rendered under this contract, the OTO expressly reserves the right to disapprove in whole or in part a request for payment where the services rendered during the period for which payment is claimed are not performed in a timely and satisfactory manner in accordance with the schedule and description of services set forth in Exhibit A.

b. Total compensation not to exceed. It is expressly understood that the amount of this contract is Fourteen-Thousand, Five-Hundred Dollars (\$14,500.00), plus an annual maintenance and support fee of Nine-Thousand, Six-Hundred Dollars (\$9,600) for a total of five (5) years. DTS also understands that the total amount of this contract is Fourteen-Thousand, Five-Hundred Dollars (\$14,500.00), plus an annual maintenance and support fee of Nine-Thousand, Six-Hundred Dollars (\$9,600) per year for a total of five (5) years and does not allow any reimbursable expenses or project team billing rates to be billed to the OTO as part of this contract.

## **8. Termination of Contract.**

a. Termination for breach. The OTO shall give written notice of termination to DTS by one of three different means: Facsimile Transmission ("FAX") if DTS has a FAX number; U.S. Postal Service Mail; or by hand delivering a copy of the same to DTS; or may give notice by any combination of the above methods. The date of termination shall be the date upon which notice of termination is hand delivered to DTS or given by FAX, or the third day following mailing of the notice of termination, whichever first occurs. In the event of termination for breach, all finished or unfinished documents, data, studies, surveys, drawings, maps, models, photographs, and reports or other materials prepared by DTS under this contract shall at the option of the OTO become its property, and DTS shall be entitled to receive just and equitable compensation for any satisfactory work completed on such documents and other materials; provided, that DTS shall not be relieved of liability to the OTO for damages sustained by the OTO by virtue of any such breach of the contract by DTS.

b. Termination for convenience. The OTO shall have the right at any time by written notice to DTS to terminate and cancel this contract, without cause and DTS shall immediately stop work. In such event OTO shall not be liable to DTS except for payment for actual work performed prior to such notice in an amount proportionate to the completed contract price and for the actual costs of preparations made by DTS for the performance of the cancelled portions of the contract, including a reasonable allowance of profit applicable to the actual work performed and such preparations. Anticipatory profits and consequential damages shall not be recoverable by DTS.

**9. Conflicts.** No salaried officer or employee of DTS, and no member of the OTO Board shall have a financial interest, direct or indirect, in this contract. A violation of this provision renders the contract void. Any federal regulations and applicable provisions in Section 105.450 et seq. RSMo. shall not be violated. DTS covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of services to be performed under this contract. DTS further covenants that in the performance of this contract no person having such interest shall be employed.

**10. Assignment.** DTS shall not assign any interest in this contract, and shall not transfer any interest in the same (whether by assignment or novation), without prior written consent of the OTO thereto. Provided, however, that claims for money due or to become due to DTS from the OTO under this contract may be assigned to a bank, trust company, or other financial institution without such approval. Notice of such assignment or transfer shall be furnished in writing promptly to DTS. Any such assignment is expressly subject to all rights and remedies of the OTO under this agreement, including the right to change or delete activities from the contract or to terminate the same as provided herein, and no such assignment shall require the OTO to give any notice to any such assignee of any actions which the OTO may take under this agreement, though OTO will attempt to so notify any such assignee.

**11. Confidentiality of Documents.** Any reports, data, design or similar information given to or prepared or assembled by DTS under this contract shall not be made available to any individual or organization by DTS without prior written approval of the OTO or required by law to be released.

**12. Discrimination.** DTS agrees in the performance of this contract not to discriminate on the ground or because of race, creed, color, national origin or ancestry, sex, religion, handicap, age, or political opinion or affiliation, against any employee of DTS or applicant for employment and shall include a similar provision in all subcontracts let or awarded hereunder.

**13. Compliance with Laws.** DTS agrees to comply with all applicable federal, state and local laws or rules and regulations applicable to the provision of services and products hereunder. DTS affirmatively states that payment of all local, state, and federal taxes and assessments owed by DTS is current.

**14. General Independent Clause.** This agreement does not create an employee/employer relationship between the parties. It is the parties intention that DTS will be an independent and not an OTO employee for all purposes, including, but not limited to, the application of the Fair Labor Standards Act minimum wage and overtime payments, Federal Insurance Contribution Act, the Social Security Act, the Federal Unemployment Tax Act, the provisions of the Internal Revenue Code, Missouri revenue and taxation laws, Missouri workers' compensation and unemployment insurance laws. DTS will retain sole and absolute discretion in the judgment of the manner and means of carrying out the DTS's activities and responsibilities hereunder. DTS agrees that it is a separate and independent enterprise from the OTO, that it has a full opportunity to find other business, that it has made its own investment in its business, and that it will utilize a high level of skill necessary to perform the work. This agreement shall not be construed as creating any joint employment relationship between DTS and the OTO will not be liable for any obligation incurred by DTS, including but not limited to unpaid minimum wages and/or overtime premiums.

**15. Liability and Indemnity.** The parties mutually agree to be responsible for their own acts.

**16. Notices.** All notices required or permitted hereinunder and required to be in writing may be given by FAX or by first class mail addressed to the OTO and DTS at the addresses shown above. The date of delivery of any notice given by mail shall be the date falling on the third day after the day of its mailing. The date of delivery of notice by FAX transmission shall be deemed to be the date transmission occurs, except where the transmission is not completed by 5:00 p.m. on a regular business day at the terminal of the receiving party, in which case the date of delivery shall be deemed to fall on the next regular business day for the receiving party.

**17. Jurisdiction.** This agreement and every question arising hereunder shall be construed or determined according to the laws of the State of Missouri. Should any part of this agreement be litigated, venue shall be proper only in the Circuit Court of Greene County, Missouri.

**18. Entire Agreement.** This agreement, including Exhibits A through E, contains the entire agreement of the parties. No modification, amendment, or waiver of any of the provisions of this agreement shall be effective unless in writing specifically referring hereto, and signed by both parties.

**19. Incorporation of Federal Transit Administration (FTA) Terms.** DTS agrees to all terms and conditions required by the Federal Transit Administration as shown in Exhibit C. These Federally Required Contract Terms for Consultant Contracts more than \$2,500 and less than \$100,000 are attached to and made a part of this contract between Ozarks Transportation Organization (“Client”) and Data Transfer Solutions, LLC (“DTS” or “Contractor”) for professional services in connection with Development of an Electronic Transportation Improvement Program. These terms shall supersede all other terms contained in the contract.

**IN WITNESS WHEREOF**, the parties hereto have set their hands on the day and year herein stated.

**DATA TRANSFER SOLUTIONS, LLC**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**OZARKS TRANSPORTATION ORGANIZATION**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**Exhibit A to Contract #2012-001**  
**Scope of Work**

OTO and Data Transfer Solutions, LLC (DTS) will work together to ensure implementation of an eTIP for the OTO. The following scope of work has been developed based upon the proposal submitted by DTS for OTO's eTIP RFP, #002-2011.

**I.** In their proposal, dated December 20, 2012, DTS committed to the following:

<b>RFP Information Request</b>	<b>DTS Response</b>
Software or program to be utilized	The Interactive TIP Tool™ is a hosted application. This means a standard web browser (IE 7, IE 8, IE 9, Firefox, Chrome) and internet connection are the only end user requirements.
Necessary hardware or other requirements to manage the program	No client requirement
Timeline detailing implementation	<p>January 6, 2012 - Notice to Proceed/Executed Contract</p> <p>January 9, 2012 - Acquisition of source data (TIP data and GIS information if available)</p> <p>January 12, 2012 - Project Plan, User Acceptance Checklist, Quality Control Plan</p> <p>January 27, 2012 - Localization of Interactive TIP Tool™, Search configuration, Report Customization</p> <p>February 3, 2012 - Initial Client Demonstration (comment gathering)</p> <p>February 17, 2012 - Second Client Demonstration (comments addressed review)</p> <p>February 23, 2012 - Tier 1 Training Session</p> <p>March 1, 2012 - Tier 2 Training Session</p> <p>March 8, 2012 - Project Manager review of project and closeout</p>
Appropriate staffing capability	<p>DTS will support this project with one Senior Project Manager, a Quality Control Project Manager and three qualified application developers.</p> <p>It is anticipated OTO will provide one Project Manager, staff level TIP operator(s), and local agency stakeholders.</p>



Training will be included and a discussion of the final product	Training will be conducted in two ways during this project. First, the product demonstrations will provide exposure to the application. Second, training will be carried out through two (2) GoToMeeting sessions where the first training session called Tier 1 training will require one or two attendees. The Tier 1 training will transfer knowledge of the application to the local TIP expert and administrator. This training session will cover in depth all of the applications capabilities, administrative nuances, and maintenance procedures. The second training session will also be conducted via GoToMeeting and is designed for a larger audience. This training session will focus on the day-to-day use of the application, TIP updating, searching, and other important topics in the hopes of maximizing the potential of the tool. By design the two training sessions are conducted with a two-week spacing. This gap will allow for those trained in the Tier 1 session to have time to be intimate with the Interactive TIP Tool™ and help maximize the Tier 2 training for the broader group of stakeholders. Support and maintenance are also key components designed to help ensure knowledge transfer, confidence in the Interactive TIP Tool™ and success beyond this project.
Estimate of the expected number of OTO staff hours to produce an annual TIP once the proposed system is in place.	The generation of a TIP once the Interactive TIP Tool™ varies by client. Based on feedback from clients of DTS the average staff hour requirements for the generation of a TIP is 80 hours. It is anticipated that OTO should experience similar results.

OTO understands that the timeline proposed was based upon an assumed date for notice to proceed. OTO expects that DTS will follow the proposed outline, adjusting the time points for the actual notice to proceed date. A revised timeline is attached as Exhibit B.

**II.** In its RFP Submittal, DTS also outlined the capabilities of the Interactive TIP Tool™ as follows:

#	Requirement Details	Successfully Implemented
#1	Web-based—allow member agencies to enter project information via OTO website. Both project applications and project status reports should be able to be submitted online.	✓
#2	Graphical/GIS capabilities.	✓
#3	Ability to download spreadsheets.	✓
#4	Ability to filter and sort data for various reporting requirements.	✓
#5	Ability to search current and prior year projects.	✓
#6	Multi-user ability.	✓

#7	Automatically determine local match requirements for different federal/state fund types.	-
#8	Ability to carry multiple project numbers per project.	✓
#9	Ability to combine/split projects.	-
#10	Ability to produce annual report on all obligations for all fund types.	✓
#11	Ability to lump-sum and break down types of projects by type.	✓
#12	A printable report component for public distribution that utilizes the database similar to the existing report.	✓
#13	A component to track projects and monitor fund balances, including amount allocated, amount programmed, and amount obligated.	✓
#14	Ability to mark projects as draft versus active projects and original versus amended projects.	✓
#15	A versioning function to indicate the final versus working product (final TIP document).	✓
#16	Ability to expand and add other features.	✓
#17	Program should be easily maintained by a small staff.	✓
#18	Training for staff should be included in the proposal.	✓
#19	The project must be implemented no later than March 30, 2012.	✓

The response for #7 was, “This has not been a requirement of the Interactive TIP Tool to date. Static financial rules or logic will allow for this type of information to be queried, selected and reported on if functionally defined.” The response for #9 was, “This has not been a requirement of the DTS TIP Tool to date. Project combine/split rules will be required for semi-automatic field population. GIS project layer updates will require GIS map editor capabilities.”

OTO believes that these responses indicate that DTS will work with OTO to implement these two requirements in the most feasible way possible, as part of the contract and within the specified budget amounts.

**III.** In addition to the RFP submittal, OTO communicated with DTS by e-mail to receive additional clarification about the submittal and DTS’s capabilities. The following is considered a part of this contract.

The maintenance fee includes the following:

- GIS Support Services to create their project data as needed, development/use of tile caches, etc—customization of map view data layers, etc.
- Hosting at a Class A facility (99.9%) uptime, with failsafe backups, and paying of all HW/SW costs including Relational Database (MS SQL Server, and ArcGIS Server),
- Upgrades associated with 3rd Party software and HW, unlimited bandwidth,
- Database configuration,
- Helpdesk and call support,
- Annual software upgrades including new modules such as Amendments tracking, comparison reports, and

- Report formatting and website skinning, etc, etc.

Communication with DTS also confirmed that DTS will be inputting the initial data set and that with the maintenance agreement, help will be provided each year in setting up the TIP data and ensuring a quality printed/.pdf Transportation Improvement Program document that meets OTO's standards.

**IV.** Any additional items which may appear in the DTS RFP submittal, dated December 20, 2012, attached as Exhibit D, which may not have been mentioned herein, as well as the requests made within the OTO Request for Proposals, #002-2011, attached as Exhibit E.

**V.** Fees

### ***Implementation Tasks***

**Task 1 .....\$9,500**

Base Interactive TIP Application and Functionality

**Task 2 .....\$3,000**

Custom Development: Automatically determine local match requirements for different federal/state fund types

**Task 3 .....\$2,000**

Custom Development: Ability to combine/split projects

**TOTAL.....\$14,500**

DTS will be paid in full for Tasks 1 through 3 at the conclusion of their implementation, per the terms set forth in Contract #2012-001. Implementation includes the availability of a web-based transportation improvement program with the ability to create a quality transportation improvement program document.

### ***Annual Maintenance and Hosting***

**Maintenance and Support for the Interactive TIP Tool™ .....\$9,600**

At the successful implementation of the Interactive TIP Tool™, this contract will serve as a maintenance and support agreement with DTS for the annual rate of \$9,600. This fee will be paid annually to coincide with the implementation date of the Interactive TIP Tool™. This rate will remain the same for at least 5 years, at which time, OTO will, as required by federal law, review its contract and agreement with DTS for the services described in Contract #2012-001 and the Exhibits herein. Annual renewal of the maintenance and support agreement will be at OTO's option, and will be subject to the terms set forth in this contract.

## **Exhibit B to Contract #2012-001**

### **Revised Schedule**

February 17, 2012	Notice to Proceed/Executed Contract
February 20, 2012	Acquisition of source data (TIP data and GIS information if available)
February 23, 2012	Project Plan, User Acceptance Checklist, Quality Control Plan
March 6, 2012	Localization of Interactive TIP Tool™, Search configuration, Report Customization
March 12, 2012	Initial Client Demonstration (comment gathering)
March 26, 2012	Second Client Demonstration (comments addressed review)
April 1, 2012	Tier 1 Training Session
April 8, 2012	Tier 2 Training Session
April 15, 2012	Project Manager review of project and closeout

## Exhibit C to Contract #2012-001

### Federally Required Contract Terms For Consultant Contracts more than \$2,500 and less than \$100,000.

These Federally Required Contract Terms for Consultant Contracts more than \$2,500 and less than \$100,000 are attached to and made a part of this contract between Ozarks Transportation Organization ("Client") and Data Transfer Solutions, LLC ("DTS" or "Contractor") for professional services in connection with Visualization Services as part of the Journey 2035 Long Range Transportation Plan Update. These terms shall supersede all other terms contained in the letter of agreement or attached general provisions.

DTS agrees to the following terms:

- A) Energy Conservation - The contractor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.
- B) Lobbying- The undersigned [Contractor] certifies, to the best of his or her knowledge and belief, that:
- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form--LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, *et seq.*.)]
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
- This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.
- [Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure.]
- The Contractor, \_\_\_\_\_, certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 U.S.C. A 3801, *et seq.*, apply to this certification and disclosure, if any.
- \_\_\_\_\_  
Signature of Contractor's Authorized Official
- \_\_\_\_\_  
Name and Title of Contractor's Authorized Official
- \_\_\_\_\_  
Date
- C) Federal Changes - Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the [Master Agreement](#) between Purchaser and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.
- D) No Obligation by the Federal Government. -(1) The Purchaser and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the Purchaser, Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.(2) The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

- E) Program Fraud and False or Fraudulent Statements or Related Acts.-(1) The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. § 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.(2) The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1) on the Contractor, to the extent the Federal Government deems appropriate.(3) The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.
- F) Privacy Act- (1) The Contractor agrees to comply with, and assures the compliance of its employees with, the information restrictions and other applicable requirements of the Privacy Act of 1974, 5 U.S.C. § 552a. Among other things, the Contractor agrees to obtain the express consent of the Federal Government before the Contractor or its employees operate a system of records on behalf of the Federal Government. The Contractor understands that the requirements of the Privacy Act, including the civil and criminal penalties for violation of that Act, apply to those individuals involved, and that failure to comply with the terms of the Privacy Act may result in termination of the underlying contract.  
(2) The Contractor also agrees to include these requirements in each subcontract to administer any system of records on behalf of the Federal Government financed in whole or in part with Federal assistance provided by FTA.
- G) Civil Rights - The following requirements apply to the underlying contract:(1) Nondiscrimination - In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue. (2) Equal Employment Opportunity - The following equal employment opportunity requirements apply to the underlying contract:(a) Race, Color, Creed, National Origin, Sex - In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue. (b) Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § 623 and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.(c) Disabilities - In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, the Contractor agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.(3) The Contractor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.
- H) Disadvantaged Business Enterprises-  
a. This contract is subject to the requirements of Title 49, Code of Federal Regulations, Part 26, *Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs*. The national goal

for participation of Disadvantaged Business Enterprises (DBE) is 10%. A separate contract goal for **DBE participation has not** been established for this procurement.

- I) Incorporation of Federal Transit Administration (FTA) Terms - The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in [FTA Circular 4220.1E](#) are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. The Contractor shall not perform any act, fail to perform any act, or refuse to comply with any (name of grantee) requests which would cause (name of grantee) to be in violation of the FTA terms and conditions.

