

Ozarks Transportation Organization



August 18, 2011

Board of Directors Meeting

Busch Municipal Building, Fourth Floor

840 Boonville, Springfield, MO

12:00 – 1:45 PM



**Board of Directors Meeting Agenda, August 18, 2011
Busch Municipal Building Fourth Floor Conference Room**

Call to Order NOON

I. Administration

A. Introductions

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

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE AGENDA

**C. Approval of the June 17, 2011 Meeting and June 23, 2011 E-Meeting Minutes..... Tab 1
(2 minutes/Lapaglia)**

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE MINUTES

D. Public Comment Period

(5 minutes/Lapaglia)

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 June 17, 2011 Board of Directors meeting.

F. Legislative Reports

(5 minutes/Lapaglia)

Representatives from the OTO congressional delegation will give updates on current items of interest.

II. New Business

**A. STP Urban Balance June 2011 Report..... Tab 2
(5 minutes/Edwards)**

Staff will present the STP-Urban Balance Annual Report and OTO's current obligation of STP-Urban Funds.

INFORMATIONAL ONLY – NO ACTION REQUIRED

**B. Financial Statements for 4th Quarter FY 2011 Tab 3
(5 minutes/Officer)**

OTO Board Treasurer, Lisa Officer, will present the fourth quarter financial report.

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

- C. FY 2012-2015 Transportation Improvement Program..... Tab 4**
(10 minutes/Owens)
Staff will present the OTO Draft FY2012-2015 Transportation Improvement Program.

**BOARD OF DIRECTORS ACTION REQUESTED TO REVIEW AND APPROVE
THE DRAFT FY2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM**

- D. Aerial Photo Cooperative Agreement..... Tab 5**
(5 minutes/Edwards)
OTO is proposing to participate in the purchase of aerial photography for the region. A flight is planned for February 2012 and staff is requesting authorization to sign an agreement to contribute \$40,000 toward the flight.

**BOARD OF DIRECTORS ACTION REQUESTED TO AUTHORIZE STAFF TO
ENTER INTO AN AGREEMENT TO PARTNER FOR THE PURCHASE OF
AERIAL PHOTOGRAPHY**

- E. Bicycle and Pedestrian Report Tab 6**
(5 minutes/Longpine)
OTO has developed a Bicycle and Pedestrian Implementation Report to document the progress toward implementing the OTO Bicycle and Pedestrian Plan.

INFORMATIONAL ONLY – NO ACTION REQUIRED

- F. Growth Trends Report Tab 7**
(5 minutes/Stueve)
Staff will present highlights of the OTO 2010 Growth Trends Report

NO ACTION REQUIRED – INFORMATIONAL ONLY

- G. Long Range Transportation Plan (LRTP) Update..... Tab 8**
(5 minutes/Longpine)
Staff will provide an update to the Board of Directors regarding the LRTP. Please see the attached materials for more information.

NO ACTION REQUESTED – INFORMATIONAL ONLY

- H. Kansas Expressway Major Thoroughfare Plan Amendment..... Tab 9**
(5 minutes/Edwards)
The City of Springfield has requested an amendment to the Major Thoroughfare Plan to change the classification of Kansas Expressway from US 60 (James River Freeway) to Republic Road from an Expressway to a Primary Arterial.

**BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE
REQUESTED MAJOR THOROUGHFARE PLAN AMENDMENT**

- I. OTO Office Relocation Tab 10**
(10 minutes/Edwards)
The OTO Executive Committee has been meeting for several months to view and consider office relocation options. The OTO Executive Committee is recommending OTO

relocate to the Holland Building in order to provide meeting space for OTO meetings and to have a more professional office setting. Materials are attached for your review.

BOARD OF DIRECTORS ACTION REQUESTED TO AUTHORIZE THE OTO EXECUTIVE COMMITTEE TO ENTER INTO A LEASE TO RELOCATE TO THE HOLLAND BUILDING

J. Unified Planning Work Program Amendment for Office Relocation Tab 11
(5 minutes/Edwards)

In order to spend additional federal funds for the office relocation, the Unified Planning Work Program must be amended. The suggested UPWP (budget) amendment is included for review.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE REQUESTED UPWP AMENDMENT

K. Executive Director Annual Evaluation Process..... Tab 12
(5 minutes/Lapaglia)

The OTO Executive Committee is proposing that an annual evaluation, consisting of a form to be filled out by the entire Board, be conducted by December of each year.

BOARD OF DIRECTORS ACTION REQUESTED TO APPROVE THE REQUESTED EXECUTIVE DIRECTOR REVIEW PROCESS AND FORM

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 13
(Articles attached)

IV. Adjournment

Targeted for **1:45 P.M.** The next Board of Directors regular meeting is scheduled for Thursday, October 20, 2011 at 12:00 P.M. in the Busch Municipal Building Fourth Floor Conference Room.

Attachments

Pc: Jim Anderson, President, Springfield Area Chamber of Commerce
Ken McClure, Missouri State University
Stacy Burks, Senator 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) 836-5442, cuando menos 48 horas antes de la junta.

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

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

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

TAB 1

MEETING MINUTES

Attached for Board of Directors member review are the minutes from the June 16, 2011 Board of Directors Meeting and the June 23, 2011 E-meeting. Please review these minutes prior to our meeting and note any changes that need to be made. The Chair will ask during the meeting if any Board of Directors member has any amendments to the attached minutes.

BOARD OF DIRECTORS ACTION REQUESTED:

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

OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS MEETING MINUTES
JUNE 16, 2011

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

The following members were present:

Ms. Becky Baltz, MoDOT	Mr. Tom Finnie, Citizen-at-Large
Mr. Harold Bengsch, Greene County	Ms. Teri Hacker, Citizen-at-Large
Mr. Phil Broyles, City of Springfield (a)	Mr. Lou Lapaglia, Christian County (Chair)
Mr. Steve Childers, City of Ozark (a)	Ms. Lisa Officer, City Utilities
Mr. Jerry Compton, City of Springfield	Mr. Bob Scheid, Airport Board
Mr. J. Howard Fisk, Citizen-at-Large	Mr. Jim Viebrock, Greene County

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

The following members were not present:

Mr. Mokhtee Ahmad, FTA	Ms. Roseann Bentley, Greene County (a)
Mr. Sam Clifton, City of Nixa	Mr. Thomas Bieker, City of Springfield (a)
Mr. Tom Keltner, City of Willard	Mr. Shawn Billings, City of Battlefield (a)
Mr. Aaron Kruse, City of Battlefield	Mr. Brian Bingle, City of Nixa (a)
Mr. Jim Huntsinger, City of Republic	Mr. Jim Bresee, Christian County (a)
Mr. Bradley McMahon, FHWA	Mr. John Elkins, Citizen-at-Large (a)
Mr. Shane Nelson, City of Ozark	Mr. Larry Highfill, City of Strafford (a)
Mr. Jim O'Neal, City of Springfield	Mr. Jim Krischke, City of Republic (a)
Mr. John Rush, City of Springfield	Mr. Steve Meyer, City of Springfield (a)
Mr. Mark Schenkelberg, FAA	Mr. Mr. Tom Rankin, City Utilities (a)
Mr. John Vicat, City of Strafford	Mr. Tim Smith, Greene County (a)
Mr. Brian Weiler, Springfield-Branson National Airport (a)	

Others Present: Mr. Ray Weter, State Representative, 142 District; Mr. Dan Wadlington, Senator Roy Blunt's Office; Mr. Dan Smith, Greene County Highway Department; Mr. Matt Baker, Congressman Billy Long's Office; Mr. Frank Miller and Mr. Kirk Juranas, MoDOT; Ms. Sara Edwards, Ms. Natasha Longpine, Mr. Curtis Owens, Mr. Chris Stueve and Mr. Michael Sparlin, Ozarks Transportation Organization; Ms. Ann Razer and Mr. Ralph Rognstad Jr., City of Springfield Planning & Development; Ms. Megan Hammer, Senator Claire McCaskill.

Mr. Lapaglia called the meeting to order at 12:02 p.m.

I. Administration

A. Introductions

Mr. Lapaglia asked for member introductions. Mr. Juranas was awarded a plaque thanking him for his time with the OTO. Mr. Juranas welcomed Ms. Baltz and thanked the group for their recognition.

B. Approval of Board of Directors Meeting Agenda

Mr. Lapaglia asked if any amendments were necessary to the agenda before making a motion. Mr. Finnie made a motion to accept the agenda as presented and was seconded by Mr. Fisk. The motion carried unanimously.

C. Approval of the April 21, 2011 Meeting Minutes

Mr. Lapaglia asked for a motion to accept the April 21, 2011 meeting minutes as presented. Mr. Broyles made a motion and was seconded by Mr. Compton. The motion carried unanimously.

D. Public Comment Period

None.

E. Executive Director's Report

Ms. Edwards stated that there were staff changes at OTO. Mr. Curtis Owens was hired as the transportation planner, from Mid-Missouri Regional Planning Commission. Mr. Michael Sparlin was hired as OTO's intern. Ms. Sharon Davis moved back to Tennessee to be near family. Ms. Debbie Parks, former Office Coordinator is returning to the OTO on June 28.

She stated that the OTO's new fiscal year starts on July 1, 2011. There will be an audit in the new fiscal year. The OTO is also in the process of selecting a consultant for the Transit Study. The Transit Study will look at existing routes and at the possibility of extending routes. It has been narrowed down to two consultants and should start within 30 days.

There will be an E-Meeting of the Board of Directors on June 23rd for a TIP amendment for the City of Strafford OO and 125 project. The City of Strafford received statewide cost share funding. Per federal law, there is a fourteen day public comment period that had to be met, so it could not be put on this Board agenda.

The Transportation Improvement Program will be on the next Board of Directors Agenda listing all the improvements for the next fiscal year.

The 5310 applications have been mailed out and the OTO conducted training on the application process. These applications are due soon.

Staff is attending the MPO roundtable in St. Louis where there will be discussions on what the various MPOs are doing. There are seven MPOs altogether: Kansas City and St. Louis take turns sponsoring the event and MoDOT participates, as well.

F. Legislative Reports

Mr. Baker stated that Chairman Micah of the Transportation Infrastructure Committee came out with a report looking at the Northeast corridor for transportation and a high speed rail plan. This plan would allow private business to come into the rail business as a pilot program and release Amtrak from being in charge of the rails. It is unclear how the change would affect St. Louis. There is no word on the Highway reauthorization bill; the House is working on it, but the Senate has slowed down.

Mr. Wadlington stated there was decisive indecision in the Senate's position, nothing has changed since Senator's visit, and there will be no movement until the debt issue is settled. The President still wants \$522 billion with high speed rail, but there is only \$260 billion in revenue. A higher gas tax is not supported, and neither is a mileage usage tax. The Senate is looking at the debt reduction plan, and then will see what comes out of committees.

Ms. Hammer stated that locally, David Rauch has left for a two and half week vacation so the office will be closed. She stated she could be reached at the DC office and the local number will forward to elsewhere in the state. She apologized for any inconvenience.

Mr. Fisk asked about Chairman Micah's TSA Screener issue, and trying to take control of the process. He inquired if there was anything new. Mr. Baker stated he would look into the issue.

New Business

A. Draft Operating Reserve Policy

Ms. Edwards stated that there was a need for an OTO Operating Reserve Policy and that it had been discussed at the previous Board of Directors Meeting. The Executive Committee met to discuss the issue and voted to move it to the Board for approval. The policy proposes a minimum of three months of expenses so that the OTO can maintain an adequate operating balance. MoDOT can take up to sixty days to reimburse the OTO for expenses. The OTO is reimbursed at 80 percent by MoDOT, so there is a need for the 20 percent match to be on hand.

The policy also asks that a report of the operational fund balance be included with the quarterly report. Three months worth of expenses equals roughly \$142,000.

Mr. Finnie questioned the process for waiving the maximum. Ms. Edwards stated that it would trigger a discussion if it goes over. Mr. Finnie recommended changing "shall" to "may" if it reaches the six month maximum expense. Mr. Fisk had the

same concern about a future situation. A waiver is good, but the OTO needs to be able to deal with it. Mr. Lapaglia stated leeway is good if needed.

Ms. Officer made the motion to approve the amendment. Ms. Hacker seconded and the amendment to the draft operating reserve policy passed unanimously. Mr. Fisk made the motion to approve the draft operating reserve policy. Ms. Hacker seconded and the motion carried unanimously.

B. Financial Statements for 3rd Quarter FY 2011

Ms. Officer stated that there is \$154,005 in the OTO checking account. The Profit and Loss Budget comparison shows that the OTO is under budget for the revenues and expenses for the third quarter. The OTO is at 46 percent of the budget for total revenue. Revenues are driven by expenses since the grant is reimbursable. The expenses are also significantly below budget due to items not being completed or carried into the next year budget. Net income for the fiscal year to date is \$82,006.

Mr. Broyles made the motion to accept the third quarter financial report. Mr. Finnie seconded and the motion was carried unanimously.

C. OTO Office Relocation Discussion

Ms. Edwards stated that the OTO had conducted several meetings of the Executive Committee to look at possibilities for future office space. Another meeting will be scheduled to continue discussing options for future office space.

D. FY 2012-2016 Statewide Transportation Improvement Program

Mr. Miller stated that a summary of the Statewide Transportation Improvement Program was in the Board packet. These projects will also be moving into the Transportation Improvement Program next month. There have been some cost savings that will allow some additional projects to be added to the STIP and then to the TIP.

Funding has declined, so MoDOT is not able to accomplish the big projects. Instead, the emphasis will be on cost sharing projects with improvements to safety or projects with a safety aspect to them. There are some projects that will make a difference in the STIP. The summary in the packet includes all of the former District 8. These include turn lanes in Nixa on 160 to Reed Springs. In addition, there is a cost share on Ozark Hwy 14. The Weaver and Campbell Intersection is currently under contract. There are minor turn lane improvements at Glenstone and Peele to help improve operations there. MoDOT is not able to redo everything there, but they are trying to make it better. The same situation is at Kansas Expressway and the James River Freeway. MoDOT is working on turn lanes to make the traffic flow through the interchange better.

There are turn lanes at 125 and Washington Street in Strafford. The Strafford project will complement the economic development project at 125 and OO with John Deere. There is a cost share with the City of Republic to signalize Oakwood Avenue and

Route 160 at Republic Ford. MoDOT is adding a signal at Route 160 and Hunt Road in Willard. There are also minor improvements to the ramps at the James River Freeway to give people more time to merge on and off the freeway.

A few high profile projects are in Christian County. There are the intersection improvements at Hwy 14 and Cheyenne and CC, in addition to Cheyenne and realigning CC to the Fremont Hills area. There have been public meetings on this as well as crash data to support the safety concern there. There is a project in Republic to install Adaptive Signal Technology. This is a good place to test the technology because there is a series of signals without signalized cross-streets. The technology gives real time traffic signalization. It was also implemented on Range Line Road in Joplin. There may be more of this technology in the future. The remainder of the projects was not new to the Board of Directors.

Ms. Officer made the motion to approve the proposed Statewide Transportation Improvement Plan. Mr. Scheid seconded and the motion was carried unanimously.

E. Amendment Number Four to the FY 2011-2014 Transportation Improvement Program

Ms. Edwards stated that one project needed to be added to the current year TIP. Missouri State University received an earmark for improvements to the Kansas Expressway and Broadmoor intersection. The University had money left over from a previous project at the location and was proposing to use the leftover earmark to add an acceleration lane. The total cost is \$268,048.

Mr. Compton mentioned that there had been a few accidents at that intersection; he assumed that the State was monitoring that particular situation. Mr. Miller stated there was a list of places that need signals, and that location was not on the list, however, he stated that MoDOT was monitoring the intersection.

Mr. Fisk made the motion to approve Amendment Number Four to the FY 2011-2014 Transportation Improvement Program. Ms. Officer seconded and the motion carried unanimously.

F. OTO FY 2012 Enhancement Funding Handbook and Application

Ms. Longpine stated that the last time the Enhancements were awarded, there were changes requested by the committee and applying jurisdictions. The request was to update the Enhancement Application process and make it easier to follow and complete as a jurisdiction, in addition to changing the scoring process. The scoring criteria would be changed from a general range of 1 to 3 points to specific requirements for 1, 2, or 3 points. The goal is to have the Enhancement Funding Handbook updated before any additional funding comes through. The schedule shows TBD (to be determined), but that will be set once the funding is available and the funding timelines are known.

Mr. Broyles made the motion to approve the 2012 OTO Enhancement application. Mr. Fisk seconded and the motion was carried unanimously.

G. OTO Long Range Transportation Plan (LRTP) Update

Ms. Longpine stated that the Long Range Transportation Plan was still being updated. The information in the agenda is an update on the prioritization process of the plan. Bicycle and Pedestrian goals that have been set are the broad direction on how to move forward with Bicycle and Pedestrian activities. There are also policy priorities that are being set, for broader things like sidewalks surrounding the schools. The plan now clearly states that those types of priorities are supported. Also added to the plan are specific projects that the region would like to see move forward. Those projects are mostly trails that have a regional impact, like connecting each community. There is also a list that is to be maintained annually of all the potential bike and pedestrian projects. The OTO can then quickly look at the project and see how to incorporate another project that is already happening.