**Data Transfer Solutions, LLC**

Signature \_\_\_\_\_

Date\_\_\_\_\_

**Exhibit D to Contract #2012-001**

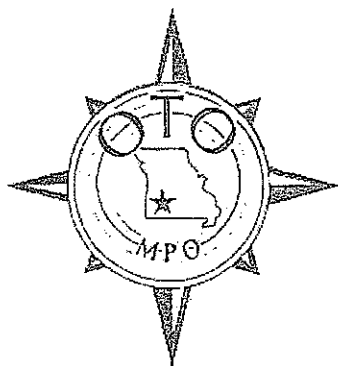
**Data Transfer Solutions LLC RFP Submittal, Dated 12/20/2012**



Ozark Transportation Organization  
Development of Electronic  
Transportation Improvement Program  
RFP 002-2011  
Copy

Prepared for:  
Debbie Parks  
205 Park Central East  
Suite 205  
Springfield, MO 65806

Prepared by:  
Data Transfer Solutions, LLC  
409 N. Mason Court  
Suite 127  
Fort Collins, CO 80524  
[www.dtsgis.com](http://www.dtsgis.com)



Ozarks Transportation Organization  
205 Park Central East, Suite 205  
Springfield, MO 65806  
Phone: (417) 865-3042

**REQUEST FOR PROPOSAL:** RFP 002-2011, DEVELOPMENT OF ELECTRONIC  
TRANSPORTATION IMPROVEMENT PROGRAM

**DEADLINE:** Wednesday, December 21, 2011 at 4:00 PM, Central Standard Time

**DELIVERY LOCATION:** 205 Park Central East, Suite 205, Springfield, MO 65806

**PURCHASING AGENT:** Debbie Parks, [dparks@ozarkstransportation.org](mailto:dparks@ozarkstransportation.org)

**DATE OF ISSUE:** November 22, 2011

**REQUEST FOR PROPOSAL**  
**RFP 002-2011**  
**DEVELOPMENT OF ELECTRONIC TRANSPORTATION**  
**IMPROVEMENT PROGRAM**

No late proposals will be accepted. RFP'S shall be submitted in an envelope with the Request for Proposal number and the Proposer's name and address clearly indicated on the envelope. All submissions must be completed in ink or typewritten and submitted by the time and date above.

Proposers are strongly encouraged to carefully read the entire Request for Proposal.

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The undersigned hereby offers to furnish & deliver the services as specified, at the prices & terms stated herein, and in strict accordance with the specifications and general conditions of bidding, all of which are made a part of this offer. This offer is not subject to withdrawal by the Proposer unless upon mutual written agreement by the Proposer and the OTO Executive Director.

---


Name of Firm: Data Transfer Solutions, LLC

Contact Person: Allen Ibaugh, AICP, GISP Title: CEO

E-Mail: aibaugh@dtsgis.com Phone: 407-382-5222

Business Address: 3680 Avalon Park Blvd. East, Suite 200

City: Orlando State: FL Zip: 32828

Signature:  Date: 12/20/11

December 20, 2011

Debbie Parks  
Ozark Transportation Organization  
205 Park Central East  
Suite 205  
Springfield, MO 65806

Dear Ms. Parks,

**Data Transfer Solutions, LLC (DTS)** is pleased to present our response to the **Ozark Transportation Organization (OTO)** Request for Proposals to develop an electronic Transportation Improvement Program (TIP). DTS has performed similar services for local and regional governments, transportation and private organizations throughout the United States. DTS is currently providing similar professional services for some of the largest agencies and MPOs in the country including: **Mid-America Regional Council (Kansas City), Houston-Galveston Area Council, Metroplan Orlando, North Central Texas COG, Northeast Ohio Areawide Coordinating Agency, East Central Florida Regional Planning Council, Tahoe Regional Planning Agency, FM Metro COG, Florida DOT, Colorado DOT, Arizona DOT and Navajo DOT.**

In fact, DTS develops, hosts and maintains several web-based Interactive TIP Tool™ applications that are deployed in more than half of the MPOs (18 out of 26) in the State of Florida. Moreover, DTS staff has worked extensively with many MPOs on similar projects over the past five years including: **Florida DOT District 4 (all 5 MPO's) Transportation Improvement Plan, Lee County, FL MPO Long Range Transportation Plan and Update, North Front Range MPO TIP Implementation and Update, Tahoe Transportation District Tip Tool Web Application, North Central Texas Council of Governments** Implementation of an internet-based TIP Tool and Transportation Reporting System, **METROPLAN Orlando** Land Use Forecasting Model and Interactive TIP Web Mapping Application, **Volusia County, FL MPO Interactive TIP Web Mapping Application, Brevard County, FL MPO Interactive TIP Tool™, East Central Florida Regional Planning Council** website with a backend Content Management System for GIS users to share geographic information, **Indian River County, FL MPO Outreach and Development of Community Profiles, and Volusia County , FL MPO Bicycle and Pedestrian Safety Study.**

DTS is a highly adaptive technology solutions provider focused on designing, developing, deploying and or hosting integrated applications for government and transportation agencies. From websites that enable scientists to share and review each other's documents for a university consortium (Tahoe Science Consortium), to websites that analyze and query roadway characteristics, to websites that generate maps on-the-fly from parameters set by the users. DTS develops database management applications to help clients: manage information, analyze data, showcase the agency, query data repositories, and facilitate communication. We excel at the design, redesign and implementation of information systems as well as the creation of custom interactive websites and web-based applications that meet the demands of the decision makers.

Our project team is designed to minimize overlapping capabilities between team members, while employing the skill sets of industry-leading experts in the field of website design.

Our team provides many advantages to the OTO project, including:

- \* **Esri Business Partners and world renowned ESRI experts** that have developed hundreds of applications in their full software suite. DTS has developed applications for ESRI including the <http://changematters.esri.com> site. DTS is a regular presenter on ESRI Webinars (cloud computing), Development Summits, and User Conferences (Flex and Microsoft Special Interest Groups). 
- \* **An Agile website and application development approach** that provides deliverables at a minimum of **every two-weeks** including fully-functional software, tested, documented, and deployable.
- \* **Demonstrated project experience** in delivering websites focused on **highly flexible and functional** pages and **integrated applications/systems** hosted externally to a client's site.
- \* **A free, web-based Agile project management software** that will be provided to OTO and will keep the project team in touch on a daily basis with access to upcoming tasks, bug fix listing, and deliverable due dates.
- \* **Dedicated senior-level staff**, managers, and application developers who are company principals and owners and who will play important roles on the team.

We appreciate the opportunity to respond to this request for proposals and wish to assure OTO that, upon selection, DTS will give this project the emphasis and priority that it requires in order to be completed on schedule, within budget, and to the full satisfaction of OTO. We look forward to hearing from you and trust this information is responsive to your needs. As Chief Executive Officer of Data Transfer Solutions, I am proud to submit this proposal on behalf of our entire DTS team. Please feel free to contact me at 407.382.5222 or at [aibaugh@dtsgis.com](mailto:aibaugh@dtsgis.com) to discuss any questions you might have regarding this proposal.

Sincerely,  
DATA TRANSFER SOLUTIONS, LLC



Allen Ibaugh, AICP, GISP  
President & Chief Executive Officer

## Table of Contents

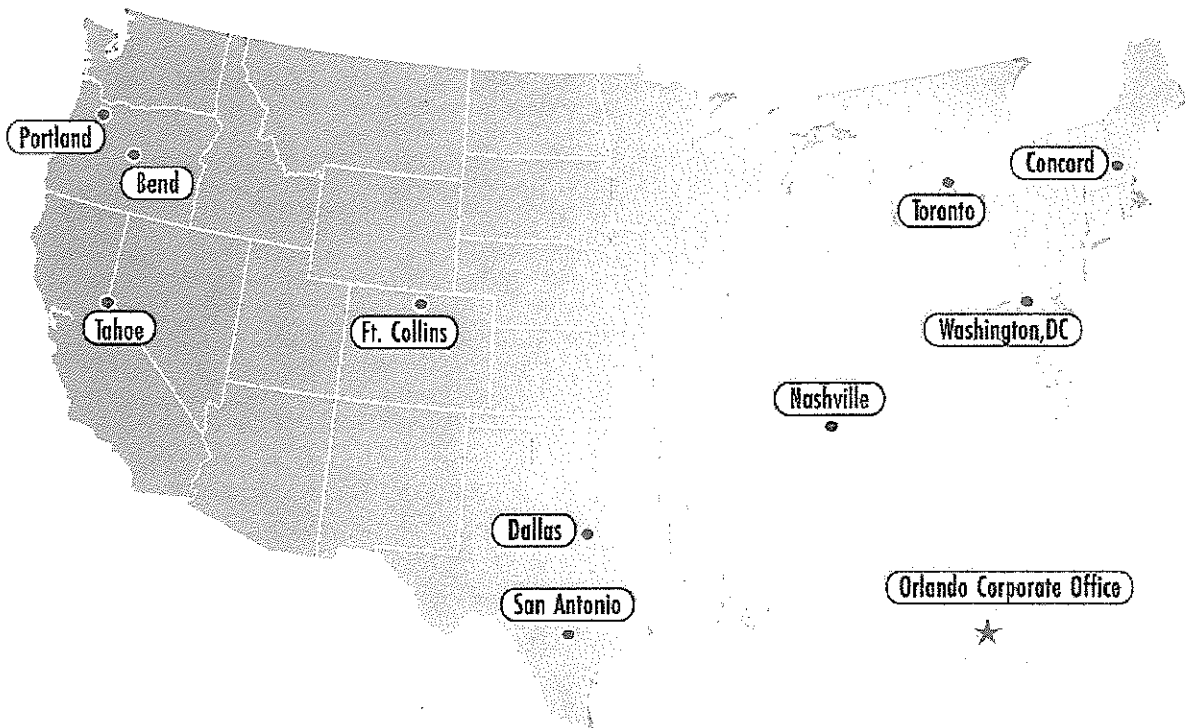
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## SECTION 1. COMPANY INFORMATION

**Data Transfer Solutions, LLC** (DTS) FEIN number is 05-0557100. The Point of Contact to discuss this submission is Allen Ibaugh, AICP, GISP ([aibaugh@dtsgis.com](mailto:aibaugh@dtsgis.com)); he can be reached at (407) 382-5222. Permanent corporate headquarter address is 3680 Avalon Park Blvd. East, Suite 200, Orlando, FL 32828.

## SECTION 2. CORPORATE OVERVIEW

DTS, founded in 2004, is a financially secure and growing private business that offers comprehensive experience and subject matter experts in the fields of Web and Database Applications Development, GIS and Internet Mapping, Asset Management, Transportation Planning and Engineering, and Training Development. DTS is comprised of over 70 employees, including those with the following certifications: 2 P.E., 2 E.I., 2 AICP, 3 PMP and 5 GISP. DTS is headquartered in Orlando, FL and regional offices are located in Fort Collins, CO; Dallas, TX; San Antonio, TX; Portland, OR; Bend, OR; Concord, NH; Nashville, TN; Tahoe, NV and Toronto, Canada.



For any entity with data that needs organization and analysis, DTS is the unrivaled provider of GIS consulting, strategic business planning, implementation planning, custom, and automated, GIS and/or web-based software solutions that increase efficiency and usability while reducing workload and cost. That's because DTS uniquely offers all the necessary cutting-edge services integrated within one company.

**DTS' unique off-the-shelf Interactive TIP application is a mature product and the result of years of experience supporting the TIP process on behalf of our MPO clients.** In fact, all of our clients subscribe to our hosting and maintenance services. As a result all the TIP clients benefit from the constant improvements and enhancements developed for the application. For instance, when the federal government approved the \$1Trillion stimulus program (ARRA), DTS supported our TIP clients with the development of a host of amendment tracking capabilities to allow for the inclusion of new projects into the TIP in response to increased federal funding available.

At every turn, our staff of developers are customizing the tool and adding functionality to make sure our application is not a one-size-fits-all solution. To the contrary, DTS strives to meet the MPOs needs across the country through our application.

In addition to customizing the Interactive TIP Tool™ to meet a specific MPO's needs, the DTS team also continues to enhance the common base functionality of the Interactive TIP Tool™. DTS is committed to our product, its enhancement and customization to make it the premier application to support the TIP process.

DTS has assembled a multi-disciplinary team with subject matter expertise focused in several critical and applicable service areas including software application development, implementation and training. Our project team has worked on over fifty projects of similar size and scope and are keenly interested in the planning, designing, and development of Transportation Improvement Plan (TIP) that will be successful for OTO as well as those regional, local, state, and general public constituents who will utilize the platform. Please find below of our primary project teams qualifications.

DTS Project Team	Project Role	Years of Exp.	Degree	Custom TIP Development	TIP Database Management Development	TIP GIS Mapping Development	TIP Transportation Planning
Allen Ibaugh, AICP, GISP	Principal in Charge	17	BS,BA,MA, MS	X	X	X	X
Brian Sovik, MPA, GISP	Project Manager	19	BA,CEU, MPA	X	X	X	X
Lakshmi Ramaseshan, PMP	Assistant Project Manager	12	BA	X	X	X	X
Kirsten Koehn, GISP	Sr. GIS Analyst	11	BES	X	X	X	X
Ryan Francoforte	GIS Integration	7	BA,MS	X	X	X	X
Rusty Phillips, GSSP	Application Developer	10	BA,MS	X	X	X	X
Charley Cartee	Application Developer	10	BS	X	X	X	X
Derek Bryan	Software Programmer	12	BA	X	X	X	X
Charles Brown	Training & Documentation	7	BA	X	X	X	X



### SECTION 3. FIRM EXPERIENCE

DTS specializes in building Interactive TIP Tool™ and has delivered many successful TIP implementations in the state of Florida, Colorado, Ohio, Nevada, North Dakota, and Texas. The table below demonstrates our collective depth and breadth of experience providing the exact requirements listed in Item number 3. We have highlighted several of DTS' outstanding implementations that are similar to the Scope of Work defined in the Request for Proposals.

#	Requirement Details	Volusia TPO	North Front Range MPO	Northern Ohio Area-wide Coordinating Agency	North Florida TPO	Palm Beach County MPO	Tahoe MPO	Fargo-Moorehead MPO
#1	Web-based – allow member agencies to enter project information via OTO website. Both project applications and project status reports should be able to be submitted on-line.	X	X	X	X	X	X	X
#2	Graphical/GIS Capabilities	X	X	X	X	X	X	X
#3	Ability to download spreadsheets.	X	X	X	X	X	X	X
#4	Ability to filter and sort data for various reporting requirements.	X	X	X	X	X	X	X
#5	Ability to search current and prior year projects.	X	X	X	X	X	X	X
#6	Multi-user ability.	X	X	X	X	X	X	X
#7	Automatically determine local match requirements for different federal/state fund types.	This has not been a requirement of the Interactive TIP Tool to date. Static financial rules or logic will allow for this type of information to be queried, selected and reported on if functionally defined.						
#8	Ability to carry multiple project numbers per project.	This has not been a requirement of the DTS TIP Tool to date. Project combine/split rules will be required for semi-automatic field population. GIS project layer updates will require GIS map editor capabilities.						
#9	Ability to combine/split projects.	X	X	X	X	X	X	X
#10	Ability to produce annual report on all obligations for all fund types.		X	X				
#11	Ability to lump-sum and break down types of projects by type.	X	X	X	X	X	X	X
#12	A printable report component for public distribution that utilizes the database similar to existing report.	X	X	X	X	X	X	X
#13	A component to track projects and monitor fund balances, including amount allocated, amount programmed, and amount obligated.		X	X				
#14	Ability to mark projects as draft versus active projects and original versus amended projects.	X	X	X	X	X	X	X
#15	A versioning function to indicate the final versus working product (final TIP document).	X	X	X	X	X	X	X
#16	Ability to expand and add other features.	X	X	X	X	X	X	X
#17	Program should be easily maintained by a small staff.	X	X	X	X	X	X	X
#18	Training for staff should be included in the proposal.	X	X	X	X	X	X	X
#19	The project must be implemented no later than March 30, 2012.	X	X	X	X	X	X	X

Please find below similar project examples developing Interactive TIP Tool™ programs and resumes for the DTS project team.



#### Solutions

- Web- Based TIP Application
- SQL Database
- Printable Maps & Reports from Web
- Website Development
- ArcIMS based Interactive map

#### Reference

Bob Keeth

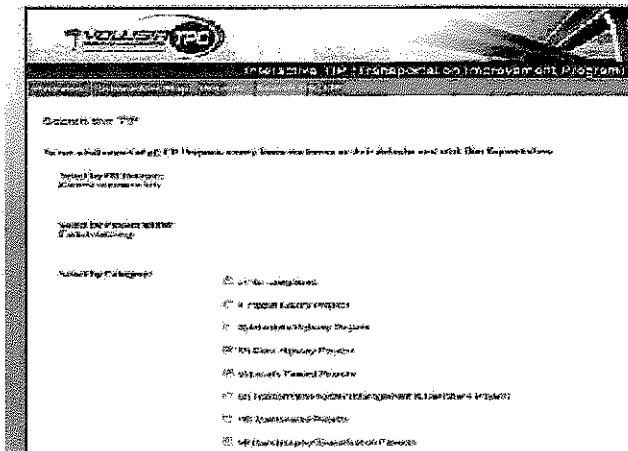
2570 W. International  
Speedway Blvd., Ste. 120  
Daytona Beach, FL 32114  
(386) 226-0422  
[bkeeth@co.volusia.fl.us](mailto:bkeeth@co.volusia.fl.us)

#### DTS Project Staff:

Lakshmi Ramaseshan, PMP  
Rusty Phillips, GSSP  
Charley Cartee  
Derek Bryan  
Charles Brown

Date: 2008

Value: \$50,000



#### Project Summary

DTS staff has developed a web-based GIS and data management system for FDOT that provides analysis tools to facilitate integration of information from various state and local transportation data sources including:

- Roadway Characteristics Inventory (RCI),
- Traffic Characteristics Inventory System (TCI),
- Work Program -- (TIPs in map and table format -- PDF)
- Highway Safety Database,
- Socioeconomic Data,
- Growth Management, and Environmental.

The TIP tool was customized for the Volusia County MPO allowing the user to select a county, roadway, project phase, etc and produce an up to date report and map in PDF format, pulling data from an Oracle database.

The TIP tool includes a customized interactive map allowing the user to search for projects geo-spatially through a map and view a PDF report of the project. The interactive map is developed on an ArcIMS backbone.



#### Solutions:

- ✱ Web based TIP application
- ✱ SQL Server Database
- ✱ Interactive Map using ArcGIS Server
- ✱ Customized Search and Reporting templates
- ✱ Customized the styling of the TIP Tool to match website
- ✱ Printable Maps & Reports from Web



#### References:

Greg Stuart  
Broward MPO  
Trade Centre South  
100 West Cypress Creek  
Road, Suite 850  
Fort Lauderdale, Florida  
33309  
(954) 876-0033 x 1235

DTS Project Staff:  
Brian Sovik, GISP  
Lakshmi Ramaseshan, PMP  
Rusty Phillips, GSSP  
Charley Cartee  
Derek Bryan  
Charles Brown

Date: 2011

Value: 45,000

#### Project Summary

DTS staff has developed a web-based GIS and data management system for all M/TPOs within Florida Department of Transportation-District 4 that provides analysis tools to facilitate integration of information from various state and local transportation data sources including:

- ✱ Roadway Characteristics Inventory (RCI),
- ✱ Traffic Characteristics Inventory System (TCI),
- ✱ Work Program – (TIPs in map and table format – PDF)
- ✱ Highway Safety Database,
- ✱ Socioeconomic Data,
- ✱ Growth Management, and Environmental.

The TIP tool(s) was customized for the District MPO allowing the user to select a county, roadway, project phase, etc and produce an up to date report and map in PDF format, pulling data from a SQL Server database database.

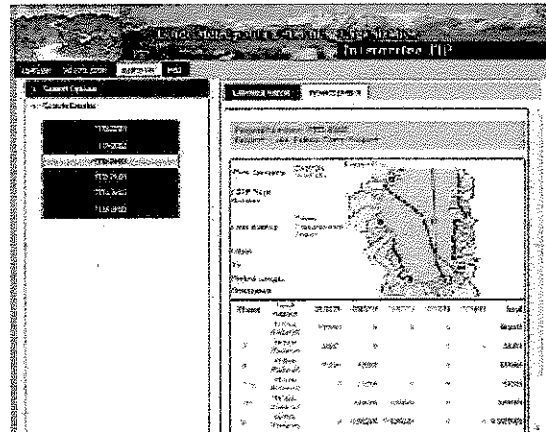
The TIP Tool(s) included an interactive map which allows users to search and identify projects, view project over information and generate reports using an ArcGIS backbone and a JQuery front end.

Each M/TPO has a customized system based on their color scheme, and data needs. Among the M/TPOs in District 4 are Broward MPO, Palm Beach MPO, St. Lucie TPO, Martin MPO and Indian River MPO.



#### Solutions

- \* Web based TIP application
- \* SQL Server Database
- \* Interactive Map using ArcGIS Server
- \* Customized Search and Reporting templates
- \* Customized the styling of the TIP Tool to match website
- \* Printable Maps & Reports from Web



#### Reference

Alfred Knotts  
Principal Planner/Project Manager  
Tahoe Transportation District  
(775) 589-5503  
P.O. Box 499  
Zephyr Cove, NV 89448  
[aknotts@tahoe transportation.org](mailto:aknotts@tahoe transportation.org)

DTS Project Staff:  
Lakshmi Ramaseshan, PMP  
Rusty Phillips, GSSP  
Charley Cartee  
Charles Brown

Date: 2011

Value: \$35,000

#### Project Summary

DTS staff has developed a web-based GIS and data management system for Tahoe Transportation District that provides analysis tools to facilitate integration of information from various state and local transportation data sources including:

- \* Roadway Characteristics Inventory (RCI),
- \* Traffic Characteristics Inventory System (TCI),
- \* Work Program – (TIPs in map and table format – PDF)
- \* Highway Safety Database,
- \* Socioeconomic Data,
- \* Growth Management, and Environmental.

The TIP tool was customized for the Tahoe Transportation MPO allowing the user to select a county, roadway, project phase, etc and produce an up to date report and map in PDF format, pulling data from a SQL Server database.

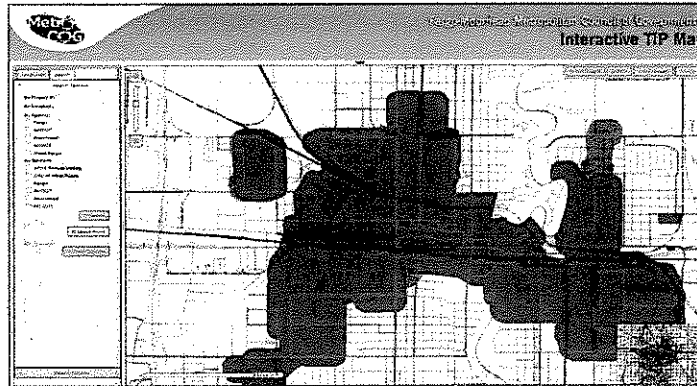
The TIP Tool included an interactive map which allows users to search and identify projects, view project over information and generate reports using an ArcGIS backbone and a JQuery front end.



## Fargo Moorhead Metropolitan Council of Governments Transportation Improvement Program (TIP) Web Application

### Solutions

- Web based TIP application
- SQL Server Database
- Interactive Map using ArcGIS Server
- Customized Search and Reporting templates
- Customized the styling of the TIP Tool to match website
- Printable Maps & Reports from Web



### Reference

Mike Kunza  
Case Plaza Suite 232  
One 2<sup>nd</sup> Street North  
Fargo, ND 58102  
Phone: 701-232-3242  
[kunza@fmmetrocog.org](mailto:kunza@fmmetrocog.org)

Date: 2011

Value: \$35,000

### Project Summary

DTS staff has developed a web-based GIS and data management system for Fargo Moorhead Metropolitan Council of Governments that provides analysis tools to facilitate integration of information from various state and local transportation data sources including:

- Roadway Characteristics Inventory (RCI),
- Traffic Characteristics Inventory System (TCI),
- Work Program – (TIPs in map and table format – PDF)
- Highway Safety Database,
- Socioeconomic Data,
- Growth Management, and Environmental.

The TIP tool was customized for the Fargo Moorhead Metropolitan Council of Governments allowing the user to select a county, roadway, project phase, etc and produce an up to date report and map in PDF format, pulling data from a SQL Server database .

The TIP Tool included an interactive map which allows users to search and identify projects, view project over information and generate reports using an ArcGIS backbone and a JQuery front end.



### Solutions

- Interactive Website
- Data Repository
- GIS Imagery
- Content Management System
- GIS Clearinghouse
- Computer Engineering and Programming
- Marketing Plan

### Reference

Monte Mercer  
Deputy Executive Director  
616 Six Flags Dr.  
Arlington, TX 76011  
817-695-9121  
[mm Mercer@nctcog.org](mailto:mm Mercer@nctcog.org)

**DTS Project Staff:**  
Allen Ibaugh, AICP, GISP  
Lakshmi Ramaseshan, PMP  
Brian Noyle  
Rusty Phillips, GSSP  
Charles Cartee

**Date:** 2009

**Value:** \$204,000

NCTCOG North Central Texas Council of Governments			
Feeding Balances		dashboard	login search signout
Description	Account 1	Account 2	Total
RTR Initial Fund Balances:	\$2,394,931,000.01	\$737,173,247.99	\$3,132,104,248.00
Plus: Interest Earned:	\$08,506,086.00	\$24,407,025.00	\$112,913,111.00
Less: Spent to Date:	\$12,107,774.97	\$277,507,071.31	\$289,654,846.28
<b>Total:</b>	<b>\$2,471,329,311.04</b>	<b>\$484,073,201.68</b>	<b>\$2,955,362,512.72</b>

RTR Project Commitments (2009-2016)			
Description	Account 1	Account 2	Total
RTR Initial Fund Balances:	\$2,394,931,000.01	\$737,173,247.99	\$3,132,104,248.00
Less: Committed Initial Funds:	\$2,379,427,286.00	\$1,067,642,079.00	\$3,447,069,365.00
Uncommitted Funds:	\$15,503,714.01	(\$330,468,831.01)	(\$314,965,117.00)
Plus: Interest Earned:	\$08,506,086.00	\$24,407,025.00	\$112,913,111.00
<b>Funds Available:</b>	<b>\$104,009,800.01</b>	<b>(\$306,061,806.01)</b>	<b>(\$202,052,006.00)</b>

County Budget Summary	
<input type="checkbox"/> Error <input checked="" type="checkbox"/> Overview <input type="checkbox"/> Database	
Cook Dallas DeKalb Elgin Jefferson Kane Pike Rockwell Tarrant	

County Allocation	
<input type="checkbox"/> Error <input checked="" type="checkbox"/> Overview <input type="checkbox"/> Database	
Cook Dallas DeKalb Elgin Jefferson Kane Pike Rockwell Tarrant	

### Project Summary

The North Central Texas Council of Governments (NCTCOG) contracted with DTS to develop customized software to meet the complex and comprehensive transportation tracking and financial reporting needs they had through an internet-based interface for internal and external users.

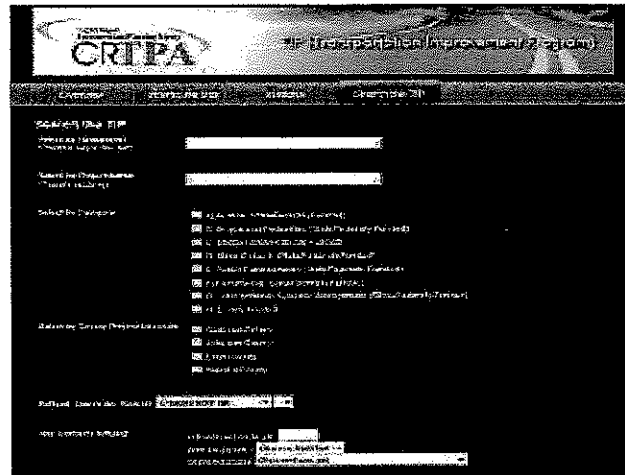
Data Transfer Solutions developed an implementation path based on NCTCOG's needs, while employing an agile approach to both; project management and software development. DTS built a solid foundation for the software development that can be realized as a long-lived regional asset. Furthermore, DTS developed a plan for the software application that ensures smooth configuration, will keep within budget restraints and ensure future challenges are met and handled with minimum impact on the project.

DTS developed a public website as well as an administrative website for the financial management team; project team and agreements and invoices teams at NCTCOG to easily maintain the project information. The system included a sophisticated data import and check and balances system, to ensure that the periodic updates from TxDOT were incorporated into the system elegantly.



#### Solutions

- \* Web-Based TIP Application
- \* SQL Server Database
- \* ArcIMS Software
- \* Printable Maps & Reports from Web
- \* Customized Search and Reporting templates
- \* Customized the styling of the TIP Tool to match the CRTPA website



#### Reference

Greg Burke  
408 N. Adams Street,  
4th Floor  
Tallahassee, FL 32301  
Phone: 850-891-6802  
[greg.burke@talgov.com](mailto:greg.burke@talgov.com)

DTS Project Staff:  
Lakshmi Ramaseshan, PMP  
Rusty Phillips, GSSP  
Charles Cartee  
Derek Bryan  
Charles Brown

Date: 2010

Value: \$19,100

#### Project Summary

DTS staff has developed a web-based GIS and data management system for FDOT that provides analysis tools to facilitate integration of information from various state and local transportation data sources including:

- \* Roadway Characteristics Inventory (RCI),
- \* Traffic Characteristics Inventory System (TCI),
- \* Work Program – (TIPs in map and table format – PDF)
- \* Highway Safety Database,
- \* Socioeconomic Data,
- \* Growth Management, and Environmental.

The TIP tool was customized for the Capital Regional Planning Agency (CRTPA) allowing the user to select a county, roadway, project phase, etc and produce an up to date report and map in PDF format, pulling data from a SQL Server database. An automated process - extracts FDOT project and funding information from the FDOT mainframe for use in the TIP Tool. Advanced Search – allows the user to select a project, funding category, roadway, project phase, etc and produce a TIP report and map in PDF format, pulling data from a SQL database through an ArcIMS backbone.



#### Solutions

- \* Web-Based TIP Application
- \* SQL Server Database
- \* ESRI ArcGIS Server Platform
- \* Printable Maps & Reports from Web
- \* Customized Search and Reporting templates
- \* Customized the styling of the TIP Tool to match the WFRPC website
- \* Developed 3 TIP Tools to handle all the MPOs in the WFRPC region

#### Reference

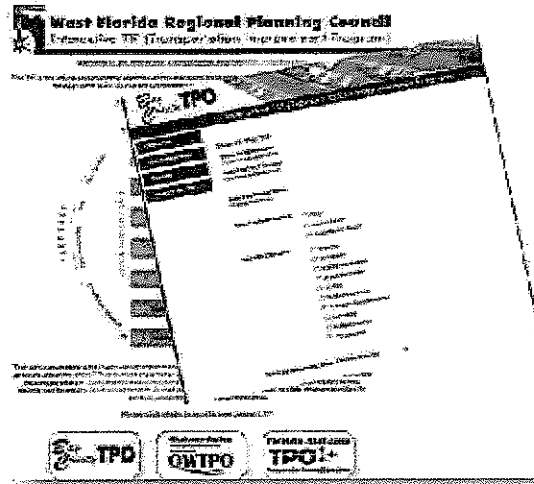
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West Florida Regional Planning Council  
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Website: [www.wfrpc.org](http://www.wfrpc.org)

#### DTS Project Staff:

Lakshmi Ramaseshan, PMP  
Rusty Phillips, GSSP  
Charley Cartee  
Derek Bryan  
Charles Cartee

Date: 2010

Value: \$19,100



#### Project Summary

DTS staff has developed a web-based GIS and data management system for FDOT that provides analysis tools to facilitate integration of information from various state and local transportation data sources including:

- \* Roadway Characteristics Inventory (RCI),
- \* Traffic Characteristics Inventory System (TCI),
- \* Work Program – (TIPs in map and table format – PDF)
- \* Highway Safety Database,
- \* Socioeconomic Data,
- \* Growth Management, and Environmental.

The TIP tool was customized for the West Florida Regional Planning agency (WFRPC) MPOs - Bay County MPO, Okaloosa-Walton MPO and Florida-Alabama MPO. A splash page takes the user to all 3 MPO websites, each with its own GIS data/administrative back-end setup.

The tool allows the user to select a county, roadway, project phase, etc and produce an up to date report and map in PDF format, pulling data from a SQL Server database. An automated process - extracts FDOT project and funding information from the FDOT mainframe for use in the TIP Tool. Advanced Search - allows the user to select a project, funding category, roadway, project phase, etc and produce a TIP report and map in PDF format, pulling data from a SQL database and ArcGIS Server.





#### Solutions

- Web-Based Application
- SQL Database
- Printable Maps & Reports from Web
- Website Development
- ArcGIS Server Platform

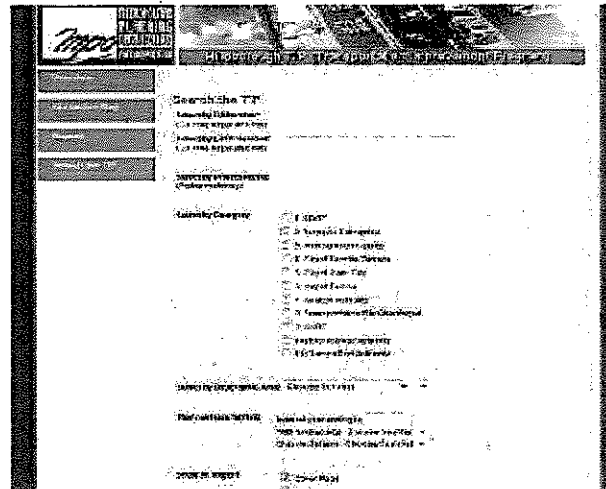
#### Reference

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Tampa, FL 33601-1110  
813-273-3774 Ext. 361  
[wblain@hillscountympo.org](mailto:wblain@hillscountympo.org)

DTS Project Staff:  
Lakshmi Ramaseshan, PMP  
Rusty Phillips, GSSP  
Charley Cartee  
Derek Bryan  
Charles Brown

Date: 2010

Value: \$19,100



#### Project Summary

DTS staff has developed a web-based GIS and data management system for FDOT that provides analysis tools to facilitate integration of information from various state and local transportation data sources including:

- Roadway Characteristics Inventory (RCI),
- Traffic Characteristics Inventory System (TCI),
- Work Program --(TIPs in map and table format -- PDF)
- Highway Safety Database,
- Socioeconomic Data,
- Growth Management, and Environmental.

The TIP tool was customized for the Hillsborough County MPO allowing the user to select a county, roadway, project phase, etc and produce an up to date report and map in PDF format, pulling data from a SQL Server database.

The advanced search feature -- allows the user to select a project, funding category, roadway, project phase, etc and produce a TIP report and map in PDF format, pulling data from a SQL database and ArcGIS Server.

The data import script was also customized to import information from an Access Database that was supplied by the District to the MPO.



## Allen Ibaugh, AICP, GISP – Principal In Charge Chief Executive Officer



Mr. Ibaugh is CEO of Data Transfer Solutions. As CEO Mr. Ibaugh is in charge of operations which include: GIS, IT, ITS, and RDBMS related services, applications, and products, globally. Mr. Ibaugh has over 17 years of PM experience working on various GIS, database, and systems planning projects for the Department of Transportation, Private Companies, Metropolitan Planning Organizations, and City/County Governments. Mr. Ibaugh has experience with various support software, such as ArcGIS, MS SQL Server, Oracle, Informix, MapInfo, Idrisi, TransCAD, Maptitude, SPSS, HCM, FSUTMS, TranPlan, and Tmodel2. Subject matter expertise in transportation planning, asset management, geography, and urban and regional planning. Mr. Ibaugh is also active on the Board of Directors of the Urban and Regional Information Systems Association.