There is a constrained priority list and an unconstrained priority list for roadway projects. These lists are based on the amount of funding that is projected until 2025, just over \$600 million dollars. The LRTP Committee used a prioritization process to decide what projects added up to the \$600 million dollars.

The remaining billion dollars worth of projects are on the unconstrained list. The projects are documented in the plan if future funding becomes available. The last Long Range Transportation Plan included high/medium priorities, but this plan update uses constrained and unconstrained. The LRTP Committee is currently working on performance measures and pulling the end product together.

H. Title VI Complaint Procedure Update

Ms. Longpine stated that the Title VI Complaint Procedure was being updated to ensure compliance with federal regulations. The prior transportation authorization bill that the OTO is working under requires the OTO to include low English proficiency populations in all of the planning activities and to make sure that they are included in the procedures. The current Title VI Complaint Procedure did not have that wording, so it has been added among the list of people whom the OTO does not discriminate against.

Mr. Fisk made the motion to approve the OTO Title VI Policy and Complaint Procedure. Mr. Finnie seconded and the motion carried unanimously.

I. MoDOT's Bolder Five-Year Direction

Mr. Lapaglia welcomed Ms. Baltz. She briefly introduced herself. She stated that MoDOT had discussions about funding dropping of the cliff for several years. There have been changes that have recently come about. MoDOT knows that the changes will not solve all the funding problems but feels it is the responsibility and duty to put as much funding as possible into the road and bridge system and keep it in the best condition possible. Mr. Miller talked about some of the

MoDOT projects coming up due to the savings over the past years. There will be a lot of resurfacing, a few bridge replacements and an occasional spot safety improvement. The huge projects that MoDOT completely funds will not happen until the funding situation changes.

The MoDOT Commission passed the “Bolder Plan” on June 8 after looking at the available resources and what could be done differently. The handouts passed out during the Board Meeting are from the June 8 meeting and replace the information in the Board agenda packet. This had already been updated on the online agenda. MoDOT has changed the Districts and the Southwest District now consists of 21 counties. There is a map included in the handout that shows the outline of the new area.

Across the state there are now seven district offices. The Joplin District office is one that will be closed. The MoDOT building in Joplin will be offered to the Joplin School System since the Tornado damaged their facilities. MoDOT staff in Joplin will be relocated to other parts of the MoDOT complex. There will still be a strong regional presence in the three districts that closed offices. The communities of Joplin, Macon, and Willow Springs were concerned with the closures of the offices. There will still be a strong presence with design, construction, and maintenance staff around the state. It is a misconception that there will be no MoDOT resources there anymore.

Dan Salisbury will be the Assistant District Engineer working out of the Joplin Office. Andy Mueller is the Assistant District Engineer for the Springfield Southwest office. Mr. Mueller had previously been working statewide on local programs. There will also be another assistant to the district engineer since there are over 750 employees. It is the largest number of employees in the state so management will be a little different.

In addition to the office closures, there will also be a reduction in the number of facilities from 281 to 174. The number of construction offices will be reduced from 46 to 29. MoDOT’s equipment will be reduced by about 740 pieces of equipment. There will be significant reductions in all areas. The largest portion of total savings comes from the reduction of employees by 1,200. This reduction was approved by the Commission and should be complete by March 2013. So far, the work force has been reduced by 450 employees.

MoDOT has implemented Practical Operations, which is a follow up to Practical Design. Practical Design allowed more efficiency in snow removal processes and road striping. MoDOT is also installing fewer signs. MoDOT is looking at every area to become completely efficient. MoDOT will provide quarterly reports to the Commission on the process and will update the Board of Directors.

Mr. Fisk asked what impacts the storms in Joplin had. He inquired if the full resources from the rest of the Southwest District would be diverted to Joplin to

complete the cleanup and rebuilding. Ms. Baltz stated that MoDOT had the state roads cleared before the next morning, with the exception of I-44, but that only took 24 hours. MoDOT started cleaning the city streets and ignored boundaries to get the job done. FEMA stated that MoDOT accomplished this four days quicker than any other disaster area. MoDOT had a quick sign plan by writing street names on pavement with paint, and officers directed traffic while they put up signals. MoDOT used sign resources from all over the state. The Army Corp of Engineers is removing debris. Materials are coming from all over the state so it is not a resource drain on the remainder of the Southwest District. Mr. Weter thanked MoDOT for the quick action of painting street names and numbers on the street.

Ms. Baltz stated Mr. Matt Seiler had moved to become the new Southeast District Engineer in Sikeston, MO. She stated that the transitions have been very rapid.

III. Other Business

A. Board of Directors Member Announcements

Mr. Fisk had an announcement on the upcoming public meeting on the Airport Master Plan on June 28th at the Library Station. Mr. Scheid announced that there was an art exhibition, Flights of Fancy, the previous week. There were 350-400 attendees, contributing almost \$800 to the arts program. This is one of several events to be scheduled at the main Springfield-Branson Terminal.

B. Transportation Issues For Board of Directors Member Review

Mr. Broyles stated that hopefully by the August meeting, there will be a starting list for 1/8-cent Transportation Projects. This will be up for vote August 2012. The city will start with an introductory list, and then go to the public. In September, this will be sent out and then go to Council during the first of next year.

C. Articles for Board of Directors Member Information

Articles were attached for Board Member review.

IV. Adjournment

Mr. Lapaglia advised everyone that the next Board of Directors regular meeting is scheduled for Thursday, August 18, 2011 at 12:00 P.M. in the Busch Municipal Building Fourth Floor Conference Room.

Mr. Scheid made a motion to adjourn and was seconded by Ms. Officer. The motion carried unanimously.

The meeting adjourned at 12:53 p.m.

**OZARKS TRANSPORTATION ORGANIZATION
BOARD OF DIRECTORS E-MEETING MINUTES
June 23, 2011**

The Board of Directors of the Ozarks Transportation Organization held an electronic meeting at its scheduled time of 8 a.m.

Commissioner Lou Lapaglia, OTO Board of Directors Chairman, called the electronic meeting of the OTO Board of Directors to order at 8 a.m. Thursday, June 23, 2011.

I. New Business

**A. Amendment Number 5 to the FY 2011-2014 Transportation Improvement Program.
The following one project is proposed to be added:**

The City of Strafford is requesting to add a project for improvements to the intersection of Route 125 and OO. The project was approved by MoDOT for statewide cost share funding. The request is to add funding for design, utilizing STP-Urban and local funding only at this time. The construction funding will be added at a later date.

The Board of Directors action requested was to “amend the FY2011-2014 Transportation Improvement Program” as described on the agenda.

Commissioner Jim Viebrock made the motion to amend the FY2011-2014 Transportation Improvement Program and the motion was seconded by Commissioner Harold Bengsch, and the motion carried unanimously. OTO received 9 votes from the following Board of Directors:

- Mr. Harold Bengsch
- Mr. Shawn Billings
- Mr. Brian Bingle
- Mr. Phil Broyles
- Mr. Steve Childers
- Mr. Howard Fisk
- Mr. Larry Highfill
- Mr. Bob Scheid
- Mr. Jim Viebrock

Commissioner Lou Lapaglia, OTO Board of Directors Chairman, adjourned the electronic meeting of the OTO Board of Directors at 12:52 p.m. Thursday, June 23, 2011.

TAB 2

BOARD OF DIRECTORS AGENDA 08/18/11; ITEM II.A.

STP-Urban Balance June 2011 Report

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

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

MoDOT has enacted a policy of allowing no more than three years of this STP-Urban allocation to accrue due to requirements by FHWA. If a balance greater than 3 years accrues, funds will lapse (be forfeited). OTO's balance is monitored as a whole by MoDOT and OTO staff monitors each jurisdiction's individual balance. When MoDOT calculates the OTO balance, it is based upon obligated funds not programmed funds, so a project is only subtracted from the balance upon obligation from FHWA. OTO receives reports which reflect the projects which have been obligated. MoDOT's policy does allow for any cost share projects with MoDOT that are programmed in the Statewide Transportation Improvement Program, although not necessarily obligated, to be subtracted from the balance. The next deadline to meet the MoDOT funds lapse policy is September 30, 2011.

Staff has included a report which documents the balance allowed, the balance obligated, and the balance that needs to be obligated by the end of the Federal Fiscal Year in order not to be rescinded by MoDOT. According to staff records, as a whole, OTO has obligated or has programmed in cost shares with MoDOT funding exceeding the minimum amount required to be programmed for FY 2011 therefore, there is not an immediate threat of rescission.

The Obligation Summary Report Balance Sheet (Page 1) indicates the STP-Urban balance for OTO as a whole. OTO has an ending balance of \$16,369,803.41 for FY 2011. After the MoDOT cost share projects that appear in the STIP are subtracted, the balance is \$5,143,702.21. This is well within the balance allowed to be carried by MoDOT.

In 2009, \$3.5 million in STP-U funding was rescinded when SAFETEA-LU expired and then was restored nine months later. The only action that prevents a rescission of federal funding is obligation. The OTO unobligated balance that is subject to rescission is \$16,369,803.41. It is recommended that this funding be obligated as quickly as possible to protect against further rescissions.

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

BOARD OF DIRECTORS ACTION:

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

Ozarks Transportation Organization



STP-Urban Obligation Report

June 2011

Ozarks Transportation Organization

STP-Urban Obligation Report

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Obligation Summary Report

June 2011

Balance Sheet

TOTAL APPROPRIATIONS (See Pg 2)	\$38,062,647.67
TOTAL OBLIGATIONS (See Pg 2)	<u>(\$21,692,844.26)</u>
TOTAL UNOBLIGATED BALANCE	\$16,369,803.41
MoDOT COST SHARES (See Pg 4)	<u>(\$11,226,101.20)</u>
BALANCE AFTER COST SHARES	\$5,143,702.21
 TOTAL BALANCE	 <u><u>\$5,143,702.21</u></u>
 MAXIMUM BALANCE ALLOWED	 \$ 14,029,650.00
REMAINING TO BE OBLIGATED BY SEPT 2011	\$0.00

Total Unobligated Balance

OTO Obligation Limitation (See page 15)	\$17,769,276.10
BRM	(\$1,399,472.69)
TOTAL	\$16,369,803.41

Accurate as of June 2011

Obligation Summary Report

June 2011

Appropriations and Obligations

APPROPRIATIONS

TOTAL STP-URBAN (2003-2009)	\$25,268,423.89
TOTAL STP-URBAN (2010 and 2011)	\$ 9,286,541.94
TOTAL REMAINING SMALL URBAN (Thru 2002)	\$3,507,681.84
TOTAL APPROPRIATIONS	\$38,062,647.67

OBLIGATIONS

Small Urban

N/S Corridor Study	(\$184,224.00)
Ozark (Third Street)	(\$132,800.00)
Springfield	(\$2,502,106.13)
Greene County	(\$564,027.15)
Campbell/Weaver	(\$124,524.56)

TOTAL Small Urban Obligations (\$3,507,681.84)

STP-Urban

Chestnut/National	(\$20,056.73)
JRF/Glenstone	(\$946,611.27)
TMC Staff	(\$112,000.00)
Terminal Access Rd	(\$1,993,062.73)
Terminal Access Rd	(\$2,461,290.27)
Glenstone/Primrose	(\$134,432.60)
Terminal Access Rd	\$1,069,858.00
Terminal Access Rd	(\$508,570.80)
CC	(\$236,800.00)
Glenstone/Primrose	\$22,101.02
Campbell/Weaver	(\$124,524.56)
17th street/65	(\$244,800.00)
Scenic Avenue Sidewalks	(\$74,642.40)
Roadway Prioritization	(\$14,681.60)
Main Street	(\$53,822.02)
Gregg/14	(\$38,133.92)
Scenic Avenue Sidewalks	\$18,089.16
Glenstone (I-44 to Valley Water Mill)	(\$2,700,000.00)
TMC Salaries	(\$128,800.00)
Chestnut/National	(\$78,307.24)
Prioritization Study	\$349.91
TMC Salaries	(\$61,600.00)
Kansas/ Evergreen	(\$300,000.00)
Kansas/ Evergreen	\$19,036.04
National/JRF Interchange	(\$1,244,617.00)
Northview Rd	(\$17,386.10)
Glenstone/Primrose	(\$312,694.65)
13/44	(\$978,000.00)
CC	(\$320,000.00)
Master Transportation Plan	(\$7,243.20)
Traffic Analysis	(\$6,821.60)
Kansas/ Evergreen	\$38,753.65
65	(\$7,570.99)
65	(\$1,061,000.00)
TMC Salaries	\$659.24
TMC Salaries	\$859.06
TMC Salaries	(\$228,000.00)
160/ Weaver	(\$2,657,587.76)
Highway M Study	(\$14,399.22)
Scenic Sidewalks	(\$7,350.46)
Elm Street Sidewalks	(\$1,998.24)
Cloverdale Lane Sidewalks	(\$795.68)
Hwy 14 (Third St), Ozark	(\$56,192.80)
Rt 160 & Weaver Rd	\$328,117.82
Rte FF, Greene Co, pavement improvements	(\$70,000.00)
James River Freeway & Rte 160 (Campbell Ave)	(\$1,800,000.00)

OZARKS TRANSPORTATION ORGANIZATION

STP-URBAN OBLIGATION REPORT - JUNE 2011

ARRA City of Ozark Trans Plan	\$7,243.20
Gregg/14	(\$54,780.00)
Airport Blvd, SPGFD/	\$0.15
Airport Blvd, SPGFD/	(\$43,205.64)
Airport Blvd, SPGFD/	(\$59,268.28)
Hwy 14 (Third St), Ozark - Streetscape	(\$72,962.40)
City of Nixa-- Northview Rd	(\$89,798.40)
Rte 65, Greene Co, pedestrian accommodations on bus 65/Loop 44	(\$106,000.00)
Rte FF, Greene Co, pavement improvements	\$35,578.89
City of Springfield, TMC Salaries	(\$276,000.00)
TOTAL STP-Urban Obligations	(\$18,185,162.42)
TOTAL OBLIGATIONS	(\$21,692,844.26)

Obligation Summary Report

June 2011

Ending Balance by Jurisdiction FY 10

Jurisdiction	Allocations	Obligations	Balance	MoDOT Cost Shares	Balance after Cost Shares
Ozark	\$1,396,330.13	(\$527,908.49)	\$868,421.64	(\$844,807.20)	\$23,614.44
Nixa	\$1,706,672.37	(\$490,720.44)	\$1,215,951.93		\$1,215,951.93
Battlefield	\$343,238.24	(\$116,614.25)	\$226,623.99		\$226,623.99
Springfield	\$24,416,037.66	(\$14,894,636.70)	\$9,521,400.96	(\$6,237,221.00)	\$3,284,179.96
Greene	\$7,918,197.27	(\$5,158,740.38)	\$2,759,456.89	(\$1,673,404.00)	\$1,086,052.89
Christian	\$1,888,090.30	(\$320,000.00)	\$1,568,090.30	(\$2,300,000.00)	(\$731,909.70)
Republic	\$119,469.91		\$119,469.91	(\$106,894.00)	\$12,575.91
Strafford	\$33,068.26		\$33,068.26	(\$63,775.00)	(\$30,706.74)
Willard	\$57,319.52		\$57,319.52		\$57,319.52
North South corridor	\$184,224.00	(\$184,224.00)	\$0.00		\$0.00
TOTAL	\$38,062,647.67	(\$21,692,844.26)	\$16,369,803.41	(\$11,226,101.20)	\$5,143,702.21

Obligation Summary Report

June 2011

MoDOT Cost Shares

Projects Currently Programmed in the STIP

	Springfield	Greene	Ozark	Republic	Strafford	Christian	
Chestnut/65	(\$1,016,122.00)	(\$773,404.00)					(\$1,789,526.00)
14/3rd Street			(\$844,807.20)				(\$844,807.20)
Oakwood/60				(\$106,894.00)			(\$106,894.00)
60/65 Enhancements	(\$100,000.00)						(\$100,000.00)
TOTAL	(\$1,116,122.00)	(\$773,404.00)	(\$844,807.20)	(\$106,894.00)	\$0.00	\$0.00	(\$2,841,227.20)

Approved Cost Shares Not Yet Programmed*

	Springfield	Greene	Ozark	Republic	Strafford	Christian	
125/OO					(\$63,775.00)		(\$63,775.00)
Battlefield/65	(\$2,795,436.00)	(\$500,000.00)					(\$3,295,436.00)
Chestnut RR Overpass	(\$2,325,663.00)	(\$400,000.00)					(\$2,725,663.00)
CC/65						(\$2,300,000.00)	(\$2,300,000.00)
TOTAL	(\$5,121,099.00)	(\$900,000.00)			(\$63,775.00)	(\$2,300,000.00)	(\$8,384,874.00)
GRAND TOTAL	(\$6,237,221.00)	(\$1,673,404.00)	(\$844,807.20)	(\$106,894.00)	(\$63,775.00)	(\$2,300,000.00)	(\$11,226,101.20)

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

Obligation Summary Report

June 2011

Bridge Balance

Bridge (BRM)

2004	\$210,242.66
2005	\$203,613.48
2006	\$265,090.64
2007	\$255,748.00
James River Bridge	(\$780,000.00)
2008	\$297,860.03
2009	\$299,406.62
2010	\$334,873.00
2011	\$312,638.26
TOTAL	\$1,399,472.69

Total Balance	\$1,399,472.69
Programmed	-\$1,000,000.00
Remaining Balance	\$399,472.69

Maximum Balance Allowed	\$937,914.78
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STP-Urban Balance Based on Current Obligations

June 2011

City of Battlefield

Allocation/ Project	Amount	Running Balance
Allocation FY 03 & 04	\$63,402.45	\$63,402.45
Transfer to Greene County	(\$45,000.00)	\$18,402.45
Allocation FY 05	\$38,209.72	\$56,612.17
Allocation FY 06	\$32,118.88	\$88,731.05
Allocation FY 07	\$37,332.34	\$126,063.39
Allocation FY 08	\$39,960.94	\$166,024.33
Allocation FY 09	\$41,014.13	\$207,038.46
Transfer to Greene County	(\$20,000.00)	\$187,038.46
Allocation FY 10	\$46,988.56	\$234,027.02
Highway M Study	(\$14,399.22)	\$219,627.80
Elm Street Sidewalks	(\$1,998.24)	\$217,629.56
Cloverdale Lane Sidewalks	(\$795.68)	\$216,833.88
Rte FF, Greene Co, pavement improvements	(\$70,000.00)	\$146,833.88
Rte FF, Greene Co, pavement improvements	\$35,578.89	\$182,412.77
Projected Allocation FY 11	\$44,211.22	\$226,623.99
 Balance	 \$226,623.99	
 TOTAL AVAILABLE	 \$226,624	
Maximum Balance Allowed	\$132,634	
Need to obligate an additional	\$93,990	

STP-Urban Balance Based on Current Obligations

June 2011

Christian County

Allocation/Project	Amount	Running Balance
FY 03/04 Allocation	\$348,765.17	\$348,765.17
FY 05 Allocation	\$210,184.62	\$558,949.79
FY 06 Allocation	\$176,680.04	\$735,629.84
FY 07 Allocation	\$205,358.34	\$940,988.18
FY 08 Allocation	\$219,817.75	\$1,160,805.93
FY 09 Allocation	\$225,611.19	\$1,386,417.12
CC	(\$320,000.00)	\$1,066,417.12
FY 10 Allocation	\$258,475.42	\$1,324,892.53
FY 11 Projected Allocation	\$243,197.77	\$1,568,090.30
TOTAL AVAILABLE	\$1,568,090.30	
MoDOT Cost Shares		
CC/65	(\$2,300,000.00)	
Total Available after MoDOT Cost Shares	(\$676,833.58)	
Maximum Balance Allowed	\$630,553.87	
Need to obligate an additional		0

STP-Urban Balance Based on Current Obligations

June 2011

Greene County

Allocation/ Project	Amount	Running Balance
Small Urban Remaining Funds	\$344,278.68	\$344,278.68
Allocation FY 03 & 04	\$1,399,042.73	\$1,743,321.41
Allocation FY 05	\$843,138.29	\$2,586,459.70
Transfer from City of Battlefield	\$45,000.00	\$2,631,459.70
Allocation FY 06	\$708,737.42	\$3,340,197.12
Allocation FY 07	\$823,778.07	\$4,163,975.19
Allocation FY 08	\$881,780.76	\$5,045,755.95
Transfer from City of Springfield	\$43,450.00	\$5,089,205.95
Scenic Avenue Sidewalks	(\$74,642.40)	\$5,014,563.55
Scenic Avenue Sidewalks	\$18,089.16	\$5,032,652.71
JRF/Glenstone	(\$500,000.00)	\$4,532,652.71
Division Underground Tank Removal	(\$64,027.15)	\$4,468,625.56
Midfield Terminal Access Road	(\$1,000,000.00)	\$3,468,625.56
Glenstone (I-44 to Valley Water Mill)	(\$1,350,000.00)	\$2,118,625.56
Allocation FY 09	\$905,020.70	\$3,023,646.26
Transfer from City of Battlefield	\$20,000.00	\$3,043,646.26
Allocation FY 10	\$1,036,852.82	\$4,080,499.08
Campbell/Weaver	(\$124,524.56)	\$3,955,974.52
Campbell/Weaver	(\$1,328,793.88)	\$2,627,180.64
Scenic Avenue Sidewalks	(\$7,350.46)	\$2,619,830.18
Campbell/Weaver	\$164,058.91	\$2,783,889.09
James River Freeway & Rte 160 (Campbell Ave)	(\$1,000,000.00)	\$1,783,889.09
Projected Allocation FY 11	\$975,567.80	\$2,759,456.89
TOTAL AVAILABLE	\$2,759,456.89	
MoDOT Cost Shares		
Chestnut/65	(\$773,404.00)	
Battlefield/65	(\$500,000.00)	
Chestnut RR Overpass	(\$400,000.00)	
Total Available after MoDOT Cost Shares	\$1,086,052.89	
Maximum Balance Allowed	\$3,110,558.45	
Need to obligate an additional		0

STP-Urban Balance Based on Current Obligations

June 2011

City of Nixa

Allocation/ Project	Amount	Running Balance
Allocation FY 03 & 04	\$315,253.93	\$315,253.93
Allocation FY 05	\$189,988.95	\$505,242.87
Allocation FY 06	\$159,703.67	\$664,946.54
CC Realignment	(\$236,800.00)	\$428,146.54
Main Street	(\$53,822.02)	\$374,324.52
Allocation FY 07	\$185,626.40	\$559,950.93
Allocation FY 08	\$198,696.47	\$758,647.39
Gregg/14	(\$38,133.92)	\$720,513.47
Allocation FY 09	\$203,933.25	\$924,446.72
Northview	(\$17,386.10)	\$907,060.62
Allocation FY 10	\$233,639.70	\$1,140,700.32
Gregg/14	(\$54,780.00)	\$1,085,920.32
Northview	(\$89,798.40)	\$996,121.92
Projected Allocation FY 11	\$219,830.01	\$1,215,951.93
 TOTAL AVAILABLE	 \$1,215,951.93	

MoDOT Cost Shares

Total Available after MoDOT Cost Shares
Maximum Balance Allowed
Need to obligate an additional

STP-Urban Balance Based on Current Obligations

June 2011

City of Ozark

Allocation/ Project	Amount	Running Balance
Allocation FY 03 & 04	\$257,927.98	\$257,927.98
Allocation FY 05	\$155,441.25	\$413,369.23
Allocation FY 06	\$130,663.07	\$544,032.30
Allocation FY 07	\$151,872.00	\$695,904.29
Third Street/14	(\$132,800.00)	\$563,104.29
Allocation FY 08	\$162,565.39	\$725,669.69
17th Street Relocation	(\$244,800.00)	\$480,869.69
Roadway Prioritization	(\$14,681.60)	\$466,188.09
Roadway Prioritization	\$349.91	\$466,538.00
Allocation FY 09	\$166,849.91	\$633,387.91
Transportation Plan	(\$7,243.20)	\$626,144.71
Traffic Analysis	(\$6,821.60)	\$619,323.11
Allocation FY 10	\$191,154.53	\$810,477.64
Hwy 14 (Third St), Ozark	(\$56,192.80)	\$754,284.84
ARRA City of Ozark Trans Plan	\$7,243.20	\$761,528.04
Projected Allocation FY 11	\$179,856.00	\$941,384.04
Hwy 14 (Third St), Ozark - Streetscape	(\$72,962.40)	\$868,421.64
TOTAL AVAILABLE FY11	\$868,421.64	
 MoDOT Cost Shares		
Remaining Third Street	(\$844,807.20)	
Total Available after MoDOT Cost Shares	\$23,614.44	
Maximum Balance Allowed	\$573,463.58	
Need to obligate an additional	\$0.00	

STP-Urban Balance Based on Current Obligations

June 2011

City of Republic

Allocation/ Project	Amount	Running Balance
Small Urban FY10	\$33,087.65	\$33,087.65
Small Urban FY11	\$33,087.65	\$66,175.30
FY 11 Allocation	\$119,469.91	\$185,645.21
TOTAL AVAILABLE	\$185,645.21	
MoDOT Cost Shares		
Oakwood/60	-\$106,894.00	
Total Available after MoDOT Cost Shares	\$292,539.21	
Maximum Balance Allowed	\$457,672.67	
Need to obligate an additional	\$0.00	

STP-Urban Balance Based on Current Obligations

June 2011

City of Springfield

Allocation/ Project	Amount	Running Balance
Small Urban Balance	\$3,163,403.16	\$3,163,403.16
FY 03/04 Allocation	\$3,925,754.34	\$7,089,157.50
FY 05 Allocation	\$2,365,870.41	\$9,455,027.91
FY 06 Allocation	\$1,988,737.70	\$11,443,765.61
FY 07 Allocation	\$2,311,545.07	\$13,755,310.68
FY 08 Allocation	\$2,474,302.31	\$16,229,612.99
44/65	(\$74,000.00)	\$16,155,612.99
Chestnut/National	(\$20,056.73)	\$16,135,556.26
Chestnut/National	(\$948,888.79)	\$15,186,667.47
JRF/Glenstone	(\$2,103,741.90)	\$13,082,925.57
JRF/Glenstone	(\$446,611.27)	\$12,636,314.30
Midfield Terminal Access Road	(\$2,461,290.27)	\$10,175,024.03
Glenstone/Primrose	(\$134,432.60)	\$10,040,591.43
Midfield Terminal Access Road	\$1,069,858.00	\$11,110,449.43
Glenstone/Primrose	\$22,101.02	\$11,132,550.45
TMC Salaries	(\$112,000.00)	\$11,020,550.45
Weaver/Campbell	(\$124,524.56)	\$10,896,025.89
JRF/Glenstone	(\$946,611.27)	\$9,949,414.62
Midfield Terminal Access Road	(\$993,062.73)	\$8,956,351.89
Midfield Terminal Access Road	(\$508,570.80)	\$8,447,781.09
Transfer to Greene County	(\$43,450.00)	\$8,404,331.09
JRF/Glenstone (small urban credit)	\$1,071,135.83	\$9,475,466.92
Glenstone (I-44 to VW Mill)	(\$1,350,000.00)	\$8,125,466.92
FY 09 Allocation	\$2,539,514.24	\$10,664,981.16
TMC Salaries	(\$128,800.00)	\$10,536,181.16
Chestnut/National	(\$78,307.24)	\$10,457,873.92
TMC Salaries	(\$61,600.00)	\$10,396,273.92
Kansas/ Evergreen	(\$300,000.00)	\$10,096,273.92
Kansas/ Evergreen	\$19,036.04	\$10,115,309.96
National/JRF	(\$1,244,617.00)	\$8,870,692.96
13/44	(\$978,000.00)	\$7,892,692.96
Glenstone/Primrose	(\$312,694.65)	\$7,579,998.31
Kansas/ Evergreen	\$38,753.65	\$7,618,751.96
FY 10 Allocation	\$2,909,438.98	\$10,528,190.94
65	(\$7,570.99)	\$10,520,619.95
65	(\$1,061,000.00)	\$9,459,619.95
TMC Salaries	\$659.24	\$9,460,279.19
TMC Salaries	\$859.06	\$9,461,138.25
TMC Salaries	(\$228,000.00)	\$9,233,138.25
Campbell/Weaver	(\$1,328,793.88)	\$7,904,344.37
Campbell/Weaver	\$164,058.91	\$8,068,403.28
JRF/Campbell	(\$800,000.00)	\$7,268,403.28
Projected Allocation FY 11	\$2,737,471.45	\$10,005,874.73
Midfield Terminal Access Road	\$0.15	\$10,005,874.88
Midfield Terminal Access Road	(\$43,205.64)	\$9,962,669.24
Midfield Terminal Access Road	(\$59,268.28)	\$9,903,400.96
Glenstone Sidewalks	(\$106,000.00)	\$9,797,400.96
TMC Salaries	(\$276,000.00)	\$9,521,400.96

TOTAL AVAILABLE	\$9,521,400.96
<u>MoDOT Cost Shares</u>	
Chestnut/65	(\$1,016,122.00)
60/65 Enhancements	(\$100,000.00)
Battlefield/65	(\$2,795,436.00)
Chestnut RR Overpass	(\$2,325,663.00)
Total Available after MoDOT Cost Shares	\$3,284,179.96
Maximum Balance Allowed	\$8,212,414.34
Need to obligate an additional	\$0.00

STP-Urban Balance Based on Current Obligations

June 2011

City of Strafford

Allocation/ Project	Amount	Running Balance
FY 11 Allocation	\$ 33,068.26	\$ 33,068.26
MoDOT Cost Shares		
125/00	(\$63,775.00)	
Total Available after MoDOT Cost Shares:	(\$30,706.74)	
Maximum Balanced Allowed	99,204.78	
Need to obligate an additional	0	

STP-Urban Balance Based on Current Obligations

June 2011

City of Willard

<u>Allocation/ Project</u>	<u>Amount</u>	<u>Running Balance</u>
FY 11 Allocation	\$ 57,319.52	\$ 57,319.52

MPO Population Distribution

<u>Jurisdiction</u>	<u>2000 Population in MPO Area</u>	<u>Population in Urbanized Area</u>	<u>% of MPO Population</u>	<u>%of Urbanized Area Pop.</u>	<u>2010 Population in MPO Area</u>	<u>% of MPO Population</u>	<u>Percent Change</u>
Christian County	13488	13488	5.24%	5.53%	16196	5.23%	0.00%
Greene County	54106	54106	21.01%	22.17%	68934	22.28%	1.26%
Battlefield	2452	2452	0.95%	1.00%	5590	1.81%	0.85%
Nixa	12192	12192	4.73%	5.00%	19022	6.15%	1.41%
Ozark	9975	9975	3.87%	4.09%	17820	5.76%	1.88%
Republic	8461	0	3.29%	0.00%	14751	4.77%	1.48%
Springfield	151823	151823	58.96%	62.21%	159498	51.54%	-7.42%
Strafford	1834	0	0.71%	0.00%	2358	0.76%	0.05%
Willard	3179	0	1.23%	0.00%	5288	1.71%	0.47%
<i>Totals</i>	<i>257510</i>	<i>244036</i>	<i>100.00%</i>	<i>100.00%</i>	<i>309457</i>	<i>100.00%</i>	<i>0.00%</i>

STP Funding Allocation

<u>Jurisdiction</u>	FY 2003/2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	TOTAL
Christian County	\$ 348,765.17	\$ 210,184.62	\$ 176,680.04	\$ 205,358.34	\$ 219,817.75	\$ 225,611.19	\$ 1,386,417.12
Greene County	\$ 1,399,042.73	\$ 843,138.29	\$ 708,737.42	\$ 823,778.07	\$ 881,780.76	\$ 905,020.70	\$ 5,561,497.97
Battlefield	\$ 63,402.45	\$ 38,209.72	\$ 32,118.88	\$ 37,332.34	\$ 39,960.94	\$ 41,014.13	\$ 252,038.46
Nixa	\$ 315,253.93	\$ 189,988.95	\$ 159,703.67	\$ 185,626.40	\$ 198,696.47	\$ 203,933.25	\$ 1,253,202.66
Ozark	\$ 257,927.98	\$ 155,441.25	\$ 130,663.07	\$ 151,872.00	\$ 162,565.39	\$ 166,849.91	\$ 1,025,319.60
Republic	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Springfield	\$ 3,925,754.34	\$ 2,365,870.41	\$ 1,988,737.70	\$ 2,311,545.07	\$ 2,474,302.31	\$ 2,539,514.24	\$ 15,605,724.07
Strafford	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Willard	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Special Earmarks	\$ -	\$ -	\$ 184,224.00	\$ -	\$ -	\$ -	\$ 184,224.00
	\$ 6,310,146.59	\$ 3,802,833.24	\$ 3,380,864.78	\$ 3,715,512.23	\$ 3,977,123.62	\$ 4,081,943.43	\$ 25,268,423.89

	FY 2010	Projected 2011	Projected 2012
Christian County	\$ 258,475.42	\$ 243,197.77	\$ 224,687.41
Greene County	\$ 1,036,852.82	\$ 975,567.80	\$ 956,322.65
Battlefield	\$ 46,988.56	\$ 44,211.22	\$ 77,550.17
Nixa	\$ 233,639.70	\$ 219,830.01	\$ 263,892.56
Ozark	\$ 191,154.53	\$ 179,856.00	\$ 247,217.19
Republic	\$ -	\$ 119,469.91	\$ 171,553.24
Springfield	\$ 2,909,438.98	\$ 2,737,471.45	\$ 2,212,718.69
Strafford	\$ -	\$ 33,068.26	\$ 32,712.58
Willard	\$ -	\$ 57,319.52	\$ 73,360.52
Republic Small Urban	\$ -	\$ 33,087.65	\$ 33,087.65
	\$ 4,676,550.00	\$ 4,643,079.59	\$ 4,293,102.65