### Education

M.S., Urban Regional Planning, University of Iowa, 1995  
M.A., Geography, University of Iowa, 1995  
B.A., Geography, Indiana University, 1992  
B.S., Psychology, Indiana University, 1991

### Certifications

Member, American Institute of Certified Planners  
*Certificate Number: 012940*  
Certified GIS Professional  
*Certificate Number: 10611*

## Relevant Project Experience

### ➤ Tennessee DOT- Statewide Environmental Management System (SEMS)

DTS developed custom software, installation, documentation, training, and software support for the Statewide Environmental Management System (SEMS). This system integrated statewide resource planning for both internal and external management by sharing spatial and non-spatial information for transportation project specific data with regional organization, local government and other partner agencies. Important components of the system include GIS tools, transportation planning components, environmental permitting tracking and associated tools, project development integration, community coordination and tracking, as well as integration with the Program Project Resource Management System (PPRM) to share information related to environmental management processes throughout a project's lifecycle.

### ➤ Interactive Tip Tool™

DTS staff has developed a web-based GIS and data management system that provides analysis tools to facilitate integration of information from various state and local transportation data sources including: roadway characteristics inventory, traffic characteristics inventory system, work program, highway safety database, socioeconomic data, growth management and environmental impacts. This application automates the import of work program data from the DOT system, as well as allows the MPO or TPO to input all of their local project data, and generates the finished TIP document for them based on these database inputs.

### ➤ Florida DOT Central Office – Unified Roadway Basemap Implementation Plan

DTS was contracted to develop a strategic Implementation Plan to guide FDOT in the acquisition and development of a Unified Roadway Basemap. Mr. Ibaugh lead the project team by developing a Mission and Vision statement, summarizing lessons learned by other state agencies; developing a marketing and promotion plan; and a strategic implementation plan outlining phases development approach.

➤ **Florida DOT- Central Office Environmental Screen Tool Support (EST)**

The EST is an interactive database and mapping application available in the Internet. Planners use the tool to digitize projects directly on-line or upload existing GIS files. GIS analysis is then performed automatically to locate environmental resources in the project vicinity. Mr. Ibaugh provided technical support to previously developed applications, including the online invoicing system, project schedule, performance measuring, and documentation. Assisted in design and testing of a new interface for the Sociocultural Effects of the Environmental Screening Tool, including an enhanced interface to generate maps in PDF format, and a new mechanism for large scale changes to ArcIMS AXL files.

➤ **Florida DOT District 5 – Districtwide System Planning and ETDM Support**

Provided support to the Florida Department of Transportation, District Five on multiple contracts with transportation planning services, Work Program development and analysis, multimedia services, systems integration, needs assessment, transportation modeling, and public involvement.

➤ **LYNX (Central Florida Regional Transit Authority) General Planning Consultant**

DTS provides Urban Design, Transportation Planning, Technical Studies, and Geographic Information Systems General Consulting Services on an as needed basis for LYNX. DTS provides a full array of transportation services to the Central Florida area under this contract to include Origin-Destination studies, automation programming for Automated Passenger Count reporting, and web-based solutions.

➤ **Florida DOT District 5 – Development of Regional Impact/DRI Plus Tools**

DTS developed the DRI Plus tool as an information management system that centralizes the DRI information as part of the Central Florida GIS (CFGIS) website. The DRI Plus tool utilizes the FDOT District 5 DRI database to enable the search and display of DRIs in a regional context and it includes task management tools that support tracking and assignments of DRI project reviews. The DRI Plus also extends the capability of retrieving real-time DRI information, performing updates and generating reports instantly. Through the use of an intuitive GIS mapping interface technology, DRIs can also be searched and displayed spatially. The DRI Plus interactive tool is the result of a cooperative relationship between the East Central Florida Regional Planning Council through the CFGIS program and the FDOT District 5.

➤ **Florida DOT District 6 – Districtwide ETDM/GPC**

DTS created a tool that would assist District 6 in the management of Local Agency Program (LAP) projects. The application developed by DTS allows the FDOT and the partner local agencies to collaborate and track the progress of projects within the LAP program. The LAP program has a large number of milestones that must be met and these milestones are spread among a number of project phases including PD&E, Engineering, and Construction. The site allows FDOT staff to define a list of phases, milestones, and tasks for each project and to easily track the progress of each project.

➤ **Florida DOT District 5 -Strategic Intermodal System Implementation (SISIM)**

SISIM hosts and disseminates information related to FDOT District Five Strategic Intermodal System (SIS) facilities. The purpose of this tool is to support intergovernmental coordination, manage data to inform decision making, and formulate project implementation strategies.



**Brian R. Sovik, MPA, GISP – Project Manager**  
**Director of GIS-Transportation Solutions**



Mr. Sovik is Director of GIS-Transportation Solutions for Data Transfer Solutions. Mr. Sovik has been working with GIS Technologies since 1993 and currently leads the application development team at DTS Headquarters in Orlando, Florida. Mr. Sovik is a seasoned project manager and GIS Professional with real-world experience working with dozens of clients throughout the United States and the Caribbean. Mr. Sovik's experience includes consultation in private, academic, local-state and federal government agencies. Mr. Sovik has proven experience in technical writing, GIS Expert Witness Testimony, GIS Training, Database design, custom software implementation, and project management for a wide range of project sizes and complexity.

**Education**

B.A., Geography, Bowling Green State University, 1996  
 CEU, Geographic Information Systems, University of Toledo, 1997  
 MPA, Public Administration and International Affairs, Bowling Green State University, 1997  
 PhD, Geography, Arizona State University, In Progress

**Certification**

Certified GIS Professional  
 Certificate Number: 19900

**Relevant Project Experience**

➤ **Interactive Tip Tool™**

Mr. Sovik is the Project Manager for several web-based GIS and data management system that provides analysis tools to facilitate integration of information from various state and local transportation data sources including: roadway characteristics inventory, traffic characteristics inventory system, work program, highway safety database, socioeconomic data, growth management and environmental impacts. This application automates the import of work program data from the DOT system, as well as allows the MPO or TPO to input all of their local project data, and generates the finished TIP document for them based on these database inputs.

➤ **Monroe County Property Appraiser GIS Needs Assessment and GIS Portal , Monroe County, Florida**

Project Manager and team leadership provided for a three year GIS Needs Assessment under the direction of the IT Director. Development of a custom GIS Portal using ArcGIS Server and Adobe FLEX API. Deliverables included a Need's Assessment and an integrated intranet solution for assessment office data search and retrieval. The extranet site designed for public access was released in August of 2011.

➤ **GIS Strategic Plan, Town of Queen Creek, Arizona**

Town's first Strategic GIS Implementation Plan. Holistic planning process conducted for seven key departments. Organizational procedures, data quality and software were reviewed. The deliverable included; recommendations on staffing, systems architecture, system integration and a 5-year forecasted budget. Queen Creek's Town Council unanimously adopted the plan.

➤ **GIS Needs Assessment and Consulting, Buffalo County, Wisconsin**

Conducted a three year strategic needs assessment for Buffalo County, Wisconsin local government. Data integration with existing databases, application selection, and overall organizational issues covered. Enterprise wide data dissemination completed through custom application deployment.

➤ **GIS Strategic Plan: Nevada Army National Guard (NVARNG), Carson City, Nevada**

Project Manager. The NVARNG identified a need for an enterprise-wide Geographic Information System (GIS) that would enable the ALARNG to improve management and military training on NVARNG properties

➤ **GIS Strategic Plan, City Boynton Beach, Florida**

Project Manager with responsibility of the City's GIS program development. Conducted a 5-Year Strategic Plan incorporating 8 departments. Additional GIS Services included data creation, field data collection, systems integration, and resource planning.

➤ **Arizona Corporation Commission, Phoenix, Arizona**

Project Manager for data migration from AutoCAD to Esri Geodatabase migration and the custom development of an ArcGIS Server Application. Based on business needs of the Utilities group specific functionality was developed to allow for customized searches and information extraction useful for decision making.

➤ **GIS Expert Witness Testimony, United States District Court, Eastern District of Wisconsin**

United States v. Menominee Tribal Enterprises (Case No. 07-C-316). Provided expert testimony on issues in cartography, analog paper map analysis, and GIS products.

➤ **GIS On-Call services: Nevada Army National Guard, Carson City, Nevada**

Project Manager with completed services that included a GIS Three-year Strategic Plan, field data collection, Spatial Data Standards for Infrastructure and Environment (SDSFIE) for data migration, Range Complex Master Planning support, and vegetative analysis using satellite remote sensing for monitoring invasive plant species.

➤ **GIS On-call Consultant, Boynton Beach, Florida**

Project Manager with responsibility of the City's GIS program development. Services included data creation, field data collection, systems integration, and strategic planning and resource planning.



## Lakshmi Ramaseshan, PMP – Asst. Project Manager Senior Product Manager



Ms. Ramaseshan has developed custom software applications and tools for the over 12 years specializing in both data centric web and application development. As Senior PM for DTS Lakshmi is responsible for developing all databases within the Orlando office and leads the design and development on all IT projects. Ms. Ramaseshan has extensive experience in leading development teams and interfacing with the client on these software projects. Her application development background includes: ASP.Net using C#, XML/XSL, MS-SQL 2005 - 2008, and IIS being the primary application server, along with Oracle applications using Oracle 10g, Oracle Portal, Oracle Discoverer, Oracle Reports, Oracle Application Server, OID, PL/SQL.

### Education

ASSET at APTECH, Hyderabad, India, 1997

Bachelor of Commerce, St. Francis College, Hyderabad, India, 1997

### Relevant Project Experience

#### ➤ Interactive Tip Tool™

Ms. Ramaseshan has lead DTS' team in the development of several web-based GIS and data management systems that provide analysis tools to facilitate integration of information from various state and local transportation data sources including: roadway characteristics inventory, traffic characteristics inventory system, work program, highway safety database, socioeconomic data, growth management and environmental impacts. This application automates the import of work program data from the DOT system, as well as allows the MPO or TPO to input all of their local project data, and generates the finished TIP document for them based on these database inputs. Ms. Ramaseshan provided technical support for the programming and developed creative aspects of the applications. Her strong ability to clearly articulate direction and feedback from the clients demonstrated judgment and productive working strategies for each project implementation.

#### ➤ Florida DOT District 5 -Strategic Intermodal System Implementation (SISIM)

SISIM hosts and disseminates information related to FDOT District Five Strategic Intermodal System (SIS) facilities. The purpose of this tool is to support intergovernmental coordination, manage data to inform decision making, and formulate project implementation strategies. Ms. Ramaseshan assisted in designing a system for tracking the various improvements and needs of interchanges along interstates as part of the SISIM project.

#### ➤ Tennessee DOT – Statewide Environmental Management System (SEMS)

DTS provided custom software development, software installation, documentation, training, and software support for the SEMS. This system integrated statewide resource planning for both internal and external management by sharing spatial and non-spatial information for transportation project specific data with regional organization, local government and other partner agencies. Important components of the system include GIS tools, transportation planning components, environmental permitting tracking and associated tools, project development integration, community coordination and tracking, as well as integration with the Program Project Resource Management System (PPRM) to share information related to environmental management processes throughout a project's lifecycle.

➤ **North Central Texas Council of Governments (NCTCOG)- Implementation of Transportation Program**

DTS developed customized software to meet the complex and comprehensive transportation tracking and financial reporting needs they had through an internet-based interface for internal users and also a web-based interface for external users. Ms. Ramaseshan served as the lead software architect for a web based system to manage STIP/TIP data including integration with State of Texas databases for tracking expenditures specific to the client's Regional Toll Revenue funded projects.

➤ **Florida DOT District 5 – Redevelopment of Regional Impact (DRI) Tool- Redesign**

DTS is implementing a complete redesign of the Developments of Regional Impact Tool, residing as one of the Interactive Tools on the CFGIS website which serves the GIS community of Central Florida. This is being migrated from a Perl /MySQL / ArcIMS environment to using ASP.Net, a Kentico CMS to support content edits by a non-technical team, SQL Server 2008 and ArcGIS server components for its mapping needs.

➤ **East Central Florida Planning Council (ECRPC) – Website**

DTS developed an interactive website for the ECRPC that includes a content management system for easy client updates to the site. The heart of the site is a “Clearinghouse” where GIS users and others who need geographic data can search by map viewer, by keywords, and by advanced search to find data from a geodatabase which will be updated from many different sources. The website, which is the core of this project, enables users across the Central Florida Region to share their geographic information in a way that benefits all the stakeholders in the region.

➤ **TRPA – Tahoe Integrated Information Management System Site (TIIMS) Web Portal**

DTS created the Tahoe Integrated Information Management System website that acts as an information portal for scientists, citizens, agencies, and anyone who has a stake in the preservation of Lake Tahoe. DTS created a site tailor-made to the many functions required by the TIIMS team. There are special areas of the site designated for researchers, including an in-depth document review tool that allows for page by page feedback which is stored in a database and a complex set of mapping tools with a geodatabase.

➤ **City of Olympia, WA - Asset Management and HTE Integration**

DTS has implemented a middleware solution for the City of Olympia, WA to support the integration of work orders and payroll management between VUEWorks and HTE. The middleware communicates with VUEWorks using web services and with HTE reading/writing to HTE Views/Files which seamlessly update the underlying HTE environment. Lakshmi led the development team to layout all the field mappings between HTE and VUEWorks so that work order and payroll / time entry transactions would get seamlessly entered/updated into HTE. Despite the challenges of limited access to HTE Files/Views and the lack of direct access to HTE screens (green screens), DTS successfully implemented the middleware solution.

➤ **Florida DOT Statistics Office - Roadway Characteristics Inventory (RCI)**

DTS developed a web-based Straight Line Diagram tool for FDOT. This project focused on the review of existing SLD applications abroad and the development of a modified prototype SLD application, based on output products that incorporate technological advances in GIS, automated mapping, data processing, and reporting. This tool includes innovative methods to visualize several transportation variables in the following categories: administrative data, roadway composition, structures, work program, highway performance monitoring systems, roadway features, traffic operation and linear referencing systems.



## Rusty Phillips, GSSP – Application Developer Programmer



Mr. Phillips has over 10 years' experience working in nearly every aspect of computer science – from low level things like hardware prototyping and compiler writing all the way up to high level things like user interface/usability design and math languages, and all the levels in between. His programming languages include: Programming Languages: C/C++ (VC++ and GCC), Perl, pl/SQL, SQLite, MySQL, Matlab, Java, JSP, Pascal, RISC Assembly, BASIC, Lisp, VHDL, ABELWeb: HTML, Javascript (DHTML), Apache, Zope, Tomcat, ArcIMS, ArcSDEWindows: Office, Consumer Networking Linux/Unix: Shell scripting, VPN configuration, network setup, miscellaneous system configuration and administration, Samba, Cups (a printing system), module and Kernel configuration.

### Education

M.S., Computer Science, Purdue University, 2004  
B.A., Computer Science, University of Central Florida, 2001

### Certification

Global Information Assurance Certification (GIAC) – Secure Software Programmer (Java)

## Relevant Project Experience

### ➤ Interactive Tip Tool™

Mr. Phillips has provided technical support in the development of several web-based GIS and data management systems that provide analysis tools to facilitate integration of information from various state and local transportation data sources including: roadway characteristics inventory, traffic characteristics inventory system, work program, highway safety database, socioeconomic data, growth management and environmental impacts. Mr. Phillips developed the filter option for data sorting and the ability to combine and split project information.

### ➤ Florida DOT District 5 – Environmental Screening Tool (EST)

DTS created the EST as an interactive database and mapping application available in the Internet. Planners use the tool to digitize projects directly on-line or upload existing GIS files. GIS analysis is then performed automatically to locate environmental resources in the project vicinity. Mr. Phillips created a new interface for the Sociocultural Effects of the Environmental Screening Tool, including an enhanced interface to generate maps in PDF format, and a new mechanism for large scale changes to ArcIMS AXL files.

### ➤ North Central Texas Council of Governments (NCTCOG)- Implementation of Transportation Program

DTS developed customized software to meet the complex and comprehensive transportation tracking and financial reporting needs they had through an internet-based interface for internal users and also a web-based interface for external users. Mr. Phillips created Google Maps Mashups for this transportation improvement project, that overlaid within Google Maps, allowing search and identity details.

### ➤ Mid America Regional Council- GIS Data and Web Mapping Application

DTS assisted the agency in managing geospatial data submitted from a variety of local government and agencies with the Councils 9-County jurisdiction. Mr. Phillips streamlined the flow of data from the providers to the server, as well as assisted with aggregating the data for use in the Web-based mapping application also developed by DTS as a part of this initiative.





**Charles Cartee**  
**Application Developer**



**Mr. Cartee** taught computer engineering at the University of Central Florida and worked at computer game design company before joining DTS. Charley has 5 years of programming experience in various languages, primarily developing online applications. His technical expertise includes C/C++, C#, ASP, ASP.NET, Java, JavaScript, Flex, Flash, HTML, Clarion, Operating Systems: Windows, Linux, Unix, DOS, Databases: MS SQL Server, Oracle, Access, SQL Azure. He is currently working on new interfaces, the FDOT Environmental Screening Tool, an application to generate maps in PDF format and a new mechanism for large scale changes to ArcIMS AXL files.

**Education**

B.S., Computer Science, University of Central Florida; Orlando, FL, 2001.

**Relevant Project Experience**

➤ **Interactive Tip Tool™**

Mr. Cartee has provided technical support in the development of several web-based GIS and data management systems that provide analysis tools to facilitate integration of information from various state and local transportation data sources including: roadway characteristics inventory, traffic characteristics inventory system, work program, highway safety database, socioeconomic data, growth management and environmental impacts. This application automates the import of work program data from the DOT system, as well as allows the MPO or TPO to input all of their local project data, and generates the finished TIP document for them based on these database inputs. Mr. Cartee provides continued support to all applications. Mr. Cartee assisted in design and testing new interfaces including an enhanced interface to generate maps in PDF format, and a new mechanism for large scale changes to ArcIMS AXL files.

➤ **Colorado DOT– Videologger Ramp Data Collection**

DTS assisted in the development of a Videolog integration tool to support automation processing, reporting, and mapping related to transportation statistics for the Colorado Department of Transportation (CDOT). The scope of work consisted of collecting ramp geometric data, of the roads and attributes CDOT identified, and providing the data in a GIS format. DTS used CDOT's GIS data and ramps layer, consisting of approximately 123 miles, in the creation of the State Highway Ramp Collection Database. After ramp geometric data was collected from the field and extracted, DTS provided a GIS compatible database in ESRI format to be used by CDOT.