STP Urban Running Balance

			STP Balance	Bridge Balance	STP Expenditures	Bridge Expenditures	TOTAL Balance
FY 2003	STP	\$3,014,341.72			\$0.00		\$3,014,341.72
FY 2004	STP	\$3,295,804.87	\$6,310,146.59				
	Bridge	\$210,242.66		\$210,242.66			\$6,520,389.25
FY 2005	STP	\$3,386,706.24	\$9,696,852.83				
	Bridge	\$203,613.48		\$413,856.14			
			\$10,112,979.83		\$416,127.00		\$10,526,835.97
FY 2006	STP	\$3,380,864.78	\$13,493,844.61				
	Bridge	\$265,090.64		\$678,946.78			\$14,172,791.39
FY 2007	STP	\$3,715,512.23	\$17,209,356.84				
	Bridge	\$255,748.00		\$934,694.78			
					(\$20,056.73)		\$18,123,994.89
FY 2008	STP	\$3,977,123.62					\$22,101,118.51
	Bridge	\$297,860.03		1,232,554.81			\$22,398,978.54
	10/23/07 JRF/Glenstone		Springfield		(\$946,611.27)		\$21,452,367.27
	10/24/07 TMC Staff		Springfield		(\$112,000.00)		\$21,340,367.27
	11/8/07 Terminal Access Road		Springfield/Greene		(\$1,993,062.73)		\$19,347,304.54
	11/9/07 Terminal Access Road		Springfield/Greene		(\$2,461,290.27)		\$16,886,014.27
	12/21/07 Glenstone/Primrose		Springfield		(\$134,432.60)		\$16,751,581.67
	1/24/08 Terminal Access Road		Springfield/Greene		\$1,069,858.00		\$17,821,439.67
	2/15/08 Terminal Access Road		Springfield/Greene		(\$508,570.80)		\$17,312,868.87
	2/22/08 CC		Nixa		(\$236,800.00)		\$17,076,068.87
	2/29/08 Glenstone/Primrose		Springfield		\$22,101.02		\$17,098,169.89
	3/7/08 Campbell/Weaver		Springfield/Greene		(\$124,524.56)		\$16,973,645.33
	4/18/08 17th street/65		Ozark		(\$244,800.00)		\$16,728,845.33
	5/23/08 Scenic Sidewalks		Greene		(\$74,642.40)		\$16,654,202.93
	7/1/08 Roadway Prioritization		Ozark		(\$14,681.60)		\$16,639,521.33
	8/7/08 Main Street		Nixa		(\$53,822.02)		\$16,585,699.31
	8/7/08 Gregg/14		Nixa		(\$38,133.92)		\$16,547,565.39
	8/15/08 Scenic Sidewalks		Greene		\$18,089.16		\$16,565,654.55
	9/18/08 Glenstone (H)		Greene		(\$2,700,000.00)		\$13,865,654.55
FY 2009	STP	\$4,081,943.43	-\$1,751,380.56				\$17,947,597.98
	Bridge	\$299,406.62		1,531,961.43			\$18,247,004.60
	11/28/2008 TMC Salaries		Springfield		(\$128,800.00)		\$18,118,204.60
	11/28/2008 Chestnut and National		Springfield		(\$78,307.24)		\$18,039,897.36
	12/10/2008 Prioritization Study		Ozark		\$349.91		\$18,040,247.27
	1/8/2009 Lake Springfield Bridge					(\$780,000.00)	\$17,260,247.27
	3/13/2009 TMC Salaries		Springfield		(\$61,600.00)		\$17,198,647.27
	3/25/2009 Kansas/ Evergreen		Springfield		(\$300,000.00)		\$16,898,647.27
	5/1/2009 Kansas/ Evergreen		Springfield		\$19,036.04		\$16,917,683.31
	6/18/2009 National/JRF		Springfield		(\$1,244,617.00)		\$15,673,066.31
	7/9/2009 Northview Road		Nixa		(\$17,386.10)		\$15,655,680.21
	7/9/2009 Glenstone/Primrose		Springfield		(\$312,694.65)		\$15,342,985.56
	8/21/2009 13/44		Springfield		(\$978,000.00)		\$14,364,985.56
	9/17/2009 CC Study		Christian County		(\$320,000.00)		\$14,044,985.56
	9/3/2009 Traffic Analysis		Ozark		(\$6,821.60)		\$14,038,163.96
	9/5/2009 Kansas/ Evergreen		Springfield		\$38,753.65		\$14,076,917.61
	9/22/2009 Master Transportation Plan		Ozark		(\$7,243.20)		\$14,069,674.41
FY 2010	STP	\$4,676,550.00					\$18,746,224.41
	Bridge	\$334,873.00		1,086,834.43			\$19,081,097.41
	2010 65				(\$7,570.99)		\$19,073,526.42
	2010 65				(\$1,061,000.00)		\$18,012,526.42
	2010 TMC Salaries				\$659.24		\$18,013,185.66
	2010 TMC Salaries				\$859.06		\$18,014,044.72
	2010 TMC Salaries				(\$228,000.00)		\$17,786,044.72
	2010 160/ Weaver				(\$2,657,587.76)		\$15,128,456.96
	2010 Highway M Battlefield				(\$14,399.22)		\$15,114,057.74
	2010 Scenic Sidewalks				(\$7,350.46)		\$15,106,707.28
	2010 Battlefield Elm Street Sidewalks				(\$1,998.24)		\$15,104,709.04
	2010 Cloverdale Lane Sidewalks				(\$795.68)		\$15,103,913.36
	2010 HWY 14 (THIRD ST), OZARK-STREETSCAPE FOR 3RD STREET PROJECT				(\$56,192.80)		\$15,047,720.56
	2010 RT 160 & WEAVER RD, SPRINGFIELD-RDWAY REALIGNMENT & INTERSECTION IMPROVEMEN				\$328,117.82		\$15,375,838.38
	2010 RTE FF, GREENE CO, PAVEMENT IMPROVEMENTS FROM S/O WEAVER RD TO END OF ROUTE				(\$70,000.00)		\$15,305,838.38
	2010 RTE 160, GREENE CO, IMPROVE INTERCHANGE SAFETY & CAPACITY AT JAMES RIVER FREEW				(\$1,800,000.00)		\$13,505,838.38
	2010 ARRA CITY OF OZARK TRANS PLAN FOR PRELIM SCOPING OF TRANSPORTATION PROJTS IN C				\$7,243.20		\$13,513,081.58
FY 2011	STP	\$4,609,991.94					\$18,123,073.52
	Bridge	\$312,638.26		1,399,472.69			\$18,435,711.78
	ROUTE 14 & GREGG ROAD INTERSECTION IMPROVEMENTS, CITY OF NIXA.				(\$54,780.00)		\$18,380,931.78
	AIRPORT BLVD, SPGFD/BRANSON NAT'L AIRPORT, GREENE CO--CONSTRUCT RDWY CONNEC				\$0.15		\$18,380,931.93
	AIRPORT BLVD, SPGFD/BRANSON NAT'L AIRPORT, GREENE CO--CONSTRUCT RDWY CONNEC				(\$43,205.64)		\$18,337,726.29
	AIRPORT BLVD, SPGFD/BRANSON NAT'L AIRPORT, GREENE CO--CONSTRUCT RDWY CONNEC				(\$59,268.28)		\$18,278,458.01
	HWY 14 (THIRD ST), OZARK-STREETSCAPE FOR 3RD STREET PROJECT INCLUDING JACKSON I				(\$72,962.40)		\$18,205,495.61
	CITY OF NIXA-STREET WIDENING, GRADING AND STORM SEWER IMPROVEMENTS ON NOR				(\$89,798.40)		\$18,115,697.21
	RTE 65, GREENE CO, PEDESTRIAN ACCOMMODATIONS ON BUS 65/LOOP 44 (GLENSTONE A)				(\$106,000.00)		\$18,009,697.21
	RTE FF, GREENE CO, PAVEMENT IMPROVEMENTS FROM S/O WEAVER RD TO END OF ROUTE				\$35,578.89		\$18,045,276.10
	CITY OF SPRINGFIELD, SALARIES OF ENGINEERS THAT OPERATE AND MANAGE THE TRANPO				(\$276,000.00)		\$17,769,276.10

TOTAL STP-U Balance is **\$16,369,803.84** (\$17,769,276.10 -\$1,399,472.26 bridge balance)

Note STP Urban Suballocations adjusted to add back in the 05 and 07 STP-Expenditures. As the projects are unknown and cannot be subtracted from a single jurisdiction.

Surface Transportation Program (STP)

Springfield Urban Area

Prepared by Doug Hood, MoDOT Central Office

		<u>Apportionments</u>	<u>Available (OL)</u>
Balance as of September 30, 2009		\$11,058,358.00	\$13,317,713.00
Fiscal Year 2010 Apportionment (actual OL percentage was 98.8%)		\$4,733,350.00	\$4,676,550.00
Restoration of SAFETEA-LU Rescission		\$3,517,877.00	
Fiscal Year 2010 Obligations:			
0652(058)	Route 65, Greene County, J8P0789	-\$7,570.99	-\$7,570.99
0652(067)	Route 65, Greene County, J8P0880	-\$1,061,000.00	-\$1,061,000.00
5905(804)	City of Springfield, TMC	\$659.24	\$659.24
5905(805)	City of Springfield, TMC	\$859.06	\$859.06
5905(806)	City of Springfield, TMC	-\$228,000.00	-\$228,000.00
5907(801)	Route 160 and Weaver Road, Greene County, J8S0758	-\$2,657,587.76	-\$2,657,587.76
5916(806)	City of Battlefield, Highway M Corridor Study	-\$14,399.22	-\$14,399.22
9900(846)	Scenic Avenue Sidewalk Extension	-\$7,350.46	-\$7,350.46
9900(866)	City of Battlefield, Elm Street Sidewalks	-\$1,998.24	-\$1,998.24
9900(867)	City of Battlefield, Cloverdale Lane Sidewalks	-\$795.68	-\$795.68
9900824	HWY 14 (THIRD ST), OZARK--STREETSCAPE FOR 3RD STREET PROJECT INCLUDING JACKSON & CHURCH STREET INTERSE	-\$56,192.80	-\$56,192.80
5907801	RT 160 & WEAVER RD, SPRINGFIELD--RDWY REALIGNMENT & INTERSECTION IMPROVEMENTS	\$328,117.82	\$328,117.82
S959003	RTE FF, GREENE CO, PAVEMENT IMPROVEMENTS FROM S/O WEAVER RD TO END OF ROUTE, 2.976 MI	-\$70,000.00	-\$70,000.00
0602068	RTE 160, GREENE CO, IMPROVE INTERCHANGE SAFETY & CAPACITY AT JAMES RIVER FREEWAY & RTE 160 (CAMPBELL A	-\$1,800,000.00	-\$1,800,000.00
ES08007	ARRA CITY OF OZARK TRANS PLAN FOR PRELIM SCOPING OF TRANSPORTATION PROJTS IN CITY LIMITS; DESCRIBED IN #	\$7,243.20	\$7,243.20
Balance as of September 30, 2010		\$13,741,569.17	\$12,426,247.17
Fiscal Year 2011 Apportionment		\$4,997,823.00	\$4,609,991.94
<u>Fiscal Year 2011 Obligations (through June 30, 2011):</u>			
9900869	ROUTE 14 & GREGG ROAD INTERSECTION IMPROVEMENTS, CITY OF NIXA.	-\$54,780.00	-\$54,780.00
2661009	AIRPORT BLVD, SPGFD/BRANSON NAT'L AIRPORT, GREENE CO--CONSTRUCT RDWY CONNECT TO SERVE MIDFIELD TER	\$0.15	\$0.15
2661009	AIRPORT BLVD, SPGFD/BRANSON NAT'L AIRPORT, GREENE CO--CONSTRUCT RDWY CONNECT TO SERVE MIDFIELD TER	-\$43,205.64	-\$43,205.64
2661009	AIRPORT BLVD, SPGFD/BRANSON NAT'L AIRPORT, GREENE CO--CONSTRUCT RDWY CONNECT TO SERVE MIDFIELD TER	-\$59,268.28	-\$59,268.28
9900824	HWY 14 (THIRD ST), OZARK--STREETSCAPE FOR 3RD STREET PROJECT INCLUDING JACKSON & CHURCH STREET INTERSE	-\$72,962.40	-\$72,962.40
9900861	CITY OF NIXA--STREET WIDENING, GRADING AND STORM SEWER IMPROVEMENTS ON NORTHVIEW ROAD.	-\$89,798.40	-\$89,798.40
0652069	RTE 65, GREENE CO, PEDESTRIAN ACCOMMODATIONS ON BUS 65/LOOP 44 (GLENSTONE AVE), 1.296 MI	-\$106,000.00	-\$106,000.00
S959003	RTE FF, GREENE CO, PAVEMENT IMPROVEMENTS FROM S/O WEAVER RD TO END OF ROUTE, 2.976 MI	\$35,578.89	\$35,578.89
5938801	CITY OF SPRINGFIELD, SALARIES OF ENGINEERS THAT OPERATE AND MANAGE THE TRANPORTATION MANAGEMENT CE	-\$276,000.00	-\$276,000.00
Balance as of June 30, 2011		<u><u>\$18,072,956.49</u></u>	<u><u>\$16,369,803.43</u></u>

Highway Bridge Program (BRM)

Springfield Urban Area

Prepared by Doug Hood, MoDOT Central Office

	<u>Apportionments</u>	<u>Available (OL)</u>
Balance as of September 30, 2009	\$845,400.00	\$751,961.00
Fiscal Year 2010 Apportionment (actual OL percentage was 98.8%)	\$338,940.00	\$334,873.00
Restoration of SAFETEA-LU Rescission	\$0.00	
Fiscal Year 2010 Obligations: No Obligations	\$0.00	0
Balance as of September 30, 2010	\$1,184,340.00	\$1,086,834.00
Fiscal Year 2011 Apportionment	\$338,940.00	\$312,638.26
Fiscal Year 2011 Obligations (through June 30, 2011): No Obligations	\$0.00	\$0.00
Balance as of June 30, 2011	<u>\$1,523,280.00</u>	<u>\$1,399,472.26</u>

TAB 3

BOARD OF DIRECTORS AGENDA 08/18/11; ITEM II.B.

Financial Statements for 4th Quarter Fiscal Year 2011

Ozarks Transportation Organization (Metropolitan Planning Organization)

AGENDA DESCRIPTION:

Included for consideration is the cumulative fiscal year, through the end of the fourth quarter, financial statements for FY 2011. This period includes July 1, 2010 through June 30, 2011. The reports included are the *Profit and Loss Statement*, *Balance Sheet*, and *OTO Quarterly Expenditures Statement* (categorized to match the approved Unified Planning Work Program Budget). During this period, revenues exceeded expenditures in the amount of \$79,318.20.

OTO ended the Fiscal Year \$318,375.09 under budget. This was due in part to staff vacancies during the fiscal year. Also, several projects such as the Fixed Route Transit Analysis, Travel Time Runs, and Statewide Passenger Rail Study were not completed in the fiscal year. Expenses from these projects have been reprogrammed into the 2012 Fiscal Year Budget.

The OTO was able to utilize \$14,530.95 of In-Kind Match Income during the fourth 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 Financial Statements for the Fiscal Year 2011”

OR

“Move to return to staff the Financial Statements for the Fiscal Year 2011 in order to
_____”

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08/11/11
Cash Basis

Ozarks Transportation Organization

Profit & Loss

July 2010 through June 2011

	Jul '10 - Jun 11
Ordinary Income/Expense	
Income	
Interest Income	1,217.82
Other Types of Income	
Consolidated Planning Grant CPG	341,263.76
In-Kind Match, Donated Direct C	25,056.35
Miscellaneous Revenue	500.00
Total Other Types of Income	366,820.11
Program Income	
Local Jurisdiction Match Funds	121,649.05
Total Program Income	121,649.05
Total Income	489,686.98
Expense	
Board of Director Insurance	1,845.00
Business Expenses	
Business Registration Fees	835.00
Membership Dues	3,792.78
Total Business Expenses	4,627.78
Contract Services	
Payroll Company Fee	2,447.65
Travel Model Consultant	2,200.00
Total Contract Services	4,647.65
Facilities and Equipment	
Building Rental	13,129.00
Copy Machine Lease	3,123.54
Total Facilities and Equipment	16,252.54
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	13,412.20
Donated Ride Share Advertising	5,644.00
Member Attendance at Meetings	6,000.15
Total In-Kind Match Expense	25,056.35
Operations	
Advertising	2,647.72
Audit	3,600.00
Computer Software	208.89
Computer Upgrades	2,462.29
Data Storage/Backup	2,034.45
Food Supplies	2,227.48
GIS Maintenance	4,500.00
Infill Costs	1,375.00
IT Maintenance Contract	9,480.00
Mileage	1,246.85
Office Supplies/Furniture	6,648.86
Postage	2,501.32
Printing	7,530.09
Publications	222.63
Rideshare Software/Materials	14,162.18
Telephone	4,513.81
Training	1,130.00
Total Operations	66,491.57
Other Types of Expenses	
Insurance - Liability	881.00
Mobile Data Plans	1,128.71
Workmen's Compensation Ins	1,165.00
Total Other Types of Expenses	3,174.71

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Cash Basis

Ozarks Transportation Organization
Profit & Loss
July 2010 through June 2011

	<u>Jul '10 - Jun 11</u>
Salaries	
Payroll Tax Expense	19,149.09
SEP-IRA Contribution	25,303.19
Salaries - Other	<u>230,821.47</u>
Total Salaries	<u>275,273.75</u>
Travel	
Hotel	5,287.43
Meals	1,164.21
Phone	9.95
Registration	1,804.00
Transportation	4,355.84
Travel Miscellaneous	<u>378.00</u>
Total Travel	<u>12,999.43</u>
Total Expense	<u>410,368.78</u>
Net Ordinary Income	<u>79,318.20</u>
Net Income	<u><u>79,318.20</u></u>

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Cash Basis

Ozarks Transportation Organization
Balance Sheet
As of June 30, 2011

	<u>Jun 30, 11</u>
ASSETS	
Current Assets	
Checking/Savings	
Great Southern Bank	150,632.55
Total Checking/Savings	<u>150,632.55</u>
Total Current Assets	<u>150,632.55</u>
TOTAL ASSETS	<u>150,632.55</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Credit Cards	
US Bank Purchasing Card	2,119.07
Total Credit Cards	<u>2,119.07</u>
Other Current Liabilities	
Dependent FSA - Employee 002	-187.50
Dependent FSA - Employee 003	227.47
Employee Overage/Shortage	-9.10
Health FSA - Employee 003	-1,160.11
Health FSA - Employee 004	314.80
Total Other Current Liabilities	<u>-814.44</u>
Total Current Liabilities	<u>1,304.63</u>
Total Liabilities	1,304.63
Equity	
Unrestricted Net Assets	70,009.72
Net Income	79,318.20
Total Equity	<u>149,327.92</u>
TOTAL LIABILITIES & EQUITY	<u>150,632.55</u>

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08/11/11

Cash Basis

Ozarks Transportation Organization Profit & Loss Budget vs. Actual July 2010 through June 2011

	Jul '10 - Jun 11	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
Interest Income	1,217.82			
Other Types of Income				
City Utilites Match	0.00	14,000.00	-14,000.00	0.0%
Consolidated Planning Grant CPG	341,263.76	582,995.09	-241,731.33	58.5%
In-Kind Match, Donated Direct C	25,056.35	28,429.00	-3,372.65	88.1%
Miscellaneous Revenue	500.00			
Total Other Types of Income	366,820.11	625,424.09	-258,603.98	58.7%
Program Income				
Local Jurisdiction Match Funds	121,649.05	103,319.78	18,329.27	117.7%
Total Program Income	121,649.05	103,319.78	18,329.27	117.7%
Total Income	489,686.98	728,743.87	-239,056.89	67.2%
Expense				
Board of Director Insurance	1,845.00	3,000.00	-1,155.00	61.5%
Business Expenses				
Business Registration Fees	835.00			
Membership Dues	3,792.78	3,700.00	92.78	102.5%
Total Business Expenses	4,627.78	3,700.00	927.78	125.1%
Contract Services				
Accounting Services	0.00	6,000.00	-6,000.00	0.0%
Legal Fees	0.00	4,000.00	-4,000.00	0.0%
Payroll Company Fee	2,447.65	2,000.00	447.65	122.4%
Travel Model Consultant	2,200.00	50,000.00	-47,800.00	4.4%
Total Contract Services	4,647.65	62,000.00	-57,352.35	7.5%
Facilities and Equipment				
Building Rental	13,129.00	11,964.00	1,165.00	109.7%
Copy Machine Lease	3,123.54	2,650.00	473.54	117.9%
Total Facilities and Equipment	16,252.54	14,614.00	1,638.54	111.2%
Fixed Route Transit Analysis	0.00	70,000.00	-70,000.00	0.0%
In-Kind Match Expense				
Direct Cost - MoDOT Salaries	13,412.20	15,429.00	-2,016.80	86.9%
Donated Ride Share Advertising	5,644.00	5,000.00	644.00	112.9%
Member Attendance at Meetings	6,000.15	8,000.00	-1,999.85	75.0%
Total In-Kind Match Expense	25,056.35	28,429.00	-3,372.65	88.1%

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Cash Basis

Ozarks Transportation Organization

Profit & Loss Budget vs. Actual

July 2010 through June 2011

	Jul '10 - Jun 11	Budget	\$ Over Budget	% of Budget
Operations				
Advertising	2,647.72	5,380.00	-2,732.28	49.2%
Audit	3,600.00	7,000.00	-3,400.00	51.4%
Computer Software	208.89	5,000.00	-4,791.11	4.2%
Computer Upgrades	2,462.29	4,000.00	-1,537.71	61.6%
Data Storage/Backup	2,034.45	1,200.00	834.45	169.5%
Food Supplies	2,227.48	3,000.00	-772.52	74.2%
GIS Maintenance	4,500.00	8,000.00	-3,500.00	56.3%
Infill Costs	1,375.00	1,375.00	0.00	100.0%
IT Maintenance Contract	9,480.00	10,000.00	-520.00	94.8%
Mileage	1,246.85	2,000.00	-753.15	62.3%
Office Equip Repair	0.00	500.00	-500.00	0.0%
Office Supplies/Furniture	6,648.86	10,500.00	-3,851.14	63.3%
Parking	0.00	3,000.00	-3,000.00	0.0%
Postage	2,501.32	4,000.00	-1,498.68	62.5%
Printing	7,530.09	21,000.00	-13,469.91	35.9%
Publications	222.63	1,000.00	-777.37	22.3%
Rideshare Software/Materials	14,162.18	15,000.00	-837.82	94.4%
Telephone	4,513.81	4,500.00	13.81	100.3%
TIP Software	0.00	25,000.00	-25,000.00	0.0%
Training	1,130.00	5,800.00	-4,670.00	19.5%
Web Hosting	0.00	500.00	-500.00	0.0%
Total Operations	66,491.57	137,755.00	-71,263.43	48.3%
Other Types of Expenses				
Insurance - Liability	881.00	1,000.00	-119.00	88.1%
Mobile Data Plans	1,128.71	1,620.00	-491.29	69.7%
Workmen's Compensation Ins	1,165.00	1,112.00	53.00	104.8%
Total Other Types of Expenses	3,174.71	3,732.00	-557.29	85.1%
Salaries				
Payroll Tax Expense	19,149.09			
SEP-IRA Contribution	25,303.19			
Salaries - Other	230,821.47	351,012.87	-120,191.40	65.8%
Total Salaries	275,273.75	351,012.87	-75,739.12	78.4%
Statewide Passenger Rail Study	0.00	20,000.00	-20,000.00	0.0%
Travel				
Hotel	5,287.43			
Meals	1,164.21			
Phone	9.95			
Registration	1,804.00			
Transportation	4,355.84			
Travel Miscellaneous	378.00			
Travel - Other	0.00	14,501.00	-14,501.00	0.0%
Total Travel	12,999.43	14,501.00	-1,501.57	89.6%

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Cash Basis

Ozarks Transportation Organization
Profit & Loss Budget vs. Actual
July 2010 through June 2011

	Jul '10 - Jun 11	Budget	\$ Over Budget	% of Budget
Travel Time Runs	0.00	20,000.00	-20,000.00	0.0%
Total Expense	410,368.78	728,743.87	-318,375.09	56.3%
Net Ordinary Income	79,318.20	0.00	79,318.20	100.0%
Net Income	79,318.20	0.00	79,318.20	100.0%

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Cash Basis

Ozarks Transportation Organization
Profit & Loss
April through June 2011

	Apr - Jun 11
Ordinary Income/Expense	
Income	
Interest Income	288.85
Other Types of Income	
Consolidated Planning Grant CPG	83,268.25
In-Kind Match, Donated Direct C	14,530.95
Total Other Types of Income	97,799.20
Program Income	
Local Jurisdiction Match Funds	1,384.98
Total Program Income	1,384.98
Total Income	99,473.03
Expense	
Business Expenses	
Membership Dues	283.75
Total Business Expenses	283.75
Contract Services	
Payroll Company Fee	456.65
Travel Model Consultant	1,100.00
Total Contract Services	1,556.65
Facilities and Equipment	
Building Rental	2,991.00
Copy Machine Lease	662.52
Total Facilities and Equipment	3,653.52
In-Kind Match Expense	
Direct Cost - MoDOT Salaries	11,905.85
Donated Ride Share Advertising	996.00
Member Attendance at Meetings	1,629.10
Total In-Kind Match Expense	14,530.95
Operations	
Computer Software	208.89
Data Storage/Backup	706.20
Food Supplies	604.35
GIS Maintenance	4,500.00
Mileage	407.00
Office Supplies/Furniture	2,030.93
Postage	670.41
Printing	1,471.10
Publications	80.41
Rideshare Software/Materials	4,633.36
Telephone	1,107.08
Training	510.00
Total Operations	16,929.73
Other Types of Expenses	
Mobile Data Plans	173.86
Workmen's Compensation Ins	1,165.00
Total Other Types of Expenses	1,338.86
Salaries	
Payroll Tax Expense	4,292.50
SEP-IRA Contribution	5,272.02
Salaries - Other	52,472.44
Total Salaries	62,036.96

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08/11/11
Cash Basis

Ozarks Transportation Organization
Profit & Loss
April through June 2011

	Apr - Jun 11
Travel	
Hotel	2,100.62
Meals	413.49
Phone	9.95
Registration	235.00
Transportation	1,278.61
Travel Miscellaneous	102.00
Total Travel	4,139.67
Total Expense	104,470.09
Net Ordinary Income	-4,997.06
Net Income	-4,997.06

Ozarks Transportation Organization
July 2010 Through June 2011

	Budgeted Amount	July	August	September	October	November	December	January	February	March	April	May	June	YTD	Remaining
Salaries & Fringe	\$351,012.87	\$28,982.73	\$25,168.30	\$42,145.84	\$17,631.55	\$17,613.10	\$17,613.12	\$18,307.96	\$18,213.09	\$29,126.27	\$19,729.18	\$19,875.26	\$22,432.52	\$276,838.92	\$74,173.95
Springfield Contract for Staff & Services	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$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	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$25,000.00
Rideshare Software/Materials	\$15,000.00	\$150.00	\$0.00	\$0.00	\$1,703.82	\$0.00	\$0.00	\$0.00	\$7,800.00	\$25.00	\$525.16	\$0.00	\$4,108.20	\$14,312.18	\$687.82
Publications	\$1,000.00	\$43.96	\$0.00	\$0.00	\$98.26	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$22.11	\$58.30	\$222.63	\$777.37
Office Supplies/Furniture	\$10,500.00	\$93.95	\$221.02	\$1,143.01	\$244.23	\$304.60	\$257.91	(\$2.32)	\$1,908.38	\$447.15	\$9.30	\$621.23	\$1,400.40	\$6,648.86	\$3,851.14
Mapping	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Training	\$5,800.00	\$21.00	\$0.00	\$516.00	\$0.00	\$0.00	\$0.00	\$0.00	\$83.00	\$0.00	\$15.00	\$0.00	\$495.00	\$1,130.00	\$4,670.00
Travel	\$14,501.00	\$6.00	\$1,725.55	\$1,011.08	\$1,538.81	\$886.91	\$0.00	\$35.37	\$2,237.77	\$520.80	\$2,636.63	\$715.80	\$787.24	\$12,101.96	\$2,399.04
Dues	\$3,700.00	\$180.00	\$376.00	\$625.00	\$0.00	\$0.00	\$1,799.03	\$535.00	\$594.00	\$235.00	\$268.75	\$0.00	\$15.00	\$4,627.78	(\$927.78)
Postage	\$4,000.00	\$128.12	\$461.25	\$29.24	\$21.25	\$521.25	\$29.24	\$21.25	\$586.33	\$32.98	\$24.99	\$612.44	\$32.98	\$2,501.32	\$1,498.68
Telephone	\$4,500.00	\$360.27	\$521.65	\$521.65	\$0.00	\$367.53	\$552.89	\$158.35	\$571.72	\$359.10	\$166.76	\$569.01	\$371.53	\$4,520.46	(\$20.46)
Advertising	\$5,380.00	\$0.00	\$1,897.72	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$250.00	\$0.00	\$0.00	\$0.00	\$2,647.72	\$2,732.28
Printing	\$21,000.00	\$2,615.61	\$1,143.91	\$828.30	\$42.99	\$352.68	\$0.00	\$0.00	\$968.69	\$106.81	\$0.00	\$0.00	\$1,471.10	\$7,530.09	\$13,469.91
Food	\$3,000.00	\$40.19	\$377.00	\$76.00	\$281.20	\$115.86	\$334.00	\$0.00	\$292.25	\$106.63	\$292.27	\$3.64	\$312.08	\$2,231.12	\$768.88
Computer Upgrades	\$4,000.00	\$0.00	\$2,462.29	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,462.29	\$1,537.71
Software	\$5,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$208.89	\$208.89	\$4,791.11
GIS Maintenance	\$8,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,500.00	\$0.00	\$4,500.00	\$3,500.00
Rent	\$11,964.00	\$997.00	\$30.00	\$2,444.00	\$125.00	\$1,012.00	\$2,024.00	\$15.00	\$2,494.00	\$1,217.84	\$0.00	\$1,994.00	\$997.00	\$13,349.84	(\$1,385.84)
Mileage/Auto Allowance	\$2,000.00	\$38.50	\$3.00	\$179.00	\$33.25	\$70.50	\$38.50	\$23.20	\$358.53	\$95.37	\$130.31	\$168.57	\$108.12	\$1,246.85	\$753.15
Copy Machine Lease	\$2,650.00	\$220.84	\$694.30	\$0.00	\$220.84	\$220.84	\$220.84	\$220.84	\$441.68	\$0.00	\$0.00	\$220.84	\$441.68	\$2,902.70	(\$252.70)
Parking	\$3,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,000.00
Aerial Photos	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Travel Model Consultant	\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,100.00	\$0.00	\$1,100.00	\$0.00	\$2,200.00	\$47,800.00
Liability Insurance	\$1,000.00	\$881.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$881.00	\$119.00
Legal Fees	\$4,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$4,000.00
Payroll Services	\$2,000.00	\$0.00	\$171.10	\$194.10	\$120.80	\$120.80	\$120.80	\$267.30	\$120.80	\$222.60	\$122.85	\$124.90	\$208.90	\$1,794.95	\$205.05
Audit-City	\$7,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,600.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,600.00	\$3,400.00
Infill Costs	\$1,375.00	\$1,375.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,375.00	\$0.00
Accounting Services	\$6,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$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	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$500.00
Workers Comp	\$1,112.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,165.00	\$0.00	\$1,165.00	(\$53.00)
Web Hosting	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$500.00
Data Storage/Backup	\$1,200.00	\$103.95	\$135.30	\$133.65	\$138.60	\$146.85	\$146.85	\$153.45	\$153.45	\$216.15	\$224.40	\$232.65	\$249.15	\$2,034.45	(\$834.45)
IT Maintenance Contract	\$10,000.00	\$0.00	\$9,480.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,480.00	\$520.00
Mobile Data Plans	\$1,620.00	\$114.50	\$114.34	\$213.95	\$0.00	\$84.40	\$86.38	\$84.88	\$85.18	\$171.22	\$0.00	\$88.43	\$85.43	\$1,128.71	\$491.29
Fixed Route Transit Analysis	\$70,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$70,000.00
Board of Director Insurance	\$3,000.00	\$0.00	\$0.00	\$1,845.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,845.00	\$1,155.00
Travel Time Runs and Traffic Counts	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,000.00
Statewide Passenger Rail Study (OTO Portion)	\$20,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$20,000.00
Total	\$700,314.87	\$36,352.62	\$44,982.73	\$52,405.82	\$22,200.60	\$21,817.32	\$23,223.56	\$23,420.28	\$36,908.87	\$34,232.92	\$24,145.60	\$32,013.88	\$33,783.52	\$385,487.72	\$294,827.15

	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	\$696.20	\$421.31	\$757.40	\$348.62	\$282.46	\$648.75	\$422.23	\$340.07	\$454.01	\$380.97	\$528.06	\$720.07	\$6,000.15	\$1,999.85
Direct Cost - MoDOT Salaries	\$15,429.00	\$0.00	\$0.00	\$0.00	\$1,506.35	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,337.51	\$568.34	\$13,412.20	\$2,016.80
Donated Ride Share Advertising	\$5,000.00	\$664.00	\$332.00	\$996.00	\$664.00	\$664.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00	\$332.00	\$5,644.00	(\$644.00)
Total In-Kind Match, Direct Cost Donated	\$28,429.00	\$1,360.20	\$753.31	\$1,753.40	\$2,518.97	\$946.46	\$980.75	\$754.23	\$672.07	\$786.01	\$712.97	\$12,197.57	\$1,620.41	\$25,056.35	\$3,372.65

Total Expenditures Plus In-Kind Match	\$728,743.87	\$37,712.82	\$45,736.04	\$54,159.22	\$24,719.57	\$22,763.78	\$24,204.31	\$24,174.51	\$37,580.94	\$35,018.93	\$24,858.57	\$44,211.45	\$35,403.93	\$410,544.07	\$318,199.80
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Minus Non Reimbursable Expenses	\$0.00	\$0.00	\$0.00	\$500.00	\$0.00	\$680.36	\$100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3.64	\$0.00	\$0.00	\$0.00
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*Meeting to discuss Transportation Issues - S. Edwards reimbursed charges.