➤ **Florida DOT District 5 – Direct Regional Impact (DRI) Tool**

The DRI Tool allows users to select a DRI of interest through three search mechanisms: (1) keyword search, (2) search by map, and (3) advanced search. The tool enables users to find out detailed information about DRIs including type of development, square footage, details of the master plan, and development orders. Mr. Cartee's role was to design a web front end for managing data about DRI's, integrated into a customized installation of Kentico CMS.



## **Derek Bryan – Software Programmer Senior Developer/Systems Analyst**



Mr. Bryan has 9 years of experience in developing high-end computer programming applications using a variety of programming languages. His creative integration of various computer languages has helped clients manage information more efficiently while expanding the report capabilities and usability. His programming languages include: C, Visual C, C#, Visual Basic, Perl, HTML, Java, JavaScript, ArcObjects, ASP, ASP.NET, Flashmedia, Avenue, AML, Operating Systems: Windows, Linux, Unix, DOS, Applications: Excel, Word, Project, Access, PowerPoint, ArcView, Front Page, Real Media, ArcInfo, ArcIMS, ArcGIS Server, AutoCad, UltraDev, Visual Studio, Databases: MS SQL Server, MySQL, Oracle, Postgre.

### **Relevant Project Experience**

#### **➤ Interactive Tip Tool™**

Mr. Bryan has provided technical support in the development of several web-based GIS and data management systems that provide analysis tools to facilitate integration of information from various state and local transportation data sources including: roadway characteristics inventory, traffic characteristics inventory system, work program, highway safety database, socioeconomic data, growth management and environmental impacts. This application automates the import of work program data from the DOT system, as well as allows the MPO or TPO to input all of their local project data, and generates the finished TIP document for them based on these database inputs. Mr. Bryan was the senior software architect for the project focusing on design and implementation. Mr. Bryan also developed the integration of complex reporting capabilities. Mr. Bryan provides continued support to all applications.

#### **➤ Tennessee DOT- Statewide Environmental Management System (SEMS)**

DTS provided custom software development, software installation, documentation, training, and software support for the SEMS. This system integrated statewide resource planning for both internal and external management by sharing spatial and non-spatial information for transportation project specific data with regional organization, local government and other partner agencies. Important components of the system include GIS tools, transportation planning components, environmental permitting tracking and associated tools, project development integration, community coordination and tracking, as well as integration with the Program Project Resource Management System (PPRM) to share information related to environmental management processes throughout a project's lifecycle.

#### **➤ Florida DOT District 5- Direct Regional Impact Tool (DRI)**

The DRI Tool allows users to select a DRI of interest through three search mechanisms: (1) keyword search, (2) search by map, and (3) advanced search. The tool enables users to find out detailed information about DRIs including type of development, square footage, details of the master plan, and development orders. Mr. Bryan built the original DRI management database as a module for the TAIMS application.



## Charles Brown- Training & Documentation Programmer/ Analyst



Mr. Brown has extensive experience in quality documentation and user experience. His strengths include making tool user friendly and making sure non-technical users can use, administer and support our applications and website. With his knowledgeable approach to technology users never run into frustration when using our software. Mr. Brown works with clients from day one to make sure tools do exactly what they want, exactly when they want it. His technical expertise includes C/C++, C#, ASP, ASP.NET, Java, JavaScript, Flex, Flash, HTML, Clarion, Operating Systems: Windows, Linux, Unix, DOS, Databases: MS SQL Server, Oracle, Access, SQL Azure.

### Education

B.S., Computer Science, University of Central Florida; Orlando, FL

### Relevant Project Experience

#### ➤ Interactive Tip Tool Application™

DTS created a web-based GIS and data management system that provides analysis tools to facilitate integration of information from various state and local transportation data sources including: roadway characteristics inventory, traffic characteristics inventory, work program, highway safety database, growth and environmental management. The Interactive TIP Tool™ allows the user to select a county, roadway, project phase, and produce an up to date report and map in PDF format, pulling data from an Oracle database. Mr. Brown developed numerous Interactive TIP Tool™ User Guides, designed instructional courses for FDOT's Interactive TIP Tool™, designed the presentation, case studies and creative aspects of the course. Mr. Brown has lead implementation at all stages of development endeavors, including requirements definition, architecture and design, user experience, testing, installation, maintenance and training.

#### ➤ Charlotte County-- Transportation and School Concurrency Application

DTS customized for Charlotte County its GIS based Concurrency Management Software System. This application manages submitted applications for projects, approved projects, and their respective traffic impacts on the Charlotte County roadway network. The system minimizes the amount of data entry required by County staff by providing a data export and import facility that can be provided to and received from the consulting community as they perform traffic studies. Similar to the transportation module, the application allows planners to analyze the impacts of proposed developments on local schools.

#### ➤ East Central Florida Planning Council (ECRPC) – Website

DTS developed an interactive website for the ECRPC that includes a content management system for easy client updates to the site. The heart of the site is a "Clearinghouse" where GIS users and others who need geographic data can search by map viewer, by keywords, and by advanced search to find data from a geodatabase which will be updated from many different sources. The website, which is the core of this project, enables users across the Central Florida Region to share their geographic information in a way that benefits all the stakeholders in the region.

## SECTION 4. PROPOSAL DETAILS

DTS proposes the use of the **Interactive TIP Tool™**. Implementation of the Interactive TIP Tool™ uses a straight forward project methodology. The first step that is completed within three days of a notice to proceed is the OTO Interactive TIP Tool™ Project Plan. The Project Plan serves as a key document that establishes clear communication for the partnership between DTS and OTO on the project. The Project Plan includes the Project Organization, the Project Scope with a work breakdown structure, the Schedule, Project Change Management, and project close out details. A second document developed at the beginning of the project is the **User Acceptance Checklist (UAC)**. The UAC captures the scope and requirements derived from the Project Plan. Each functional scope item in the UAC will have a box for client acceptance of the completed item to communicate satisfaction with development and deployment. A third document provided is the **Quality Control Plan**. This document is similar to the UAC and provides the assurance that each functional item is being checked by a qualified member of the development team prior to a final presentation to OTO.

With over two dozen Transportation Improvement Program applications OTO stands to gain from DTS's continuous optimization of database architecture, GIS best practices, and a logical end user experience. Each deployment starts with similar fundamental requirements as discussed in the previous section. The following details are in response to RFP:

RFP Information Request	DTS Response
Software or Program to be Utilized	The Interactive TIP Tool™ is a hosted application. This means a standard web browser (IE 7, IE 8, IE 9, Firefox, Chrome) and internet connection are the only end user requirements.
Necessary hardware or other requirements to manage the program	No client requirement.
Timeline detailing implementation	<p>January 6, 2012 – Notice to Proceed/Executed Contract</p> <p>January 9, 2012 – Acquisition of source data (TIP data and GIS information if available)</p> <p>January 12, 2012 – Project Plan, User Acceptance Checklist, Quality Control Plan</p> <p>January 27, 2012 – Localization of Interactive TIP Tool™, Search configuration, Report Customization</p> <p>February 3, 2012 – Initial Client Demonstration (comment gathering)</p> <p>February 17, 2012 – Second Client Demonstration (comments addressed review)</p> <p>February 23, 2012 – Tier 1 Training Session</p> <p>March 1, 2012 – Tier 2 Training Session</p> <p>March 8, 2012 – Project Manager review of project and closeout</p>

Appropriate staffing capability	<p>DTS will support this project with one Senior Project Manager, a Quality Control Project Manager and three qualified application developers.</p> <p>It is anticipated OTO will provide one Project Manager, staff level TIP operator(s), and local agency stakeholders.</p>
Training to be included and a discussion of the final product	<p>Training will be conducted in two ways during this project. First, the product demonstrations will provide exposure to the application. Second, training will be carried out through two (2) GoToMeeting sessions where the first training session called Tier 1 training will require one or two attendees. The Tier 1 training will transfer knowledge of the application to the local TIP expert and administrator. This training session will cover in depth all of the applications capabilities, administrative nuances, and maintenance procedures. The second training session will also be conducted via GoToMeeting and is designed for a larger audience. This training session will focus on the day-to-day use of the application, TIP updating, searching, and other important topics in the hopes of maximizing the potential of the tool. By design the two training sessions are conducted with a two-week spacing. This gap will allow for those trained in the Tier 1 session to have time to be intimate with the Interactive TIP Tool <sup>™</sup> and help maximize the Tier 2 training for the broader group of stakeholders. Support and maintenance are also key components designed to help ensure knowledge transfer, confidence in the Interactive TIP Tool <sup>™</sup> and success beyond this project.</p>
Estimate of the expected number of OTO staff hours to produce an annual TIP once the proposed system is in place	<p>The generation of a TIP once the Interactive TIP Tool <sup>™</sup> varies by client. Based on feedback from clients of DTS the average staff hour requirements for the generation of a TIP is 80 hours. It is anticipated that OTO should experience similar results.</p>

## SECTION 5. OUTLINE OF FEES

OTO TIP Itemized Budget

Task		Cost / Task
Requirement Items	Interactive TIP Application	
1-6, 8, 10-17	Base Interactive TIP Application and Functionality	\$9,500
7	<i>Custom development:</i> Automatically determine local match requirements for different federal/state fund types.	\$3,000
9	<i>Custom development:</i> Ability to combine/split projects.	\$2,000
	<b>Software Subtotal</b>	<b>\$14,500</b>
	<b>Annual Maintenance and Hosting</b>	
	Maintenance & Support for the Interactive TIP Tool™	\$9,600
	<b>Maintenance and Hosting Subtotal</b>	<b>\$9,600</b>
	<b>Total Hours</b>	
	<b>Total Labor, Direct Costs and Overhead:</b>	<b>\$24,100</b>

The total implementation cost of the Interactive TIP Tool™ is \$24,100 which includes the maintenance and support for the first year. There is an annual maintenance fee of \$9,600 for every year following the initial implementation.

The hosting of the website is available through our **Class A Facility** with unlimited bandwidth, backups, and high security features. DTS has high end web application servers, ArcGIS Servers and Database Servers guaranteeing 99% uptime with premier performance for all websites. DTS strives to protect your data - we are stringent about performing daily incremental back-ups of the system and weekly back-ups of the databases we host. The servers and content is also backed up weekly.

## SECTION 6. REFERENCES

The Interactive TIP Tool™ developed by DTS is an affordable, intuitive software application that allows MPOs to comply with Federal Transportation Improvement Plan (TIP) reporting requirements. It takes stress off MPOs who annually dedicate excessive amounts of time and personnel preparing the TIP reports necessary to receive federal funding for transportation projects. **The Interactive TIP Tool™ reduces time required to compile TIP reports up to 60% and is fully customizable.**

DTS has unique qualifying experience working directly for several statewide coordinating agencies in the development and implementation of web-based tools including the Interactive TIP Tool™.

The DTS team encourages OTO to contact our references. We are proud of our past work and strive to ensure that every client is satisfied with the results of their project. Reference information, website examples, and letters of recommendation are provided below.

**Tahoe Metropolitan Planning Organization**  
**Interactive TIP**

Overview Report Library **Search TIP** Map

**Search Options**  
Search Results:

- TTD-0001
- TTD-0002
- TTD-0003
- TTD-0004
- TTD-0005
- TTD-0006

**Generate Report** **Project Details**

Project Number: TTD-0003  
Project: Lake Tahoe Ferry Project

Work Summary: Example Work Mix

LRTP Page Number:

Lead Agency: Tahoe Transportation District

From:

To:

Project Length:

Description:

**Project Map:**

Phase	Fund Source	2010/11	2011/12	2012/13	2013/14	2014/15	Total
E1 ( )	FHWA (Federal)	700000	0	0	0	0	700000
D1 ( )	FHWA (Federal)	38250	0	0	0	0	38250
B1 ( )	FHWA (Federal)	75000	50000	0	0	0	125000
C1 ( )	FHWA (Federal)	0	15000	0	0	0	15000
I1 ( )	FHWA (Federal)	0	500000	500000	0	0	1000000
G1 ( )	FHWA (Federal)	0	5000000	10000000	0	0	15000000
J1 ( )	FHWA (Federal)	0	50000	50000	0	0	100000

**Client:** Volusia County MPO

**Contact Information:**

Robert Keeth  
2570 W. International Speedway  
Daytona Beach, Florida  
Phone: 386.226.0422  
[rkeeth@co.volusia.fl.us](mailto:rkeeth@co.volusia.fl.us)

**Interactive TIP Tool™ Link:** <http://volusiatip.edats.com/>

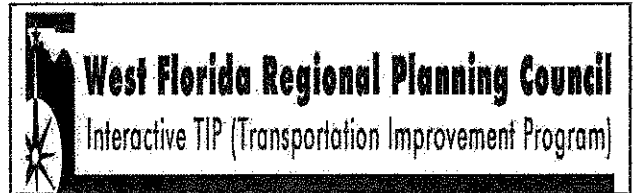


**Client:** West Florida Regional Planning Council

**Contact Information:**

Elizabeth Fulford  
4081 E. Olive Rd., Suite A  
Pensacola, FL 32514  
Phone: 850.332.7976 Ext. 213  
[elizabeth.fulford@wfrpc.org](mailto:elizabeth.fulford@wfrpc.org)

**Interactive TIP Tool™ Link:** <http://wfrpctip.edats.com/>



**Client:** Hillsborough MPO

**Contact Information:**

Wally Blain, AICP  
601 E. Kennedy Blvd., 18th Floor  
Tampa FL 33601-1110  
Phone: 813.273.3774 Ext. 361  
[blaing@plancom.org](mailto:blaing@plancom.org)

**Interactive TIP Tool™ Link:** <http://hillsboroughtip.edats.com/>



**Client:** Tahoe Transportation District

**Contact Information:**

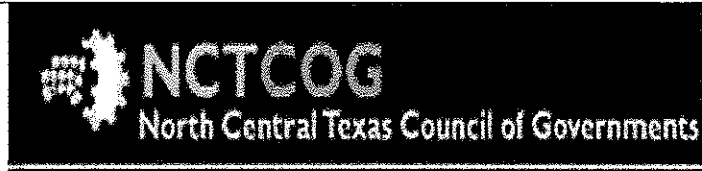
Alfred Knotts  
Tahoe Transportation District  
P.O. Box 499  
Zephyr Cove, NV 89448  
Phone: 775.589.5503  
[aknotts@tahoetransportation.org](mailto:aknotts@tahoetransportation.org)

**Interactive TIP Tool™ Link:** <http://tahoe.dtstiptool.com/>





**Client:** North Central Texas Council of Governments



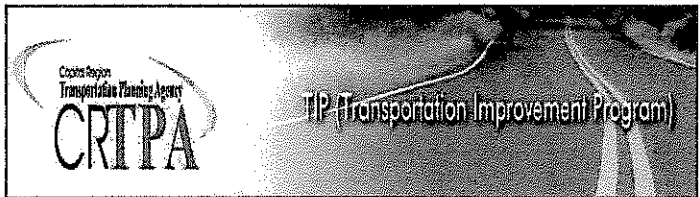
**Interactive TIP Tool™ Link:**  
<http://rtr.nctcog.org/>

**Client:** Fargo Moorhead Metropolitan Council of Governments



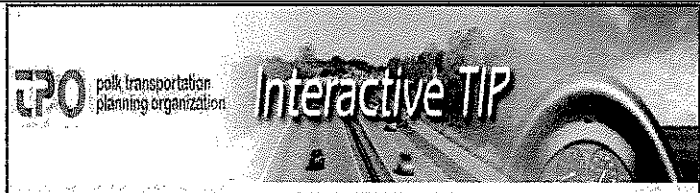
**Interactive TIP Tool™ Link:**  
[fargo.dtstiptool.com](http://fargo.dtstiptool.com)

**Client:** Capital Region TPA



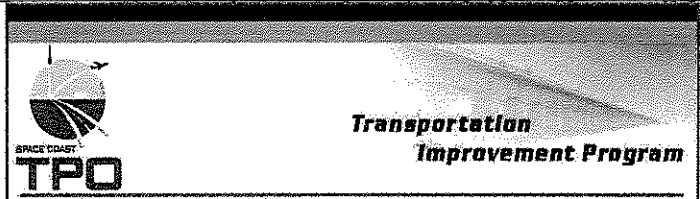
**Interactive TIP Tool™ Link:**  
<http://crtpatip.edats.com/>

**Client:** Polk County TPO



**Interactive TIP Tool™ Link:**  
<http://polktip.edats.com/>

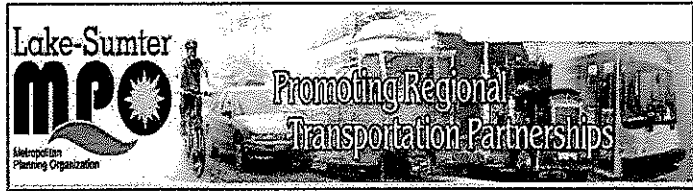
**Client:** Space Coast TPO



**Interactive TIP Tool™ Link:**  
<http://brevardtip.edats.com/>

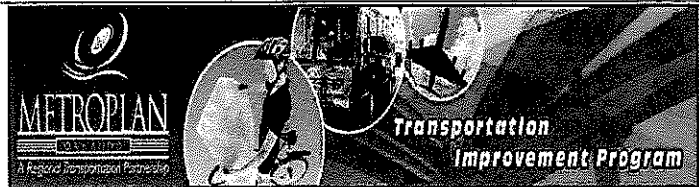
**Client:** Lake-Sumter MPO

**Interactive TIP Tool™ Link:**  
<http://lakesumtertip.edats.com/>



**Client:** Metroplan TIP

**Interactive TIP Tool™ Link:**  
<http://metroplantip.edats.com/>



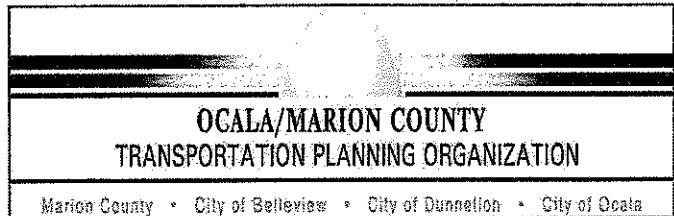
**Client:** North Florida TPO

**Interactive TIP Tool™ Link:**  
<http://firstcoasttip.edats.com/>



**Client:** Ocala/Marion County TPO

**Interactive TIP Tool™ Link:**  
<http://mariontip.edats.com/>



**Client:** Pinellas MPO

**Interactive TIP Tool™ Link:**  
<http://www.pineillascounty.edats.com/>



**Volusia County MPO**

File: VCMPO-RK-5-10



2570 W. International Speedway Blvd.,  
Suite 120 Daytona Beach, FL 32114

Phone: 386-326-0422  
 Fax: 386-326-0422  
 www.volusiacountympo.com

Council Member John Alexander,  
Chairperson

Karl D. Weinbach,  
Executive Director

Beverly Beach

Daytona Beach

Daytona Beach Shores

DeLand

DeLand

DeLand

Edgewater

Flagler Beach

Fort Hill

John Molar

New Smyrna Beach

Oak Hill

Orange City

Ormond Beach

Palm Bay

Ponce de Leon

Port Orange

South Daytona

Volusia County

Mr. Allen Ibaugh, CEO  
 Data Transfer Solutions, Inc.  
 3680 Avalon Park Blvd East, Suite 200  
 Orlando, FL 32828

Good afternoon, Allen:

I've been working with Derek and Lakshmi to generate the first draft of our new FY 2010/11 to FY 2014/15 Transportation Improvement Program (TIP), and I want to let you know how easy it has been. After Derek imported FDOT's draft tentative Work Program data into the TIP Tool, I just updated the document title, reporting dates, narrative summary and local projects data, then clicked a button, and there it was -- a finished draft TIP ready for review and approval! The process took a fraction of the time that it used to take before we had the TIP Tool.