Adjusted Total Expenditures Plus In-Kind Match	\$728,743.87	\$37,712.82	\$45,736.04	\$53,659.22	\$24,719.57	\$22,083.42	\$24,104.31	\$24,174.51	\$37,580.94	\$35,018.93	\$24,858.57	\$44,207.81	\$35,403.93	\$410,544.07	\$318,199.80
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Ozarks Transportation Organization
Breakdown by Task Item

Breakdown by Task Item

Task Item	FY 2011	2011%	July	August	September	October	November	December	January	February	March	April	May	June
10/ADMIN. MONTH CUMULATIVE	\$115,870.00	15.90%	\$5,996.32	\$7,272.01	\$8,531.79	\$3,930.40	\$3,511.25	\$3,832.58	\$3,843.74	\$5,975.35	\$5,568.00	\$3,952.50	\$7,029.02	\$5,629.21
TASK ITEM 20/COMM SUPPORT MONTH CUMULATIVE	\$92,639.00	12.71%	\$4,794.11	\$5,814.03	\$6,821.24	\$3,142.39	\$2,807.28	\$3,064.18	\$3,073.10	\$4,777.34	\$4,451.66	\$3,160.06	\$5,619.76	\$4,500.60
TASK ITEM 30/GEN PLAN MONTH CUMULATIVE	\$199,173.00	27.33%	\$10,307.29	\$12,500.12	\$14,665.60	\$6,756.10	\$6,035.62	\$6,587.95	\$6,607.13	\$10,271.25	\$9,571.02	\$6,794.09	\$12,082.44	\$9,676.25
TASK ITEM 40/TIP MONTH CUMULATIVE	\$105,824.00	14.52%	\$5,476.44	\$6,641.52	\$7,792.08	\$3,589.63	\$3,206.83	\$3,500.29	\$3,510.48	\$5,457.29	\$5,085.25	\$3,609.82	\$6,419.60	\$5,141.15
TASK ITEM 50/RIDESHARE MONTH CUMULATIVE	\$40,930.00	5.62%	\$2,118.15	\$2,568.77	\$3,013.78	\$1,388.38	\$1,240.32	\$1,353.82	\$1,357.76	\$2,110.74	\$1,966.84	\$1,396.18	\$2,482.94	\$1,988.47
TASK ITEM 60/TRANSIT MONTH CUMULATIVE	\$97,163.00	13.33%	\$5,028.23	\$6,097.96	\$7,154.36	\$3,295.85	\$2,944.37	\$3,213.81	\$3,223.17	\$5,010.64	\$4,669.05	\$3,314.38	\$5,894.20	\$4,720.38
TASK ITEM 70/SPEC TRANS MONTH CUMULATIVE	\$77,145.00	10.59%	\$3,992.29	\$4,841.63	\$5,680.38	\$2,616.82	\$2,337.76	\$2,551.68	\$2,559.12	\$3,978.33	\$3,707.11	\$2,631.53	\$4,679.85	\$3,747.87
TOTAL CUMULATIVE	\$728,744.00	100.00%	\$37,712.82	\$45,736.04	\$53,659.23	\$24,719.57	\$22,083.42	\$24,104.31	\$24,174.51	\$37,580.94	\$35,018.93	\$24,858.57	\$44,207.81	\$35,403.93

Ozarks Transportation Organization
Operating Fund Balance Report

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

Beginning Balance	\$87,790.59
Ending Balance	\$194,661.26
Total Deposits	\$542,442.42
Total Interest	\$1,305.72
Total Withdrawals	\$436,877.47

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.

FY 2012 Budget (minus \$140 k transit study)	569,763.87
3 months of expenses	142,440.97
6 months of expenses	284,881.94

TAB 4

BOARD OF DIRECTORS AGENDA 08/18/11; ITEM II.C.

FY 2012–2015 Transportation Improvement Program

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

On an annual basis, OTO staff develops a four-year Transportation Improvement Program (TIP) document that provides details on proposed transportation improvements, including anticipated costs, funding sources, and expected project phasing over each of the four years of the TIP. The TIP includes a status report for each project contained in the previous year's TIP, a financial constraint analysis, and description of the public involvement process. A separate document is included for review.

The draft TIP was posted on the website and advertised for public comment on July 10, 2011.

TECHNICAL COMMITTEE RECOMMENDATION:

The subcommittee met on June 23, 2011 and reviewed the draft TIP. A final review was conducted via email during the week of July 11th.

The Technical Planning Committee met on July 20, 2011 and unanimously recommended approval of the FY 2012–2015 Transportation Improvement Program. The Technical Planning Committee is scheduled to meet again on August 17, 2011 to review several changes to the original draft. The recommendation from the meeting will be discussed.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the FY 2012–2015 Transportation Improvement Program as presented.”

OR

“Move to return the FY 2012–2015 Transportation Improvement Program to the Technical Planning Committee and ask that the Technical Planning Committee consider the following...”

TAB 5

BOARD OF DIRECTORS AGENDA 08/18/11; ITEM II.D.

Aerial Photo Cooperative Agreement

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

AGENDA DESCRIPTION:

Ozarks Transportation Organization has participated in cost-sharing for the acquisition of aerial photography since 2001. The overall flight will cost approximately \$224,000. The flight will include all of Greene and Christian Counties. Partners in this flight will likely include Greene County, Christian County, City of Springfield, and City Utilities. The participation of other cities is unknown at this time.

Aerial photography is very useful to OTO in transportation planning activities. It is essential in determining land use and other existing conditions such as building locations. It can be utilized to create preliminary alignment for new roadways or roadway improvements by determining where existing barriers might exist.

OTO is proposing to contribute \$40,000 to the flight in federal funding. The OTO contribution directly reduces the other partners' contributions by \$40,000.

Staff is proposing to enter into an agreement with the City of Springfield for the purchase of aerial photography. The City will not request payment until the next fiscal year; therefore, this item will appear in the FY 2013 budget.

Included for Board Member review is a cost breakdown that shows the discount other entities receive because of the OTO contribution.

STAFF RECOMMENDATION: Staff recommends the Board of Directors authorize staff to enter into a cooperative agreement to purchase the aerial photography.

TECHNICAL PLANNING COMMITTEE RECOMMENDATION:

The Technical Planning Committee will be meeting on August 17, 2011 and will make a recommendation regarding this agreement at that meeting.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to authorize staff to enter into a cooperative agreement for acquisition of aerial-photography.”

OR

“Move to return the authorization request to staff in order to.....

2012 Pictometry Aerial Flight - Cost Summary

<i>Total Initial Cost Before Deductions</i>	\$223,685.50
<i>OTO Discount</i>	-\$40,000.00
<i>Aerial Photo Sales</i>	-\$24,000.00
<i>Total Actual Cost</i>	\$159,685.50

Cost Breakdown per Partner Entity

Christian County

<i>Total Initial Cost Before Deductions</i>	\$54,631.96
<i>OTO Discount</i>	-\$4,955.57
<i>Aerial Photo Sales</i>	-\$5,861.65
<i>Total Actual Cost</i>	\$43,814.74

City Utilities

<i>Total Initial Cost Before Deductions</i>	\$43,341.04
<i>OTO Discount</i>	-\$9,740.86
<i>Aerial Photo Sales</i>	-\$4,650.21
<i>Total Actual Cost</i>	\$28,949.97

Greene County

<i>Total Initial Cost Before Deductions</i>	\$71,604.92
<i>OTO Discount</i>	-\$11,463.77
<i>Aerial Photo Sales</i>	-\$7,682.74
<i>Total Actual Cost</i>	\$52,458.41

Nixa

<i>Total Initial Cost Before Deductions</i>	\$6,243.75
<i>OTO Discount</i>	-\$1,743.45
<i>Aerial Photo Sales</i>	-\$669.91
<i>Total Actual Cost</i>	\$3,830.39

Ozark

<i>Total Initial Cost Before Deductions</i>	\$7,901.04
<i>OTO Discount</i>	-\$2,206.21
<i>Aerial Photo Sales</i>	-\$847.73
<i>Total Actual Cost</i>	\$4,847.10

Republic	
<i>Total Initial Cost Before Deductions</i>	\$5,753.33
<i>OTO Discount</i>	-\$1,397.10
<i>Aerial Photo Sales</i>	-\$617.30
Total Actual Cost	\$3,738.94

Springfield	
<i>Total Initial Cost Before Deductions</i>	\$34,209.46
<i>OTO Discount</i>	-\$8,493.05
<i>Aerial Photo Sales</i>	-\$3,670.45
Total Actual Cost	\$22,045.96

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Actual Cost Summary	
<i>Christian County</i>	\$43,814.74
<i>City Utilities</i>	\$28,949.97
<i>Greene County</i>	\$52,458.41
<i>Nixa</i>	\$3,830.39
<i>Ozark</i>	\$4,847.10
<i>Republic</i>	\$3,738.94
<i>Springfield</i>	\$22,045.96
Total Actual Cost	\$159,685.50

No Errors

OTO Discount Summary

\$40,000.00

	Tiles	Tile%	OTO Discount per Cnty
Greene County Tiles	358	74.73904%	\$29,895.62
Christian County Tiles	121	25.26096%	\$10,104.38
	479	100.00%	\$40,000.00

Greene County OTO Area

\$29,895.62

	Cost within OTO Area	% of Total	OTO Discount
Christian County	\$0.00	0.00000%	\$0.00
City Utilities	\$37,279.92	30.68533%	\$9,173.57
Greene County	\$46,586.92	38.34598%	\$11,463.77
Nixa	\$0.00	0.00000%	\$0.00
Ozark	\$0.00	0.00000%	\$0.00
Republic	\$5,677.58	4.67325%	\$1,397.10
Springfield	\$31,946.58	26.29543%	\$7,861.18
	\$121,491.00	100.00%	\$29,895.62

Christian County OTO Area

\$10,104.38

	Cost within OTO Area	% of Total	OTO Discount
Christian County	\$17,747.21	49.04373%	\$4,955.57
City Utilities	\$2,031.63	5.61432%	\$567.29
Greene County	\$0.00	0.00000%	\$0.00
Nixa	\$6,243.75	17.25436%	\$1,743.45
Ozark	\$7,901.04	21.83422%	\$2,206.21
Republic	\$0.00	0.00000%	\$0.00
Springfield	\$2,262.88	6.25337%	\$631.86
	\$36,186.50	100.00%	\$10,104.38

Total OTO Discounts per Entity

	Greene Co Discount	Christian Co Discount	Total Discount
Christian County	\$0.00	\$4,955.57	\$4,955.57
City Utilities	\$9,173.57	\$567.29	\$9,740.86
Greene County	\$11,463.77	\$0.00	\$11,463.77
Nixa	\$0.00	\$1,743.45	\$1,743.45
Ozark	\$0.00	\$2,206.21	\$2,206.21
Republic	\$1,397.10	\$0.00	\$1,397.10
Springfield	\$7,861.18	\$631.86	\$8,493.05
	\$29,895.62	\$10,104.38	\$40,000.00

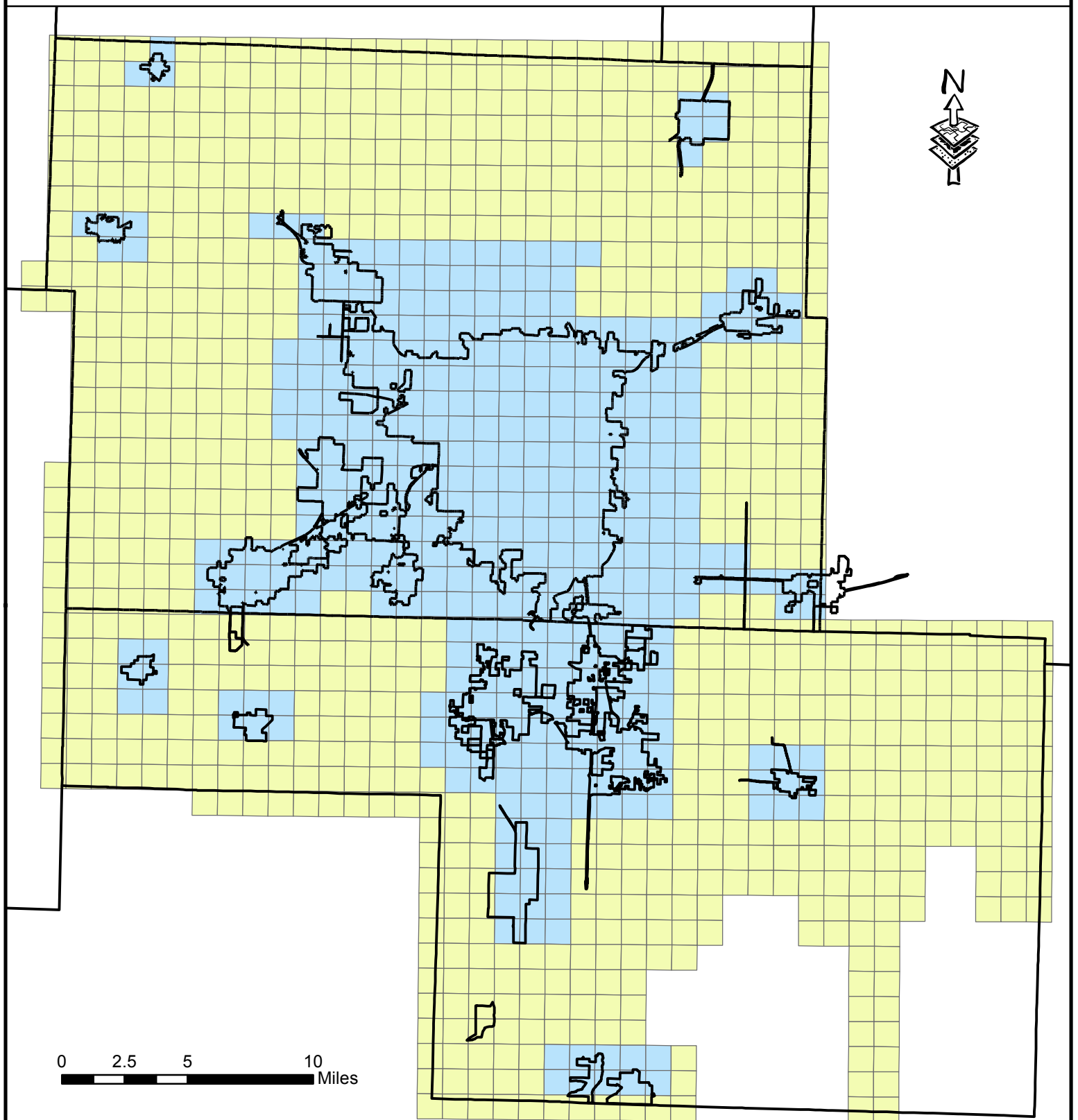
Aerial Sales Summary

\$24,000.00

	Full Cost per Entity	% of Total	Total Discount
<i>Christian County</i>	\$54,631.96	24.42356%	\$5,861.65
<i>City Utilities</i>	\$43,341.04	19.37588%	\$4,650.21
<i>Greene County</i>	\$71,604.92	32.01143%	\$7,682.74
<i>Nixa</i>	\$6,243.75	2.79131%	\$669.91
<i>Ozark</i>	\$7,901.04	3.53221%	\$847.73
<i>Republic</i>	\$5,753.33	2.57206%	\$617.30
<i>Springfield</i>	\$34,209.46	15.29355%	\$3,670.45
	\$223,685.50	100.00%	\$24,000.00

No Errors

2012 Pictometry Aerial Photography Acquisition



Planned 2012 Sectors



Community 12"



Community 12" & Neighborhood 4"

TAB 6

BOARD OF DIRECTORS AGENDA 08/18/11; ITEM II.E.

Bicycle and Pedestrian Report

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

AGENDA DESCRIPTION:

OTO has developed a Bicycle and Pedestrian Implementation Report to document the progress toward implementing the Bicycle and Pedestrian Plan. The report highlights the Goals of the 2005 Bike-Ped Plan, as well as those in the draft Journey 2035 Long Range Transportation Plan. Activities which took place over the previous fiscal year are then categorized under these headings –

- Bicycle and Pedestrian Advisory Committee
- Community Support
- Infrastructure
- Safe Routes to School

The implementation report is provided separately from the Agenda.

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUIRED- INFORMATIONAL ONLY

TAB 7

BOARD OF DIRECTORS AGENDA 08/18/11; ITEM II.F.

Growth Trends Report

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

AGENDA DESCRIPTION:

OTO staff has compiled the Growth Trends report based on the most recent census data and building permit information collected from area jurisdictions. This report is published for informational purposes only and was included under separate cover.

If there is additional information that the Board of Directors is interested in seeing in the annual growth trends report, members are asked to let staff know.

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUIRED- INFORMATIONAL ONLY

TAB 8

BOARD OF DIRECTORS AGENDA 08/18/11; ITEM II.G.

Long Range Transportation Plan (LRTP) Update

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The OTO LRTP Subcommittee has continued to meet and make recommendations for the Long Range Transportation Plan. The most recent area of focus has been the performance measures for the plan, which have also been reviewed by the Technical Planning Committee. These and the analysis of the public input survey are included for Board of Directors member review.

One of OTO's Major Goals in Journey 2035 is Transportation Advocacy and Needs Assessment. To meet this goal, OTO has identified a number of performance measures, which can help monitor the performance of the recommendations contained within the Plan. Accompanying each performance measure is a description, the associated Major Goals(s), and the current status of each measure. Each section concludes with a target for 2035.