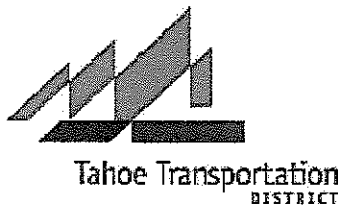
I should note, too, that the latest enhancements to the Tool, particularly the ability to output the TIP in MS Excel format, have made it so much easier for me to analyze the data. Now I can easily chart the data by project type, funding source, work mix, etc., to better see where the money will be spent. Our Board members will really appreciate this as much as they appreciate the standard comparison report that looks at the draft TIP against the previous year's TIP to see where changes have occurred.

The TIP Tool has really cut the time we used to spend preparing and updating the TIP, and it has given us so much flexibility and control over reviewing and reporting. But the biggest benefit has to be the ease with which our Board members, advisory committee members and the general public can access and query the TIP via the Internet. In short, we're very pleased with the TIP Tool and the support you have given us since we first contracted with DTS to develop this TIP in 2005.

Thanks, Allen, to you and your colleagues at DTS!

Robert Keeth, Senior Planner  
 Volusia County MPO

Cc: Lakshmi Ramaseshan, Senior Project Manager, DTS, Inc.  
 Derek Bryan, Lead Application Developer  
 Charles Brown, Programming Technician, DTS, Inc.



*Connecting our communities*

October 24, 2011

To Whom It May Concern:

I wish to thank DTS for your outstanding performance on our project. Your Geographic Information and database development services and expertise were exemplary. Your deliverables were timely and above and beyond the expectations of the Tahoe Transportation District and other Lake Tahoe Basin partners whom we regularly interact and coordinate with in carrying out the Lake Tahoe Environmental Improvement Program.

The interactive Transportation Improvement Program Tool developed for the Tahoe Regional Transportation Program has been instrumental in coordinating the various capital programs that are being undertaken by the numerous local, state, regional, and federal agencies. The development and deployment of the tool has also assisting in raising public awareness of these very important projects. The numerous upgrades and technical support provided during the operations and maintenance period of the Project have help maintain credibility with the public and partners.

In addition to the quality of the work products, we were impressed with the dedication and professionalism of your staff. Your team's commitment to work closely with us and our staff resulted in a product that not only met but also exceeded our expectations and at a very reasonable rate for the services provide.

I would highly recommend DTS for any projects relative to remote sensing, aerial/mobile LIDAR data collection and precision mapping. Should you have any questions about the services DTS provided to the Tahoe Transportation District or our experience with them, please do not hesitate to contact me at (775) 589-5503 or via email at [aknotts@tahoe transportation.org](mailto:aknotts@tahoe transportation.org).

Sincerely,

Alfred Knotts  
Transportation Projects Manager

128 Market Street, Suite 3F, Stateline, Nevada 89449 | PO Box 499 Zephyr Cove, Nevada 89448  
775.589.5503 Fax 775.588.0917 [tahoe transportation.org](http://tahoe transportation.org)

Board of Directors: City of South Lake Tahoe El Dorado County Placer County Washoe County Douglas County Carson City California  
Truckee-South Tahoe Transportation Management Association South Shore Transportation Management Association Member At Large RCT



April 1, 2010

To Whom it May Concern:

RE: Data Transfer Solutions TIP Tool - Hillsborough MPO

Mayor Joe Abramo, Sr.  
City of Tampa Mayor  
MPO Chairman

Commissioner Steve Fialla  
Hillsborough County  
MPO Vice Chairman

Commissioner Kevin Becker  
Hillsborough County

Councilman Joseph Costantino  
City of Tampa

Councilman John Binkley  
2001

Commissioner Ken Hager  
Hillsborough County

Mayor Rick A. Lott  
City of Plant City

Tom Miller  
Hillsborough Co. Auditor/Authority

Councilwoman Mary Mathers  
City of Tampa

Councilman Tom Rinaldi  
City of Tampa

Commissioner Mark Sharps  
Hillsborough County

Joseph Wagnon  
Expressway Authority

Richard Waino  
Tampa Port Authority

Frank M. Gilliam, III-DESP  
The Planning Commission

Donald L. Swanson, III-DESP  
FDOT, District Seven

Barry A. Chismar, AICP  
Executive Director

The Hillsborough MPO has recently contracted with Data Transfer Solutions (DTS) to implement their TIP Tool. We have seen this demonstrated by other MPO's in Florida which have implemented the TIP Tool and believe it will help us in managing transportation project information.

The design of the TIP Tool provides us with the ability to define specific sub-areas of the County which can be used by the public in querying projects which are of interest to them.

DTS staff have been very helpful in making sure that we are comfortable with using the TIP Tool and making customizations to meet our needs.

We are pleased with the working relationship we have established with DTS and believe that the TIP Tool will make the projects in the TIP readily available to the viewing public.

Sincerely,

Wally Blain, AICP  
Principal Planner

Hillsborough County  
Metropolitan Planning Organization  
P.O. Box 1140  
601 E. Kennedy, 10<sup>th</sup> Floor  
Tampa, Florida 33601-1140  
913/778-8940  
FAX 813/301-7172  
FAX 813/273-6266  
http://www.hillsboroughmop.org  
e-mail: transportation@hillsboroughmop.org

Cooperative Comprehensive Multi-Modal Transportation Planning for Hillsborough County, Florida

**Exhibit E to Contract #2012-001**

**OTO RFP #002-2011**



Ozarks Transportation Organization  
205 Park Central East, Suite 205  
Springfield, MO 65806  
Phone: (417) 865-3042

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**REQUEST FOR PROPOSAL:** RFP 002-2011, DEVELOPMENT OF ELECTRONIC  
TRANSPORTATION IMPROVEMENT PROGRAM

**DEADLINE:** Wednesday, December 21, 2011 at 4:00 PM, Central Standard Time

**DELIVERY LOCATION:** 205 Park Central East, Suite 205, Springfield, MO 65806

**PURCHASING AGENT:** Debbie Parks, [dparks@ozarkstransportation.org](mailto:dparks@ozarkstransportation.org)

**DATE OF ISSUE:** November 22, 2011

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**REQUEST FOR PROPOSAL**  
**RFP 002-2011**  
**DEVELOPMENT OF ELECTRONIC TRANSPORTATION**  
**IMPROVEMENT PROGRAM**

No late proposals will be accepted. RFP'S shall be submitted in an envelope with the Request for Proposal number and the Proposer's name and address clearly indicated on the envelope. All submissions must be completed in ink or typewritten and submitted by the time and date above.

Proposers are strongly encouraged to carefully read the entire Request for Proposal.

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The undersigned hereby offers to furnish & deliver the services as specified, at the prices & terms stated herein, and in strict accordance with the specifications and general conditions of bidding, all of which are made a part of this offer. This offer is not subject to withdrawal by the Proposer unless upon mutual written agreement by the Proposer and the OTO Executive Director.

---

Name of Firm: \_\_\_\_\_

Contact Person: \_\_\_\_\_ Title: \_\_\_\_\_

E-Mail: \_\_\_\_\_ Phone: \_\_\_\_\_

Business Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## SCOPE OF WORK

1. **PURPOSE.** Ozarks Transportation Organization (OTO) located in Springfield, Missouri requests submissions from firms interested in being selected to develop a web-based user interface with a searchable map to produce the Transportation Improvement Program for OTO. OTO expects to select one firm to provide program development services. OTO receives federal, state and local grant funding and other funding from local governmental entities.
2. **BACKGROUND.** Ozarks Transportation Organization (OTO) Metropolitan Planning Organization (MPO) is the federally designated regional transportation planning organization that serves as a forum for cooperative transportation decision-making by state and local governments, and regional transportation and planning agencies. MPO's are charged with maintaining and conducting a "continuing, cooperative, and comprehensive" regional transportation planning and project programming process for the MPO's study area. The study area is defined as the area projected to become urbanized within the next 20 years.

OTO's Board of Directors includes local elected and appointed officials from Christian and Greene Counties, and the cities of Battlefield, Nixa, Ozark, Republic, Springfield, Strafford and Willard. It also includes technical staffs from the Missouri Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Federal Aviation Administration and members from public transportation providers and citizen representatives.

One of the essential functions of the OTO is the programming of state and federal transportation funds via the Transportation Improvement Program (TIP). The current document can be found at <http://www.ozarkstransportation.org/TIP/2012-2015/TIP2012-2015.pdf>. The TIP, as it is now created, is a combination of Excel and Word documents that must be revised yearly to create the final document in a .PDF. OTO is interested in expanding the TIP from a static document to a database with mapping, tracking, and reporting capabilities, as well as internet accessibility.

All base map data will be made available for this project.

3. **REQUIREMENTS.** It is expected that the selected firm will provide an "off the shelf" database that at a minimum features the following:
  1. Web-based – allow member agencies to enter project information via OTO website. Both project applications and project status reports should be able to be submitted online.
  2. Graphical/GIS capabilities.
  3. Ability to download spreadsheets.
  4. Ability to filter and sort data for various reporting requirements.
  5. Ability to search current and prior year projects.
  6. Multi-user ability.
  7. Automatically determine local match requirements for different federal/state fund types.
  8. Ability to carry multiple project numbers per project.



9. Ability to combine/split projects.
10. Ability to produce annual report on all obligations for all fund types.
11. Ability to lump-sum and break down types of projects by type.
12. A printable report component for public distribution that utilizes the database similar to the existing report.
13. A component to track projects and monitor fund balances, including amount allocated, amount programmed, and amount obligated.
14. Ability to mark projects as draft versus active projects and original versus amended projects.
15. A versioning function to indicate the final versus working product (final TIP document).
16. Ability to expand and add other features.
17. Program should be easily maintained by a small staff.
18. Training for staff should be included in the proposal.
19. The project must be implemented no later than March 30, 2012.

Examples of online systems, though not exact, include:

<http://volusiaticip.edats.com/>

<http://mag.ms2soft.com/tcds/tsearch.asp?loc=Mag&mod=> (Click on the PMDS Module)

<http://66.119.8.142/ChristianCountyGISViewer/default.aspx>

**4. OTO POLICIES AND PROCEDURES.** The following OTO policies and procedures are applicable to the RFP:

A. This RFP does not commit OTO to select a Contractor or to pay any costs incurred in the preparation or mailing of the submittal.

B. OTO reserves the right to the following:

1. To waive minor deficiencies and informalities;
2. To accept or reject any or all submissions received as a result of the RFP;
3. To obtain information concerning any or all Contractors from any source;
4. To request an oral interview from any or all Contractors.
5. If the selected firm undergoes a change of key personnel, OTO reserves the right to approve any substitute personnel or terminate the services at OTO's sole discretion.

C. OTO complies with Federal Contracting Requirements. These clauses will be incorporated into the contract. A list of applicable contract language can be found on the OTO website: <http://www.ozarkstransportation.org/notices>.

**5. SCHEDULE.** The following is the schedule of events which are anticipated by OTO for the implementation and completion of selecting the Contractor to provide the requested services as outlined in the Scope of Services. OTO may, in its discretion, revise the schedule of events at any time as may be in its best interests:

<u>Event</u>	<u>Date</u>
Post Request for Submissions	November 22, 2011
Final Questions due from Proposers	December 7, 2011 at 5 p.m.
OTO's response to Questions	December 10, 2011
Submissions due	December 21, 2011 at 4 p.m.

6. **FORMAT OF SUBMISSIONS.** In order for the OTO to adequately compare submissions and evaluate them uniformly and objectively, all submissions shall be submitted in accordance with the format outlined below. The submissions should be prepared simply and economically, providing straight-forward and concise information as requested.

1. **Company Information.** The complete legal name, address, Federal ID number or Social Security number, permanent address and telephone number of the Company including the name of the person to contact for discussion of the submissions.
2. **Company Overview.** Overview of the firm, including the year founded office locations and the number of years in practice. A description of the firm's current staffing, and details as to the experience and educational qualifications of the individuals that would act as primarily counsel. **Include the names of the individuals anticipated to be primarily responsible for the services to be provided under this proposal.**
3. **Firm Experience.** A description of the experience of the firm and individuals responsible for providing service to OTO for items listed under Requirements (Item number 3) above, including specific details as to the development of similar projects.
4. **Proposal Details.** Details of approach that will be used to meet requirements outlined above. This should include:
  - software or program to be utilized
  - necessary hardware or other requirements to manage the program
  - a timeline detailing implementation
  - appropriate staffing capability
  - training to be included and a discussion of the final product.
  - estimate of the expected number of OTO staff hours to produce an annual TIP once the proposed system is in place

It is expected that the project will be implemented by March 30, 2012.

5. **Outline of Fees.** The total cost of project implementation, including information on any purchases, if any, OTO would need to make for implementation.
6. **References.** A list of references with phone numbers and examples websites where similar work can be seen.

7. **SUBMISSIONS DUE DATE.** Sealed submissions with one (1) original and three (3) complete copies will be received at OTO no later than **4:00 P.M., Wednesday, December 21, 2011.** Submissions will not be accepted after this time. Submissions shall be addressed as follows:

Ozarks Transportation Organization (OTO)  
205 Park Central East, Suite 205  
Springfield, MO 65806

Submissions should be marked:  
“REQUEST FOR PROPOSAL: #002-2011”

8. **AMENDMENTS.** If it becomes necessary to revise or amend any part of this Request for Proposal, OTO will furnish the revision by written Amendment to all prospective proposers who received an original Request for Submissions.

9. **SUBMISSIONS EVALUATION PROCESS.** The evaluation of the submissions process will include the following:

Submissions will be evaluated and rated in accordance with the evaluation criteria. A shortlist may be developed listing the highest ranked submissions.

OTO’s Selection Committee may confer with all responsible proposers who have been short listed and may arrange, if necessary, for interviews/presentations by the short listed firms.

OTO reserves the right to conduct pre-award discussions with any or all responsive and responsible Contractors who submit submissions determined to be reasonably acceptable of being selected for award. Contractors shall be accorded fair and equal treatment with respect to any opportunity for discussion and revision of submissions; and such revisions may be permitted after submission of submissions and prior to award of a contract.

10. **OTO RIGHTS.** OTO reserves the right to reject any and all submissions and to waive minor irregularities. OTO further reserves the right to seek new submissions when such a procedure is reasonable and in the best interests of OTO to do so.

11. **CRITERIA FOR AWARD.** OTO will evaluate submissions. Each submittal will be evaluated for full compliance with the RFP instructions to the Contractor. The objective of the evaluation will be to recommend the firm who is most responsive to the herein described needs of OTO. Submissions which are responsive to this Request for Proposal will be evaluated based on, but not limited to the following criteria:

- A. Demonstrated experience and expertise of the Contractor and its staff in providing service of a similar nature to public sector clients. **(30 points)**
- B. Responsiveness of Proposal to OTO’s Requirements as listed under Item 3. **(30 Points)**
- C. Projected amount of time to complete task. **(15 points)**
- D. The price for developing the TIP Program. **(20 points)**
- E. Other pertinent information, which may have a bearing on the Contractor’s capabilities to provide the required services. **(5 points)**

## **12. QUESTIONS REGARDING SPECIFICATIONS OR SUBMISSIONS PROCESS:**

To ensure fair consideration for all proposers, OTO prohibits communication to or with any department, board, or employee during the submission process, except as provided below. Additionally, OTO prohibits communications initiated by a proposer to OTO official(s) or employee(s) evaluating or considering the submissions prior to the time an award decision is made. Any communication between proposer and OTO will be initiated by the appropriate OTO Official(s) or employee(s) in order to obtain information or clarification needed to develop a proper, accurate evaluation of the submissions. Such communications initiated by a proposer may be grounds for disqualifying the offending proposer from consideration for award of the submissions and/or any future submissions(s).

- A. Any questions relative to interpretation of specifications or the submissions process shall be addressed to the Executive Director in writing, in ample time before the period set for the receipt and opening of submissions. Any interpretation made to prospective proposers will be expressed in the form of an amendment to the RFP which, if issued, will be conveyed in writing to all prospective proposers not later than five (5) days prior to the date set for receipt of submissions.
- B. It will be the responsibility of the proposer to contact OTO prior to submitting a proposal to ascertain if any amendments have been issued, to obtain all such amendments, and to acknowledge amendment with the submissions.



For persons with disabilities needing reasonable accommodations please contact OTO at 417-865-3042; at least 48 hours in advance of the question deadline. 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.

# TAB 11

**BOARD OF DIRECTORS AGENDA 02/16/12; ITEM II.K.**

**Employee Education Assistance Program**

**Ozarks Transportation Organization  
(Metropolitan Planning Organization)**

**AGENDA DESCRIPTION:**

The OTO Executive Committee requested OTO staff develop an Employee Education Assistance Program in order for OTO to reimburse tuition expenses from accredited educational institutions. Staff researched several area employers' policies and has drafted the included policy for Board Member review. The Executive Committee has reviewed the policy and is recommending the Board consider it for adoption.

If approved, the policy would be effective with the 2012-2013 budget year and the budget would be reflective of the program.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes the following motion:

“To approve the Draft Employee Education Assistance Program as presented”

OR

“To approve the Draft Employee Education Assistance Program with the following changes  
.....”

# **Ozarks Transportation Organization**

## **Employee Education Assistance Program**

This Employee Education Assistance Plan provides eligible employees with the opportunity to obtain, maintain, or improve job-related capabilities through participation in courses of study at accredited colleges and universities and organizations specializing in job and career-related education and training.

Ozarks Transportation Organization (OTO) will reimburse eligible employees for tuition expenses (including fees but not including books or supplies) paid to schools, colleges and universities accredited through the Middle States Association of Colleges and Schools, New England Association of Schools and Colleges, North Central Association of Colleges and Schools, Northwest Commission on Colleges and Universities, Western Association of Schools and Colleges, Southern Association of Colleges and Schools, as set forth in this policy, subject to budget availability.

Maximum Reimbursement is \$4000 per calendar year

OTO will reimburse employees at the conclusion of a successfully completed course, pursuant to the following schedule:

For an "A" grade, OTO will reimburse 100% of the tuition cost;  
For a "B" grade, OTO will reimburse 90% of the tuition cost;  
For a "C" grade, OTO will reimburse 50% of the tuition cost;  
No reimbursements will be made for grades lower than a "C" grade;

OTO will not reimburse employees for courses in which the employee can receive a grade of only "PASS" or "FAIL," unless no other grade option is available for the course. In this event, the employee must indicate this on the pre-approval application and the reimbursement will be 100%.

### **Eligibility**

To be eligible for tuition reimbursement under this policy an employee must

- \* Be a full-time employee;
- \* Received a satisfactory performance appraisal for the most recent evaluation period;
- \* Have completed a year of service; and
- \* Be on the payroll when the course is completed.

Otherwise eligible employees are or become ineligible for tuition reimbursement under this policy, if:

- \* The employee has received a formal warning within six months prior to his or her request for pre-approval;

### **Courses and Programs Eligible for Reimbursement**

Certificate, Associates, Bachelors and Masters degree programs will be reimbursed if they are directly related to the employee's job duties or directly related to the business conducted by

OTO. All courses, required and elective, which are related to an employee's job duties or which lead to job-related degree will be reimbursed. OTO will determine, in its sole discretion, whether a degree program or course is business or job related.

At the discretion of the Executive Director, individual courses that are specifically applicable to the job of the employee, will enhance the employee's ability to perform required duties and will immediately benefit OTO, may be paid directly by OTO and will not be subject to repayment requirements. However, the course fees and tuition will be subject to IRS reporting requirements. In the event the Executive Director is requesting direct payment by OTO, the Executive Committee shall determine applicability.

### **Application For Pre-Approval Of Tuition Reimbursement**

Employees must obtain pre-approval by the Executive Director for tuition reimbursement under this policy. To do so, employees must complete and return to the Executive Director a "Request for Tuition Reimbursement Agreement" form. If and when the course is pre-approved, this form will also serve as a request for payment form at the conclusion of the course. Requests made by the Executive Director shall be approved by the Executive Committee.

All requests are subject to budget availability and will be considered in the order that they are received.

### **Application For Reimbursement Upon Completion Of Course**

Upon completion of the pre-approved course, the employee must submit a copy of the "Request for Tuition Reimbursement" form to the Executive Director, along with an official transcript of grades and proof of payment. Proof of payment can be established by either a bursar's receipt or a copy of a canceled check (front and back). Reimbursements will be processed via payroll. Any tax liability incurred as part of the Employee Assistance Program will be the responsibility of the employee.

### **Repayment Requirements**

An employee who voluntarily leaves the employment of the Ozarks Transportation Organization within 1 year of the course completion date will be required to repay any reimbursements received for that course. A portion of, up to the entire amount of, the final paycheck may be forfeited including vacation payout in order to repay these funds as required. The course completion date shall be determined by the academic calendar for the institution from which the education was received.

### **Revocation**

OTO reserves the right to revoke this policy without notice at any time.



**TAB 12**

## **BOARD OF DIRECTORS AGENDA 02/16/12; ITEM ILL.**

### **Executive Committee Appointments**

#### **Ozarks Transportation Organization (Metropolitan Planning Organization)**

#### **AGENDA DESCRIPTION:**

On February 19, 2009, the Executive Committee of the Ozarks Transportation Organization was created. The committee was structured to be made of the four officers plus three Board appointed positions. At this same Board of Directors meeting, representatives from Battlefield, Ozark and Willard were appointed to serve on the Executive Committee. While the bylaws do not specify a term length, it is appropriate to reappoint the Board appointment positions periodically. Staff is recommending that the Board of Directors take action to (re)appoint the three Board appointed members of the Executive Committee.

#### **Current Executive Committee Members:**

Jerry Compton, Chairman  
Jim Viebrock, Vice-Chairman  
Howard Fisk, Secretary  
Jim Krischke, Treasurer  
Aaron Kruse, Board Appointed  
Steve Childers, Board Appointed  
Tom Keltner, Board Appointed

#### **Section from Bylaws relating to the Executive Committee**

##### **Section 6.4: Officers**

- A. Executive Committee. All four (4) officers plus three (3) appointed Board members shall act as the Executive Committee for the Board of Directors.
1. Powers. The Executive Committee shall have limited powers, duties, and responsibilities of the Board to address administrative and organizational issues to carry out the functions and purposes of Ozarks Transportation Organization. All actions of the Executive Committee would be considered for ratification by the Board of Directors. The Executive Committee may act on behalf the Board on administrative and organizational items as follows:
    - Administrative TIP Amendments (e.g. Items currently programmed in the TIP)
    - Budget adjustments of \$2,500 or less for items not shown in the adopted UPWP

- Act as the OTO Audit Committee. The Audit Committee shall be responsible for monitoring the financial reporting process, overseeing the internal control system, overseeing the external audit and independent public accounting functions and reporting findings to the Board of Directors.
2. The Executive Committee may make recommendations to the Board on the following issues:
    - Human Resource Issues
    - Employee Handbook Amendments (e.g. Leave Policy and Benefits)
  3. A quorum shall constitute four (4) members and all actions approved by the Executive Committee shall require at least four (4) affirmative votes.

**BOARD OF DIRECTORS ACTION REQUESTED:**

That a member of the Board of Directors makes the following motion:

“To appoint the following three members to the OTO Executive Committee ..... “

**TAB 13**



February 3, 2012

### 3 House Committees Pass 5-Year, \$260 Billion Reauthorization

The House Transportation and Infrastructure Committee voted [29-24](#) early this morning to pass a five-year, \$260 billion surface transportation reauthorization bill after a marathon markup session that lasted nearly 18 hours and included consideration of 104 amendments. The House Ways and Means Committee passed the revenue title this morning, and the House Natural Resources Committee approved expanded oil and gas drilling provisions Wednesday to help pay for transportation projects.

The American Energy and Infrastructure Jobs Act, [HR 7](#), would maintain existing funding levels and offer maximum flexibility to state transportation departments in using federal highway and transit grants.

"We are pleased that the House and Senate are moving ahead on a long-term surface transportation reauthorization," said John Horsley, executive director of the American Association of State Highway and Transportation Officials. "A long-term bill that sustains the surface transportation program at current funding levels is critical to the nation's economy and creating American jobs."

Horsley noted that both the House and Senate reauthorization bills contain numerous similarities including program consolidation, state flexibility coupled with performance management, accelerated project delivery, innovative financing, and nearly identical annual funding levels. Additional comments from Horsley are available in a Transportation TV video at [bit.ly/Horsley013112](http://bit.ly/Horsley013112). For details on Senate action this week, [see related story](#).

Highlights of the House T&I Committee bill include:

- Leaves FY 2012 appropriated funding levels for Highway Trust Fund programs unchanged;
- Provides an average of \$41.1 billion per year for highways and \$8.4 billion for transit from the Highway Trust Fund during FY 2013-16;
- Authorizes \$2.1 billion per year for transit from the General Fund;
- Freezes Federal Motor Carrier Safety Administration and National Highway Traffic Safety Administration spending at \$1.2 billion per year;
- Eliminates the transportation enhancements set-aside requirement;
- Increases TIFIA loan subsidies from \$122 million per year to \$1 billion per year;
- Adds \$750 million per year for formula grants to states that have State Infrastructure Banks;
- Provides states with authority to toll new lanes constructed on the Interstate Highway System, but maintains the prohibition from tolling existing interstate lanes; and
- Reduces planning and environmental timetables for highway and transit project delivery.

Text of the American Energy and Infrastructure Jobs Act, as introduced, is available at [bit.ly/HR7drafttext](http://bit.ly/HR7drafttext). A 14-page summary released by the committee is available at [bit.ly/HTICsummary](http://bit.ly/HTICsummary).

#### ***Amendment Removes Truck Weight Limit Increase***

More than 100 amendments were filed in the House T&I Committee. During the markup session,

which began at 9 a.m. Thursday and concluded at 2:46 this morning, the committee adopted several amendments including Barletta Amendment 24.

Approved 33-22, this amendment strikes many of the bill's provisions that increase maximum truck sizes and weights on interstates and some other federal-aid highways. The bill had proposed increasing the current 80,000-pound federal weight limit to 88,000 pounds for car carriers and 97,000 pounds for six-axle trucks. The amendment requires USDOT to conduct a comprehensive three-year study of the safety and pavement performance impacts of the widespread use of bigger trucks.

Many amendments failed, including an effort by Rep. Nick Rahall, D-West Virginia and ranking minority member of the committee, to require that Congress revisit the highway and transit funding levels by Fiscal Year 2014. Rahall Amendment 31 failed 32-22. Also turned down, by a vote of 29-27, was Petri Amendment 19 that would have preserved an annual set-aside for transportation enhancements.

A full list of amendments considered is available at [bit.ly/HTIC1517](http://bit.ly/HTIC1517). Video of the markup is available at [bit.ly/HTIC1509](http://bit.ly/HTIC1509).

### ***Ways and Means' Revenue Title Would Eliminate Mass Transit Account***

The House Ways and Means Committee this morning marked up [HR 3864](http://www.congress.gov/bills/112/hr3864), the American Energy and Infrastructure Jobs Financing Act. This is the revenue title to pay for the five-year surface transportation reauthorization bill approved early today by the House T&I Committee. The committee approved HR 3864 by a vote of 20-17.

HR 3864 drew criticism by House Democrats for proposing to deposit all future collected gas and diesel taxes in the Highway Account of the Highway Trust Fund. Under current law, 2.86 cents per gallon of fuel taxes is deposited in a Mass Transit Account within the trust fund. Under the bill, transit would receive its money in an "Alternative Transportation Account" through a one-time \$40 billion transfer from the General Fund. It is unclear at this time where that \$40 billion would come from; those offsets are scheduled to be announced next week.

In addition to transit, programs including highway research, Congestion Mitigation and Air Quality, ferries, and territorial highways would be funded from the new Alternative Transportation Account.

AASHTO sent a letter Thursday to House Ways and Means Committee Chairman Dave Camp, R-Michigan, objecting to the bill's proposal to eliminate the Mass Transit Account. Horsley explained in the letter that AASHTO has long supported the principle that 20% of gas-tax revenues be allocated to a dedicated Mass Transit Account.

"We believe that the two complementary accounts need to be maintained in order to support a well-funded, multimodal transportation system," Horsley wrote. "We respectfully request that the current Highway Trust Fund structure with its two accounts and respective revenue allocations be retained."

Three amendments were offered at this morning's Ways and Means markup:

1. Reps. Earl Blumenauer, D-Oregon, and Charles Rangel, D-New York, proposed to keep the tax rates as is for the Mass Transit Account, which was voted down.
2. Rep. Jim McDermott, D-Washington state, proposed requiring all Harbor Maintenance Trust Fund receipts for U.S. Army Corps of Engineers harbor maintenance be appropriated, which was withdrawn after McDermott was promised assistance on working this provision into the final bill on the floor.
3. Rep. Richard Neal, D-Massachusetts, proposed adding provisions resembling Buy America Bonds. The amendment was rejected after Camp noted it would violate House budget rules.

More information on HR 3864 is available at [1.usa.gov/wmhr3864](http://1.usa.gov/wmhr3864). The eight-page draft text of the

revenue title is available at [1.usa.gov/HR3864drafttext](http://1.usa.gov/HR3864drafttext). A bill description is available at [1.usa.gov/HR3864summary](http://1.usa.gov/HR3864summary).

### ***Natural Resources Committee Approves 3 Energy Provisions***

The House Natural Resources Committee approved Wednesday three bills that will be rolled into HR 7: [HR 3407](#), [HR 3408](#), and [HR 3410](#). These bills are designed to help pay for the surface transportation reauthorization by expanding offshore oil and gas exploration, permitting oil drilling in the Arctic National Wildlife Refuge, and increasing oil shale exploration and production.

More information on the Natural Resources Committee bills is available at [bit.ly/HNRC020112](http://bit.ly/HNRC020112).

*Questions regarding this article may be directed to [editor@ashtojournal.org](mailto:editor@ashtojournal.org).*

## **AMPO**

### **WASHINGTON UPDATE**

#### **Outlook: Will Congress pass a transportation reauthorization bill in 2012?**

**SENATE:** On November 9, 2011, the Senate Environment and Public Works (EPW) Committee passed a bipartisan two-year, \$109B, surface transportation bill (Moving Ahead for Progress in the 21<sup>st</sup> Century – MAP-21). Shortly before the Congress recessed for the holidays the Senate Commerce Committee approved the safety, freight and research provisions of the reauthorization bill that would be merged with the highway and transit titles. Unfortunately, the Senate Banking Committee was unable to approve the transit title dealing with public transportation and intercity passenger rail, and the Finance Committee was not able to reach resolution regarding the financing title of the bill. According to the Congressional Budget Office (CBO) and the Senate EPW Committee MAP-21 requires an additional \$12B above what is currently deposited into the Highway Trust Fund to pay for the costs of the Senate bill. At the EPW Committee markup Finance Committee chairman Max Baucus (D-MT) announced that he was getting close to identifying the funding offsets but due to the workings of the Joint Select Committee on Deficit Reduction he was unable to secure those provisions.

It is clear that whatever the offsets are they will have to pass muster with the Republicans in the Senate. If they deem an offset a “gimmick” and fail to support it, MAP-21 will face a very difficult road ahead in 2012.

**HOUSE:** In November, Speaker Boehner announced that the House would take up, before the end of 2011, a combined transportation and energy bill, called the "American Energy & Infrastructure Jobs Act" (H.R. 7). Not only would the bill provide a multi-year transportation reauthorization but it would also expand offshore gas and oil exploration and dedicate revenue from such exploration and development to roads and bridges. The bill was to be marked up in Committee and moved to the House floor the week of December 12<sup>th</sup>. However, because the Joint Select Committee on Deficit Reduction failed to report an agreement on long-term deficit reduction many of the issues that would have been addressed in that bill had to be taken care of separately before the year ended – extension of the payroll tax holiday, extension of unemployment benefits, and payments to doctors who provide service under Medicare.

The approach to funding the House's five-year bill has been met with much criticism and questions. Can the royalties and other revenue the House is counting upon plug the hole in the needed revenue, which has been estimated to be \$75-80 billion over the five years? Will the funding be available when needed to pay for the costs, since revenue from sales and production could be outside the reauthorization horizon? Is this a step towards the end of the user pays system that has paid for the programs since the mid-fifties?

#### **JANUARY/FEBRUARY 2012**

The near-term focal point in the Senate will be the identification of funding by the Senate Finance Committee. Once it is identified and agreed to, the Senate should be able to merge the titles (highway, transit, safety, finance, motor carrier) together and pass a bill.

Since the House was prepared to pass a bill in December, it would seem evident that it will consider a bill once it returns to session. However, given the Congressional schedule, the House may be more likely to approve a bill in February when its floor schedule provides the time.

#### **MARCH 31st– Current Extension Expires**



Assuming that both chambers pass a reauthorization bill in February, it does not leave much time to reconcile the differences. In the past it has taken much longer than two months to finalize a conference report that both chambers can pass and send to the President. Congress has been reluctant to even form conference committees to resolve differences. Without a conference committee both sides meet informally and attempt to reach consensus.

Politically, neither party wants to take the blame for failing to pass a reauthorization bill that will provide much needed jobs to the economy. One more short extension may be necessary to allow enough time to reconcile the bills, but only if there is progress. Although the House may be able to pass a reauthorization with its energy title, it is unlikely the Senate has the votes to. Assuming some cooperation and progress, many observers believe it is more likely that a two-year bill will be sent to the President. If not then an extension to the end of the year may be the course, which will put the decision on a reauthorization bill in a lame duck session of Congress after the elections.