Plan work to this point has included:

- Public input survey
- Analysis of regional trends
- Bicycle and pedestrian goals, objectives, and priorities
- Draft bike/ped map
- Roadways goals, objectives, and constrained priorities
- Travel Demand Model run of constrained priorities – in progress
- Financial projections for 2035
- Meeting with the City Utilities Fixed-Route Advisory Committee
- Performance measures
- Visualization – in progress
- Start of local freight analysis

The next step for the Plan is to pull this information into a draft document and continue to finalize recommendations for freight, transit, and any environmental concerns – natural, cultural, and otherwise. Plan adoption will take place before the end of the year.

BOARD OF DIRECTORS ACTION REQUESTED:

NO ACTION REQUIRED- INFORMATIONAL ONLY

Performance Measures

One of OTO's Major Goals in Journey 2035 is Transportation Advocacy and Needs Assessment. To meet this goal, OTO has identified a number of performance measures which can help to monitor the performance of the recommendations contained within the plan. Accompanying each performance measure is a description, the associated Major Goal(s), and the current status of the measure.

1. Vehicle Miles Traveled per Capita

A lower value is better.

Description

Vehicle Miles Traveled (VMT) is the total number of miles driven by all vehicles within a given time period and geographic area. By comparing VMT to the number of persons in the region, OTO can gauge just how much VMT is changing in relation to the potential number of people driving. VMT is influenced both by the number of vehicles using the roadway system and the trip length of those vehicles, which increases with the geographic area that is urbanized.

Goals

- *Economic Development*

The VMT trend is often an indicator of economic activity, however, once it has reached an optimal point, additional VMT can actually decrease economic activity. Those facilities, which were classified as congested in the most recent Congestion Management Process, are those arterial roadways with the most economic activity in the region. Strategies to reduce VMT often increase travel choice, which also means that these locations can benefit from reduced VMT with increased accessibility by other modes. Reduced VMT/capita results in reduced maintenance and operations expenses, which allows governmental entities to focus their resources on other ventures which can improve economic development activities.

- *Quality of Life and Livability*

VMT reductions can lead to decreased congestion and improved travel times for roadway users. Strategies to reduce VMT often increase travel choice. The ability to safely travel and avoid congestion, thereby decreasing travel time, increases the benefit available to residents and users of the system. Reduced VMT/capita can also mean less of the household budget is spent on transportation, allowing expenditures to go toward other needs or wants. Decreased congestion provides for decreased emissions from motor-vehicles. Improved air quality has a positive impact on quality of life and livability. The goal to decrease VMT/capita is consistent with the livability principles put forth by the Environmental Protection Agency, the Department of Housing and Urban Development, and the Department of Transportation.

- *Operations and Maintenance*

Reductions in VMT/capita have a direct relationship to both operations and maintenance costs. Operations and maintenance costs can be lessened and additional improvements to the system may be delayed if VMT/capita is reduced.

Current Value/Trends

VMT/Capita in the OTO Region			
Year	VMT	Population	VMT/Capita
2010	5,010,884	310,283	16.14
2009	4,969,336	*303,720	16.36
2008	5,063,022	*298,910	16.94
2007	5,185,837	*293,385	17.68
2006	5,115,547	*287,216	17.81
2005	4,904,027	*280,622	17.48
2004	4,946,098	*275,796	17.93
2003	4,630,231	*271,251	17.07
2002	4,540,996	*266,874	17.02

*Census Estimate

Target

That VMT per Capita will grow no more than 5 percent from its peak in 2004, at a value of 19, by 2035. Growth should be captured in other modes.

2. Modal Balance

A lower value is better for "Drove Alone," while a higher value is better other modes.

Description

Modal balance describes the varying proportions of mode choice at a given time. Modes can include walking, cycling, public transport, carpooling, and private motor vehicle, as well as taxicab, motorcycle, and no travel mode – as in working from home. As an indicator, modal balance provides information on how many types of users there are within the system. As a performance measure, modal balance shows the success of alternative forms of transportation. For this performance measure, OTO has decided to focus only on a certain subset of modes –

- Car, Truck, or Van – Drove Alone
- Car, Truck, or Van – Carpooled
- Public Transportation – All
- Bicycle
- Walked
- Worked at Home

This data is not available at the OTO level, so this analysis will include all of Greene and Christian Counties.

Goals

- *Economic Development*

Modal choice can provide multiple economic benefits to the region. Alternative modes of transportation can result in job creation, time savings, emissions reductions, and increased labor force participation. All of these factors lead to increased investment within the region, allowing households to spend their money on something other than transportation. One study in Atlanta showed investments in transit allowed more money to stay in the local economy, where as automobile-related spending had greater “leakage” out of the area. Modal choice can have a direct impact on VMT in the region, also allowing for the earlier-listed benefits.

- *Multi-Modal, Interconnected System*

This clearly demonstrates the success of a multi-modal interconnected system. Alternative modes of transportation often rely on each of the other modes for a complete trip within the system. The more connected each mode is to the other, the easier and more likely it is that an alternative mode will be used.

- *Quality of Life and Livability*

Travel choice is often included as one measure of quality of life and livability. Reduced congestion, emissions, and potential crashes, as well as improved aesthetics and function of local land use, will enhance the experience of both residents and visitors to the community. Bicycling, walking, and transit can provide safe ways for children to access school, especially when the infrastructure supports those modes. The U.S. Department of Transportation promotes bicycling and walking as family-friendly forms of transportation.

- *Operations and Maintenance*

Each non-driver trip reduces the size and weight footprint of the automobile on the roadway per person traveling, thereby freeing space for additional persons and lessening the operations and maintenance costs/person of those roadways. Reduced congestion allows for more efficient operation of traffic in the region. The impacts of incidents or other forms of non-recurring delay, such as work zones, are mitigated by fewer vehicles on the roadway. Increasing infrastructure for additional modes, can create additional maintenance costs.

- *Safety and Security*

An increased presence by bicyclists and pedestrians within the transportation system can create a safer environment by those same users through their increased visibility. As users diversify within the system, additional planning, engineering, construction, education, and enforcement efforts should be put toward supporting those users.

Current Value/Trends

	Car, Truck, or Van				% Public Transportation		% Bicycle		% Walked		% Worked at Home	
	% Drove Alone		% Carpooled		2000	2005-2009	2000	2005-2009	2000	2005-2009	2000	2005-2009
	2000	2005-2009	2000	2005-2009								
TOTAL	81.90	81.67	10.56	9.64	0.81	0.82	0.37	0.48	2.48	2.83	3.13	3.61

	Blue cells show improvement
	Red cells show decline
	White cells show no change

Target

Decrease “Drove Alone” to 75 percent for the region by 2035.

3. Bicycle/Pedestrian Network Completion

A higher value is better.

Description

Using aerial photography and data from individual jurisdictions, OTO tracks where sidewalks exist within the OTO study area. This plan recommends sidewalks be located in residential, as well as commercial areas. This performance measure will compare the miles of roadway with sidewalk to the miles of roadway without and will not include roadways with a classification of Expressway or higher. The measure will not distinguish between those roads with sidewalks on one side of the street versus both sides of the street. Sidewalks are usually added to existing roadways at a rate of just a few miles per year. Sidewalks should be included with construction of new roadways.

OTO has also identified the future trail network for the region. This performance measure will be assessed by the miles of completed trails. Only those trails used for transportation will be counted. The Frisco Highline Trail will only be counted to the Greene County northern boundary. Currently, 225 miles of trail are planned for the region.

Goals

- *Economic Development*

Sidewalks and trails are an amenity to the community. Not only do they enhance aesthetics and provide recreational opportunities, but they also provide accessible and efficient connections between neighborhoods, schools, public transportation, and commercial/office destinations. Sidewalks and trails promote travel choice and increase the opportunity for access to employment. Both sidewalks and trails can promote the use of public transportation by making it safer to reach bus stops. Areas that receive the attention and investment sidewalks, trails, and trail connections provide, will see an increase in economic activity and often, property values.

- *Multi-Modal, Interconnected System*

Streets, which incorporate sidewalks and are supplemented with a trail system, provide for a more complete and inter-connected transportation system. By providing connections within the community and to other forms of transportation, sidewalks and trails allow for use of the transportation system by a variety of users.

- *Quality of Life and Livability*

The same elements that enhance economic development add to the quality of life and livability of the region. Through improved safety, reduced congestion and emissions, and the ability to be active, sidewalks and trails can have a significant positive impact on the quality of life within an area. Sidewalks and trails provide a connection between geographic areas of a community, while fostering social connections and awareness.

- *Operations and Maintenance*

Sidewalks and trails add to the available travel choices to the public. This allows the public to avoid congestion, while increasing the capacity, thereby improving operations, of the transportation network. Walking and cycling can move many more people at a lower cost than driving.

- *Safety and Security*

Sidewalks and trails can provide a safe way for pedestrians and cyclists to travel. Children, seniors, and those who cannot afford to own a car must use walking, cycling, and transit to move about the community. Without appropriate accommodation along streets designed mainly for motor vehicles, walking and cycling can be a dangerous way to travel.

Current Value/Trends

Miles of Roadway* with Sidewalks – 762.96

Miles of Roadway* without Sidewalks – 1750.07

Total Percent of Roadways* with Sidewalks – 30.36

Miles of Existing Greenway Network – 52.03

**excluding Freeways, Freeway Ramps, and Expressways (per the OTO Major Thoroughfare Plan)*

Target

If, on average, 4 miles of sidewalk are added each year within the OTO area, but no new roadways, by 2035, the total percent of roadways with sidewalks would be 33.5.

- 1) That 35 percent of roadways have sidewalks, excluding those with Expressway classification or above.
- 2) That 80 miles of the trail network be completed by 2035.

4. Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled

A lower value is better.

Description

Crash rates are defined by crashes per Million Vehicle Miles Traveled (MVMT). This can be an effective way to gauge roadway safety trends. This does not account for how many disabling injuries or fatalities occurred with a single crash, rather, it considers if any disabling injury or fatality was associated with a crash, and then compares that to the vehicle miles traveled. By indexing the number of crashes to vehicle miles traveled, one can take into account the risk involved given the number of miles driven. The more miles one travels, the higher their risk for a crash. This exposure factor is more accurate in determining roadway safety.

Goals

- *Operations and Maintenance*

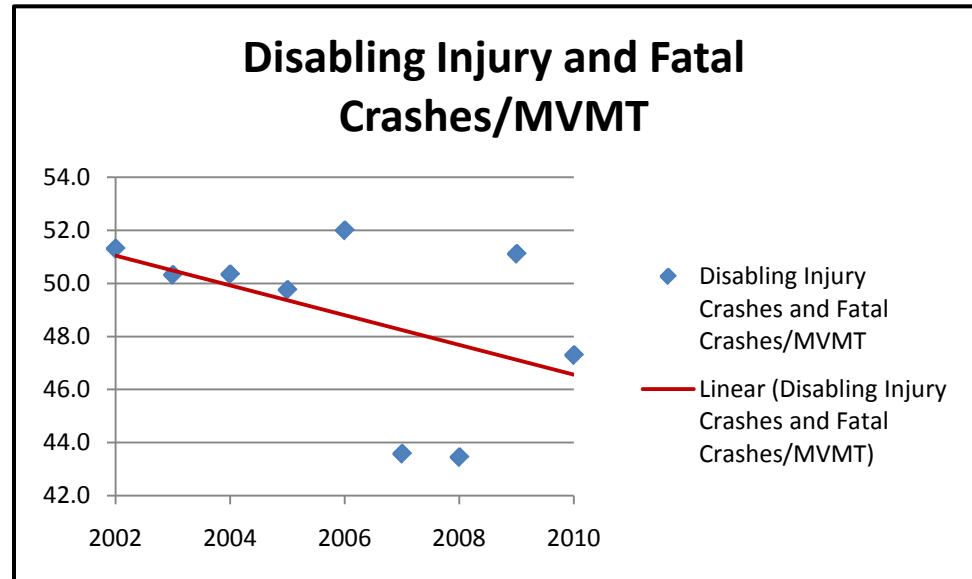
Incidents are a leading contributor to non-recurring delay in the transportation network. By improving the safety of the roadway, incidents can be minimized, reducing delay and congestion. Strategies, such as guard cable in the median, can further reduce fatalities by preventing cross-over collisions. These large-scale crashes can dramatically slow traffic, especially during peak travel times.

- *Safety and Security*

Reducing the fatal crash rate has a direct impact on the safety of the system. Reducing incidents along the roadway can also improve the safety of those responders who work crashes, often next to moving traffic.

Current Value/Trends

Total Disabling Injury and Fatal Crashes per Million Vehicle Miles Traveled			
Year	VMT	Disabling Injury Crashes and Fatal Crashes	Disabling Injury Crashes and Fatal Crashes/MVMT
2010	5,010,884	237	47.3
2009	4,969,336	254	51.1
2008	5,063,022	220	43.5
2007	5,185,837	226	43.6
2006	5,115,547	266	52.0
2005	4,904,027	244	49.8
2004	4,946,098	249	50.3
2003	4,630,231	233	50.3
2002	4,540,996	233	51.3



Target

That disabling injury and fatal crashes/MVMT will continue a downward trend as shown in the above graphic.

5. On-Time Performance of Transit System

A higher value is better.

Description

The timeliness of each bus route is determined through spot checks by a supervisor. Such checks are performed randomly. Timeliness can help determine if a route needs adjusting, if there are issues at stops along a route, or if there is a broader roadway efficiency issue. Timeliness also demonstrates the reliability of the system. System reliability can be more important to a user than frequency of service.

Goals

- *Multi-Modal, Interconnected System*

A reliable transit service can promote additional use of the system. Public transit is the “long-haul” provider of alternative transportation, often completing the connection across town between bicycling and walking.

- *Quality of Life and Livability*

A robust transit system, that is able to move freely through the region, provides another element toward quality of life and livability. As a tool of accessibility to employment and retail destinations, public transit adds value to the community. For visitors to the region, public transit can provide a way to visit more of the community.

- *Operations and Maintenance*

Timeliness of the transit system can be an indicator of how well the overall transportation system operates. Also, more people will use a reliable system, reducing the overall traffic demands upon the network.

Current Trends/Values

Year	Percent on Time
2007	89.21
2008	91.47
2009	91.32
2010	93.54

Target

The CU service standard is 90 percent. The system will be considered to have acceptable on-time performance at this 90 percent level.

6. Percent of Housing Units within ¼-mile of a Bus Route

A higher value is better.

Description

The percent of housing units within a ¼-mile of a bus route is an indicator of how many potential people are available to use the transit system. This measure examines the City Utilities Transit service area at the proximity of housing units to CU bus service.

Goals

- *Multi-Modal, Interconnected System*

Proximity to housing is a strong measure for possible transit use. If people are connected to the transit system, then they are connected to the remainder of the community.

- *Quality of Life and Livability*

More housing near transit provides travel choice for that community. Encouraging that additional housing promotes density, which is often followed by additional services. This is accompanied by other transportation options, including a more complete sidewalk network, and increased accessibility. Travel options tend to reduce the amount of the household budget spent on transportation. Housing near transit can be referred to as transportation-efficient housing. Freeing resources and time for those who live near transit increases livability and the quality of life in that neighborhood.

Current Trends/Values

For 2010:

Housing units in OTO area – 138,620

Housing units in CU Transit Service Area – 111,653

Housing units within ¼-mile of a bus route – 57,048

Percent housing units in OTO area within ¼-mile of a bus route – 41%

Percent housing units in CU Transit service area within ¼-mile of a bus route – 51%

Target

That the percent of housing units within the CU Transit service area and the OTO area within ¼-mile of a bus route is on the upward trend between now and 2035.

7. **Average Commute Time**

A lower value is better.

Description

Average commute time is the amount of time taken to travel to work as reported by workers over the age of 16 on the American Community Survey and the decennial Census. This data is not available at the OTO level, so it will include all of Christian and Greene Counties. This measure is an indicator of both the distance commuters are traveling and the potential congestion drivers face during their commute.

Goals

- *Economic Development*

Transportation system improvements, which reduce average commute time, can have multiple economic benefits. Average commute time is an indicator of mobility throughout the system. A reduced average commute time can benefit business by allowing goods to be transported faster or at a lower cost. This also expands the labor market for employers. Individuals can benefit with reductions in travel time and fuel consumption, resulting in increased labor force participation.

- *Quality of Life and Livability*

With Quality of Life, the work/life balance often comes into the discussion. Shorter commute times allow for employees to dedicate more time to the life side of the equation. Reduced commute times are an indicator of reduced congestion. This lessens the stress of the commute, and the mental and physical impacts that stress has.

- *Operations and Maintenance*

Projects that positively impact the operations of the roadway, or direct commuters to other forms of travel, will also reduce the average commute time. Average commute time is an indicator of how well the roadway operates, its efficiency, reliability, and options for travelers.

Current Value/Trends

	1980	1990	2000	2005-2009	Percent Change b/t 2000 and 2005-2009
Christian	24.0	27.4	25.1	24.1	-3.98
Greene	17.2	17.6	19.2	19.5	1.56
Battlefield	22.1	22.6	23.1	22.7	-1.73
Fremont Hills	N/A	17.0	19.8	19.7	-0.51
Nixa	20.8	19.1	23.8	21.9	-7.98
Ozark	21.0	19.2	21.6	22.0	1.85
Republic	20.5	21.6	25.1	23.4	-6.77
Springfield	15.4	15.7	17.0	17.6	3.53
Strafford	19.2	20.4	22.4	23.0	2.68
Willard	20.6	23.2	23.0	23.8	3.48
Average of Greene/Christian	20.6	22.5	22.2	21.8	-1.80

	Blue cells show improvement
	Red cells show decline
	White cells show no change

Target

Keep the average commute time less than 25 minutes by 2035.