**- Boyagian Consulting, LLC, On behalf of AMPO**

# Bicycling and Walking in the United States: 2012 Benchmarking Report

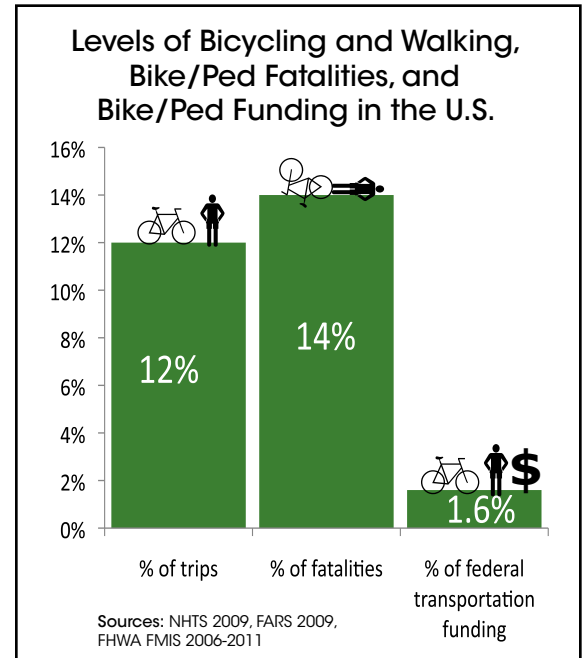
## Facts Sheet

### Bicycling and Walking Levels

- 12% of all trips are by bicycle (1.0%) or foot (10.5%).
- From 2000 to 2009, the number of commuters who bicycle to work increased by 57%.
- In 2009, 40% of trips in the United States were shorter than 2 miles, yet Americans use their cars for 87% of trips 1 to 2 miles. Twenty-seven percent of trips are shorter than 1 mile, yet 62% of trips up to 1 mile long are by car. Residents of the largest U.S. cities are 1.7 times more likely to walk or bicycle to work than the national average.

### Bicycle and Pedestrian Safety

- 14% of all traffic fatalities in the U.S. are bicyclists (1.8%) or pedestrians (11.7%).
- In the 51 largest U.S. cities, 12.7% of trips are by foot and 1.1% are by bicycle, yet 26.9% of traffic fatalities are pedestrians and 3.1% are bicyclists.
- Seniors are the most vulnerable bicyclists and pedestrians. Adults over 65 make up 10% of walking trips, yet comprise 19% of pedestrian fatalities and make up 6% of bicycling trips, yet account for 10% of bicyclist fatalities.



### Funding for Bicycling and Walking

- States spend just 1.6% of their federal transportation dollars on bicycling and walking. This amounts to just \$2.17 per capita.

### Public Health Benefits

- Bicycling and walking levels fell 66% between 1960 and 2009, while obesity levels increased by 156%.
- Between 1966 and 2009, the number of children who bicycled or walked to school fell 75%, while the percentage of obese children rose 276%.
- In general, states with the highest levels of bicycling and walking have the lowest levels of obesity, hypertension (high blood pressure), and diabetes and have the greatest percentage of adults who meet the recommended 30-plus minutes per day of physical activity.

### Economic Benefits

- Bicycling and walking projects create 11-14 jobs per \$1 million spent, compared to just 7 jobs created per \$1 million spent on highway projects.
- Cost benefit analyses show that up to \$11.80 in benefits can be gained for every \$1 invested in bicycling and walking.

Download the complete report at:  
[www.PeoplePoweredMovement.org/Benchmarking](http://www.PeoplePoweredMovement.org/Benchmarking)



# Bicycling and Walking in the United States: 2012 Benchmarking Report

## Facts Sheet - Page 2

### High to Low Ranking of Bicycling and Walking Levels

#### STATES

1. Alaska
2. Vermont
3. New York
4. Montana
5. Oregon
6. Hawaii
7. Massachusetts
8. South Dakota
9. Wyoming
10. Maine
11. North Dakota
12. Pennsylvania
13. Idaho
14. Iowa
15. Washington
16. Colorado
17. Wisconsin
18. Minnesota
19. California
20. Illinois
21. Nebraska
22. Utah
23. New Jersey
24. New Hampshire
25. Rhode Island
26. Connecticut
27. Kansas
28. New Mexico
29. Arizona
30. West Virginia
31. Nevada
32. Maryland
33. Delaware
34. Michigan
35. Indiana
36. Virginia
37. Kentucky
38. Ohio
39. Louisiana
40. Missouri
41. Oklahoma
42. Florida
43. North Carolina
44. South Carolina
45. Texas
46. Mississippi
47. Arkansas
48. Georgia
49. Tennessee
50. Alabama

#### CITIES

1. Boston
2. Washington, DC
3. San Francisco
4. Seattle
5. New York
6. Portland, OR
7. Minneapolis
8. Philadelphia
9. Honolulu
10. New Orleans
11. Baltimore
12. Chicago
13. Oakland
14. Denver
15. Sacramento
16. Tucson
17. Milwaukee
18. Atlanta
19. Cleveland
20. Los Angeles
21. Miami
22. Long Beach
23. San Diego
24. Detroit
25. Columbus
26. Albuquerque
27. Austin
28. Raleigh
29. Colorado Springs
30. Mesa
31. Omaha
32. San Jose
33. Louisville
34. Fresno
35. Virginia Beach
36. Tulsa
37. Houston
38. Phoenix
39. Indianapolis
40. Las Vegas
41. Kansas City, MO
42. El Paso
43. Memphis
44. Charlotte
45. San Antonio
46. Arlington, TX
47. Nashville
48. Jacksonville
49. Dallas
50. Oklahoma City
51. Fort Worth

**Source:** 2007-2009 ACS **Notes:** This ranking is based on the combined bike and walk to work share from the 2007-2009 ACS. The number one position indicates the state and city with the highest share of commuters who commute by bicycle or foot. View graphs illustrating this data on pages 34 and 35 of this report.

### Low to High Ranking of Bike/Ped Fatality Rates

#### STATES

1. Vermont
2. Nebraska
3. Alaska
4. Wyoming
5. South Dakota
6. North Dakota
7. Iowa
8. Maine
9. Massachusetts
10. Minnesota
11. Idaho
12. New Hampshire
13. Oregon
14. Washington
15. Wisconsin
16. Montana
17. New York
18. Pennsylvania
19. Kansas
20. Colorado
21. Hawaii
22. Utah
23. Illinois
24. Connecticut
25. West Virginia
26. Ohio
27. Indiana
28. Rhode Island
29. Virginia
30. Kentucky
31. New Jersey
32. California
33. Michigan
34. Missouri
35. Oklahoma
36. Nevada
37. Tennessee
38. New Mexico
39. Maryland
40. Arizona
41. Arkansas
42. Delaware
43. Texas
44. North Carolina
45. Georgia
46. Mississippi
47. Alabama
48. Louisiana
49. South Carolina
50. Florida

#### CITIES

1. Boston
2. Minneapolis
3. Omaha
4. Seattle
5. Portland, OR
6. Washington, DC
7. New York
8. San Francisco
9. Philadelphia
10. Honolulu
11. Colorado Springs
12. Chicago
13. Cleveland
14. Oakland
15. Baltimore
16. Milwaukee
17. Sacramento
18. Denver
19. Virginia Beach
20. Tucson
21. Mesa
22. San Diego
23. New Orleans
24. San Jose
25. Columbus
26. Los Angeles
27. Atlanta
28. Indianapolis
29. Long Beach
30. Austin
31. Arlington, TX
32. Raleigh
33. Albuquerque
34. Las Vegas
35. El Paso
36. Memphis
37. Fresno
38. San Antonio
39. Nashville
40. Detroit
41. Houston
42. Charlotte
43. Louisville
44. Miami
45. Kansas City, MO
46. Oklahoma City
47. Tulsa
48. Phoenix
49. Dallas
50. Jacksonville
51. Fort Worth

**Sources:** FARS 2007-2009 ACS 2007-2009 **Notes:** This ranking is based on the fatality rate which is calculated by dividing the number of annual pedestrian and bicycle fatalities (averaged between 2007-2009) by population (weighted, or multiplied, by share of the population walking and bicycling to work). The number one position indicates the safest state or city according to the fatality rate. View these data on pages 56-62 of this report.

Download the complete report for additional rankings at:  
[www.PeoplePoweredMovement.org/Benchmarking](http://www.PeoplePoweredMovement.org/Benchmarking)



**Alliance**  
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# THE DAILY TEXAN

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## Program installs bike-sharing kiosks throughout Austin



Will Shumaker, a student at Garza High School, works on a broken shifter cable at Yellow Bike Project Monday morning. Yellow Bike Project implemented a free bike share program in 1997, but the city plans to create a more secure kiosk stations where visitors and citizens can rent bikes throughout Austin.

PHOTO CREDIT:  
Shannon Kintner | Daily Texan Staff

### TAGS

Austin, paint, Bicycle sharing system, Craig Staley, Cyclist, general manager, Private

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Published 1 Feb 2012 at 9:52 AM

By Kayla Jonsson

Austinites will soon have a new way to travel around downtown through the upcoming Bike Share Program between a local

bike shop and a city organization.

The program began in December when [the Capital Area Metropolitan Planning Organization](#) agreed to give a \$1.5 million grant to a private partner if they were willing to raise an additional \$500,000 to get the program started. Craig Staley, general manager of Lance Armstrong's [Mellow Johnny's Bike Shop](#), said he offered to be the private partner and has received sponsorships from Austin companies to support the program.

"We all think of Austin as a big cyclist city and know it is cheaper to paint a white stripe down the road for a new bike lane than it is to buy more buses that will congest downtown anyway," Staley said.

Bike Share kiosks will be set up where customers can rent bikes to ride to their destinations and then leave at another kiosk, where the bike sharing cycle continues, he said.

The Bike Share Program should not be confused with [Austin's Yellow Bike Project](#) from 1997, which was similar but less secure and soon had all of its bikes stolen.

"The Bike Share Program and the Yellow Bike Project are like two completely different animals," Staley said. "We are a business. They were a community activist organization that wanted to offer free bikes and hoped everyone would be honest."

Staley said the Bike Share Program will start with about 450 bikes placed at different kiosks around downtown and East Austin. Staley said Bike Share members will pay about \$60-70 a year, with no usage fees for the first 30 minutes of use per day. Nonmembers can pay about \$10 to rent a bike for a day. Weekly rentals may be offered, too, Staley said.

"A weekly rental will be great for tourists here for South By Southwest to get around," Staley said.

Staley said GPS systems will be installed in the bikes to prevent stealing.

“About 400 cities around the world use this system and 20 so far in the U.S,” Staley said. “We talked to many of them, and out of the hundreds of bikes in each city only about one or two are stolen.”

Sara Hartley, Public Works Department spokeswoman, said CAMPO probably offered the grant because there are numbers to prove the security of the system.

“CAMPO offered the grant, but the planning and application of the program is really in the hands of the companies sponsoring it,” Hartley said. “Research shows the success rate of this system is really high around the world and I think that’s what really helped in getting this grant.”

There are no plans to place kiosks on the UT campus in the first wave of the program’s implementation, but Staley said he hopes to eventually put about 15 around UT, especially in West Campus.

“I would definitely use the [Bike Share Program],” said advertising junior Benita Zhang. “Especially so I don’t have to walk back home late at night when the buses stop running.”

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DISQUS



January 27, 2012

## Road Pricing Helps Decrease Traffic Congestion, GAO Finds

A recent Government Accountability Office report concludes that congestion pricing has helped reduce traffic delays in several metropolitan areas where it has been tried.

"Pricing has the potential to reduce congestion by influencing drivers to carpool, use transit, or drive at off-peak travel times," according to the report.

One measure of improvement cited in the report involves travel time and speed. An evaluation of managed lanes on Interstate 15 in San Diego, for example, shows that drivers in the High Occupancy/Toll lanes save as much as 20 minutes compared to those in the adjacent free lanes during the most congested times.

Similarly, an evaluation of Interstate 95 in Miami -- identified by the Florida Department of Transportation as that state's most heavily congested highway before express lanes opened in 2008 -- indicates that motorists have saved about 14 minutes per trip in the HOT lanes and 11 minutes in the free lanes.

Another measure of progress highlighted in the report concerns an increase in vehicle flow on HOT lanes and sometimes on the adjacent unpriced lanes. The Interstate 394 project in Minneapolis has demonstrated that vehicle throughput grew 9% to 13% in the HOT lanes and 5% in the free lanes.

GAO also reviewed in the report the extent to which drivers have been encouraged to change their trips to travel during off-peak periods. A traffic evaluation of bridges and tunnels into New York City, for example, found that 7% of surveyed drivers said they changed their travel behavior due to variable pricing. That percentage is significant because even small changes in peak demand can have exponential effects on local traffic patterns, according to the Port Authority of New York and New Jersey.

The report notes that not all of the possible impacts of managed lanes have been examined, therefore more evaluations of congestion pricing are necessary.

"New projects under construction and in planning will not only increase the number of roadway miles that use congestion pricing, they will also change the character of pricing in the United States, as some will be operated privately and some will add congestion-priced tolls to previously nontolled roadways," according to the report. "The changing character of congestion pricing and the new challenges it brings make improving the understanding of congestion pricing even more important."

GAO recommends additional study on whether low-income drivers are disproportionately affected by congestion pricing and also if one geographic area is more negatively impacted than others in outcomes such as traffic diversions.

The 60-page report, "Traffic Congestion: Road Pricing Can Help Reduce Congestion, But Equity Concerns May Grow," is available at [1.usa.gov/GAO-Pricing](http://1.usa.gov/GAO-Pricing).



## Transit stations reduce crime, study shows

Posted by Robert Steuteville on 12 Jan 2012

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**Source:** Atlantic Cities

**Full Story:** [Transit Stations May Actually Cut Down on Crime](#)

University of North Carolina research indicates that transit stations decrease crime. Researchers looked at the vicinity of new light rail stations in Charlotte — comparing these areas to proposed stations that were not built. Crime decreased in both types of areas from 1998 to 2007 — following national trends — but much more in the areas where stations were built.

There can be several explanations for this. Studies have shown that light rail increases property values and spurs mixed-use development. Such development adds "eyes on the street" and activity that makes neighborhoods safer. Another explanation is that transit stations themselves draw more pedestrian traffic, creating safety in numbers.

The study was reported in the *Journal of Urban Affairs* in December 2011. The website *Atlantic Cities* reports:

*For the study, a trio of researchers from the University of North Carolina at Charlotte analyzed data of criminal activity that occurred within a half mile of stations on the [Blue line of LYNX](#) [PDF], Charlotte's light rail system. They evaluated monthly trends in the data from 1998, before the line existing, through its announcement in September 2000 and its completion in November 2007, all the way up to 2009. As points of comparison, they also looked at crimes in the station areas of two other proposed light rail lines in Charlotte that were never built, as well as criminal trends in the city at large.*

*The results of their analysis offer no reason to perpetuate "mugger mover" mythology. Crime near light rail stations dropped following the announcement of the line's creation, and while it increased slightly during the 7 years before the rail's completion, it then fell off again after operation began. After the announcement of the Blue line stations, larceny in those areas dropped by three crimes a month (or roughly 25 percent), burglaries fell one per month (26 percent) and robbery dropped by an average of half a crime per month (32 percent).*

The article contrasts these findings with the fear among some officials that transit stations will attract transients and crime. Federal money was turned down for a transit station in Troy, Michigan, partly for that reason, *Atlantic Cities* reports.

### **Transit cops**



Source: Atlantic Cities

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## Metropolitan Council spurs job growth along transitways

**New Transit-Oriented Development funding source will promote job growth and economic development along corridors and help connect jobs, housing and transit**

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ST. PAUL—Dec. 14, 2011—Today, the Metropolitan Council approved a plan to invest roughly \$26 million over the next year towards economic development and jobs along metro transitways through the Council's Livable Communities grant program.

The new **Transit-Oriented Development Fund (TOD Fund)** will offer grants to cities to support development along rail and bus routes. TOD projects will be high density, mixed use, adjacent to transit stations, and designed to be pedestrian friendly.

"Encouraging economic development and job growth along transit corridors is a Council priority," said Metropolitan Council Chair Susan Haigh. "Expanding the number of people who live and work on major transitways ensures we make better use of our resources, expanding opportunities for all.

"Across the country, employers are seeking to locate in areas where their employees enjoy a high quality of life that includes easy access to the workplace and the resources they need to fulfill their duties," continued Haigh. "These grants will help cities attract major employers who will bring jobs that metro residents are eager to fill."

The TOD Fund is a new category of grants within the framework of the Livable Communities program to cultivate and advance the relationship and connections between jobs, transit and housing.

The Legislature created the Livable Communities program in 1995 with three separate funding accounts designed to promote and support brownfield clean up for job creation, expand affordable housing activities, and ensure development is more compact and efficient through the integration of land uses and housing choices. The new TOD Fund will help target available resources to development activity near transit corridors and infrastructure.

Council officials say development in close proximity to transit will increase transit ridership, help people get to and from work, school and other destinations, reduce dependence on the automobile and reduce vehicle traffic and the associated parking that's required to accommodate cars and other vehicles.

"It's also a more efficient form of development," said Haigh. "It's more efficient when you can encourage people, thousands at a time, to get out of their cars and onto a bus or train. It's more efficient to integrate land uses to support walking and pedestrian access. Promoting development along transitways not only fosters community vitality and vibrancy; it is also a means for government to maximize the return on tax dollars invested in our regional infrastructure."

The Council expects to make up to \$13 million available to eligible communities this year and make another \$13 million available in 2012. The funds come from Livable Communities grants the Council previously awarded to communities, but which were returned to the Council when qualified development projects did not move forward as planned during the recession. Council officials say the downturn in the economy meant some communities had to postpone or abandon planned development projects that were funded with Livable Communities dollars. The TOD grants will give local communities a powerful tool with which to attract and target new economic development just as the economy is rebuilding.

TOD grants will be awarded on a competitive basis over the course of several funding rounds. Applicants must be participants in the Livable Communities program and their proposed projects must meet criteria approved by the Council.

Since 1995, the Council has awarded about \$230 million in Livable Communities grants, creating or retaining tens of thousands of jobs and leveraging billions of dollars in other investment.

Examples of projects that received Livable Community funding include the Excelsior and Grand development in St. Louis Park, which involved the extreme makeover of a retail strip into housing, commercial space and a town green; the Kensington Park redevelopment in Richfield, transforming a deteriorating retail space into housing, retail and office space; and polluted site cleanup at Williams Hill in St. Paul for development of an attractive industrial park.

The Council expects to make the first funding awards from the new TOD Fund early in 2012.



The Metropolitan Council is the regional planning organization in the seven-county Twin Cities metropolitan area. The Council runs the regional bus and light rail system and Northstar commuter rail, collects and treats wastewater, coordinates regional water resources, plans regional parks and administers funds that provide housing opportunities for low- and moderate-income families. The Council board is appointed by and serves at the pleasure of the Governor.

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