8. Peak Travel Time

A lower value is better.

Description

Travel time along the roadway system is determined through travel time runs which utilize Global Positioning System (GPS) units. These units collect data to determine the average time it takes to travel a corridor. When the speed of travel drops more than 20 mph below the posted speed limit, a roadway is determined to have significant delay.

Goals

- *Economic Development*

Transportation facilities, which reduce travel times and fuel consumption, increase reliability and safety. Roadways with reduced congestion levels have decreased travel times. Improved functionality of the roadway improves access and mobility, allowing for greater employment opportunities and ease of access to businesses, increasing the opportunities for economic activity. Goods can also move more easily within a system that has less congestion.

- *Quality of Life and Livability*

Travel time is a measure of congestion. Reduced congestion means less stress for the commuter and less time they spend to commute. Reduced delay can mean that travelers have more options for moving around the system.

- *Operations and Maintenance*

Travel speed is an indicator of the operational efficiency of the system. Significant delay can be an indicator that more options are needed for the traveling public, either other modes or alternative routes. Signal timing can be affected by the changes in travel speed caused by a congested roadway.

- *Safety and Security*

Though incidents may occur at a lower speed on a roadway at or near capacity, the chances of having an incident increases. Congested roadways can increase aggressive driving habits, which can lead to more crashes. Improving travel time on a roadway can decrease injury crashes, but create a larger increase in property damage only crashes.

Current Value/Trends

	AM Peak							
	Eastbound		Westbound		Northbound		Southbound	
	2005	2008	2005	2008	2005	2008	2005	2008
Significantly Delayed Mileage	1.80	10.22	2.74	6.56	2.60	7.12	2.17	7.42
Total Travel Time Mileage	71.27	90.97	71.34	90.96	48.83	70.99	48.80	71.18
Percent Severely Delayed	2.53	11.23	3.84	7.21	5.32	10.03	4.45	10.42

	PM Peak							
	Eastbound		Westbound		Northbound		Southbound	
	2005	2008	2005	2008	2005	2008	2005	2008
Significantly Delayed Mileage	4.43	12.09	4.32	9.59	3.64	11.26	4.81	10.68
Total Travel Time Mileage	71.30	90.97	69.57	87.76	48.83	70.99	48.83	71.18
Percent Severely Delayed	6.21	13.29	6.21	10.93	7.45	15.86	9.85	15.00

Target

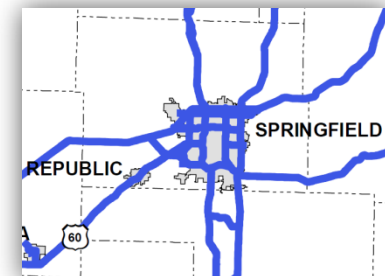
That less than 20 percent of the OTO area roadways will be severely delayed.

9. Percent of Roadways in Good Condition

A higher value is better.

Description

The Missouri definition of good uses factors such as smoothness and physical distress to determine quality. The goal for the Missouri Department of Transportation is to have 85 percent of all Major Roads in Good Condition. The current OTO values for 2010 are higher than for the entire State of Missouri. Overall, in Missouri, the Major Roads were 85.8 percent good. Major Roads are principal arterials, including interstates, freeways and expressways. This map highlights the major roads in the OTO region.



Goals

- *Economic Development*

Road condition has an impact on economic development by demonstrating investment in the infrastructure which surrounds business.

Deteriorating road conditions can discourage new business from coming to an area, as well as discourage existing businesses from expanding.

Improved road condition reduces maintenance costs on vehicles, allowing households to put more money into other aspects of the economy.

- *Quality of Life and Livability*

Road condition is directly felt by road users. As one component of road condition is the smoothness of that road, drivers can immediately relate to the condition of the roadway. Poor road condition can greatly increase vehicle maintenance costs. Poor road condition can also affect other modes of travel, such as bicycling, removing options from travelers.

- *Operations and Maintenance*

A road in good condition is easier to maintain than one that is not. It costs more to bring a road into good condition, than to just keep it that way. As a roadway deteriorates, the elements can have a greater impact on its future condition. Operations can also be affected by changes in driving habits along a route in poor condition.

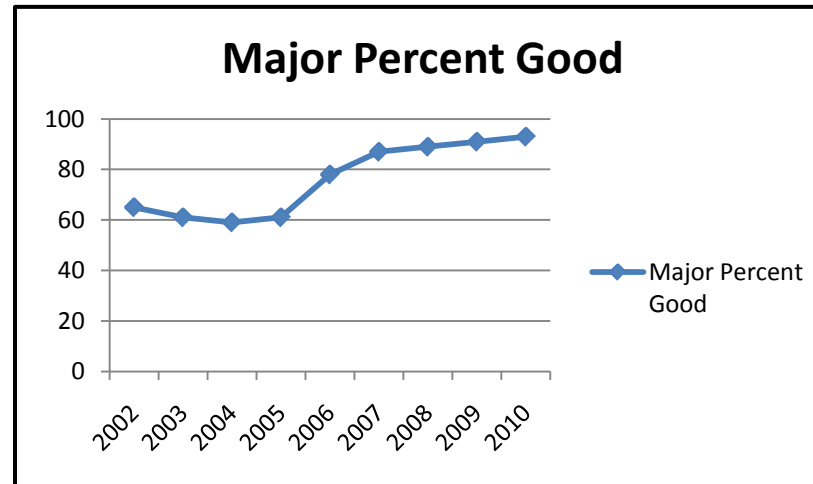
- *Safety and Security*

Safety is greatly impacted by road condition. A roadway in poor condition can create hazards for drivers. Drivers and vehicles can react unpredictably to changes in road surface. Changes in the roadway surface can also reduce friction, decreasing the ability of a vehicle to stop or maneuver.

Current Value/Trends

Year	Major % Good
2002	65
2003	61
2004	59
2005	61
2006	78
2007	87
2008	89
2009	91
2010	93

For MoDOT owned roads only.
Based on MoDOT Tracker Data.



The results of the Smooth Roads Initiative, which started in 2006, are evident.

Target

That 85 percent or more of the Major Roads in the OTO region are in Good condition.

10. Bridge Condition

A higher value is better.

Description

Bridge condition ratings are calculated by taking the lowest sub-rating of the super-structure, sub-structure, and deck. Ratings range from 3 to 9. At a bridge rating of 3, bridges are closed to the public. A bridge rating of 5 is considered Fair, with all primary structural elements as sound, though they may have minor section loss, cracking, spalling, or scour. A bridge rating of 9 is Excellent. The Missouri Department of Transportation does not have a set goal for this measure. This measure shows those bridges which are rated 5 or higher, in Fair or better condition.

Rating	Description
9	Excellent
8	Very Good
7	Good
6	Satisfactory
5	Fair
4	Poor
3	Serious
2	Critical
1	Imminent Failure
0	Failed

Goals

- *Operations and Maintenance*

A bridge in poor condition can have reduced weight limits, lane closures, or be closed entirely, reducing travel options for roadway users. Maintenance needs may increase so that a bridge can remain open to the public.

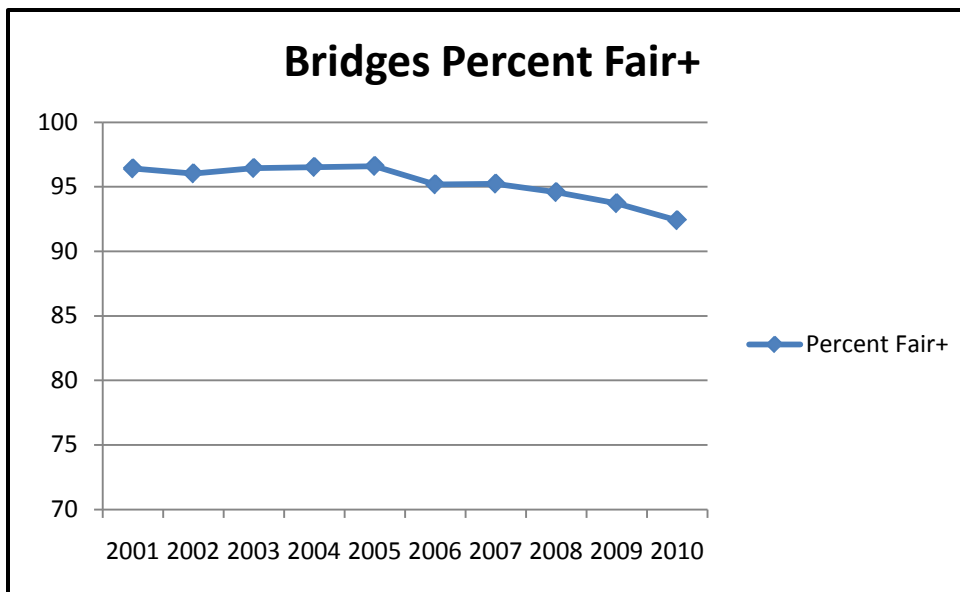
- *Safety and Security*

Bridges separate traffic from other hazards, whether that be other traffic, waterways, or trains. The ability of the bridge to maintain that separation is important to the safety of the roadway user. Bridge surface conditions can impact user safety through pavement condition or surface friction. A bridge with weight limits or fewer lanes than the surrounding roadway can also create operational hazards.

Current Value/Trends

	Total Bridges	Total Fair+	Percent Fair+
2001	251	242	96.41
2002	252	242	96.03
2003	253	244	96.44
2004	259	250	96.53
2005	265	256	96.60
2006	270	257	95.19
2007	273	260	95.24
2008	277	262	94.58
2009	287	269	93.73
2010	290	268	92.41

Includes state and non-state bridges



Target

That the percent of bridges in fair or better condition will stay above 90 percent.

11. Ozone Levels

A lower value is better.

Description

Ozone is a regulated pollutant under the Clean Air Act and the allowable amount is set by the National Ambient Air Quality Standards. Ozone is measured on a three-year design value. This is based on the 4th highest ozone value during each of those three years. The standard in place is set at 75 ppb, though this is currently under review for a recommended value between 60 and 70 ppb. The standard is reviewed at least once every five years and either stays in place or is adjusted downward. As a metropolitan transportation organization, the OTO is responsible for

ensuring that the region complies with transportation conformity requirements. This essentially states that the transportation projects within the non-attainment area are consistent with air quality goals.

Goals

- *Economic Development*

If an area is non-attainment for ozone, there can be impacts on new business, especially manufacturing, in an area. Industrial sources and businesses with fuel-burning generators may face restrictions on how they operate. In order to control ozone, jurisdictions may change zoning and development requirements. At the same time, if the area is to stay in attainment, or have a need for few controls on ozone, it should be able to better compete for economic development.

- *Multi-Modal, Interconnected System*

The need to control ozone levels encourages a multi-modal interconnected system. If vehicle emissions can be reduced, ozone levels can also be reduced. Emissions from motor vehicles can account for 35 to 45 percent of ozone-related emissions.

- *Quality of Life and Livability*

The Clean Air Act and future amendments were enacted to protect human and plant/ecosystem health. Long-term exposure to ozone can inflame and damage the lining of the lungs. Children and adults with asthma or other respiratory conditions can expect increased aggravation and limited activity on high ozone days. Ground-level ozone can interfere with the ability of plants to produce and store food, increasing their vulnerability. This can lead to negative appearances in urban vegetation, as well as vegetation in national parks and recreation areas. Additional impacts can be seen on forest growth and crop yields. Programs to reduce ozone can require behavioral changes from the general population, but can also provide opportunities for other forms of travel, placing emphasis on transit, bicycling, and walking.

- *Operations and Maintenance*

Certain road projects can be limited by the need to meet transportation conformity, especially those which increase capacity. Projects that focus on improving operations, however, would receive priority. This includes ITS, incident management, and signal timing.

- *Safety and Security*

When meeting transportation conformity, safety projects are exempt from transportation conformity requirements. Other measures, which would aim to reduce congestion along the roadway, would also improve safety for the region. On a broader health perspective, reduced ozone levels, would improve air quality and reduce the affects of such.

Current Value/Trends

Years	Value
2002-2004	70
2003-2005	71
2004-2006	71
2005-2007	77
2006-2008	73
2007-2009	69
2008-2010	67

Target

That the region will be able to demonstrate transportation conformity for its plans, programs, and projects.

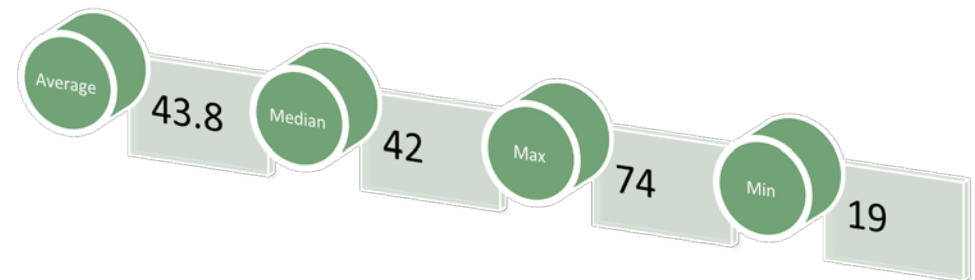
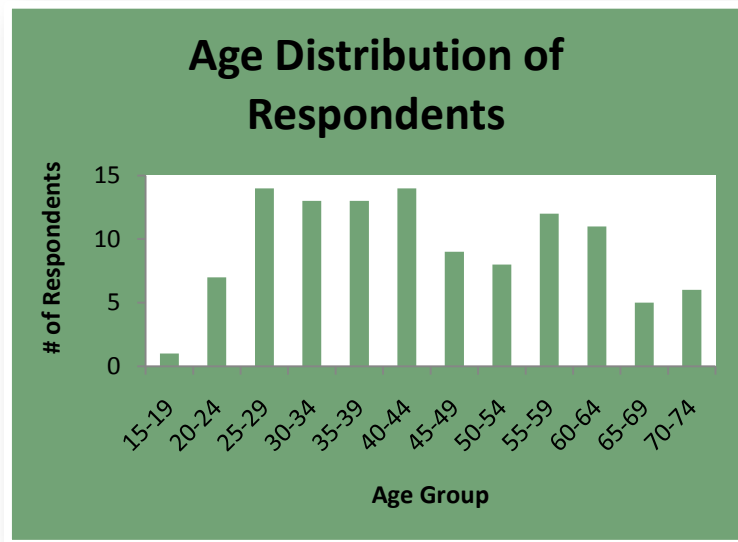
Appendix – Public Input Survey Results

To collect public input during the planning process, OTO developed a survey that was available both online and in a paper format. This survey was made available at each of the OTO public input meetings, when OTO had exhibits at community events, and online, which any visitor to the OTO website could find. In total, 111 responses were received.

Respondent Information

To ensure the survey reached a broad range of community members, respondents were asked to provide some demographic information.

Age of Respondents



Location of Respondents

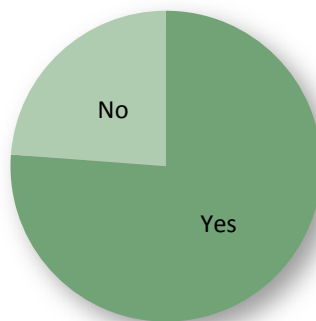
Respondents were asked to list the zip code of where they lived. The following is a summary of those zip codes.

Ash Grove	1
Republic	1
Nixa	46
Ozark	7
Republic	4
Rogersville	2
Strafford	4
Willard	3
Springfield	40
Berryville, AR	1

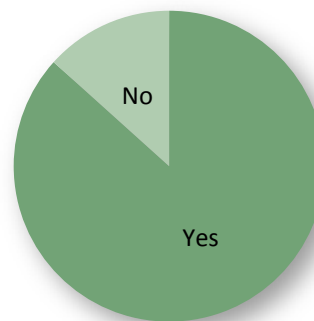
Questions

Do you think traffic congestion is a problem in our community?

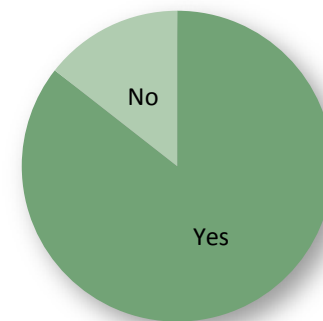
Now



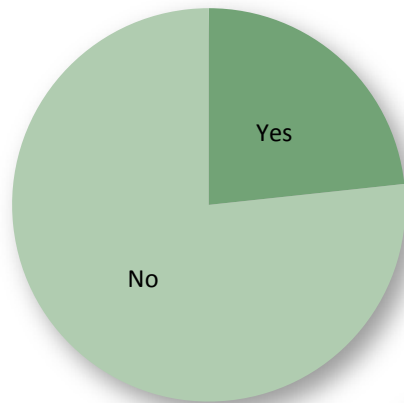
In 10 Years



In 20 Years



Considering the diversity that exists in the community (lifestyles, income, age, etc.) do you think the existing transportation system meets the needs of all of our citizens?

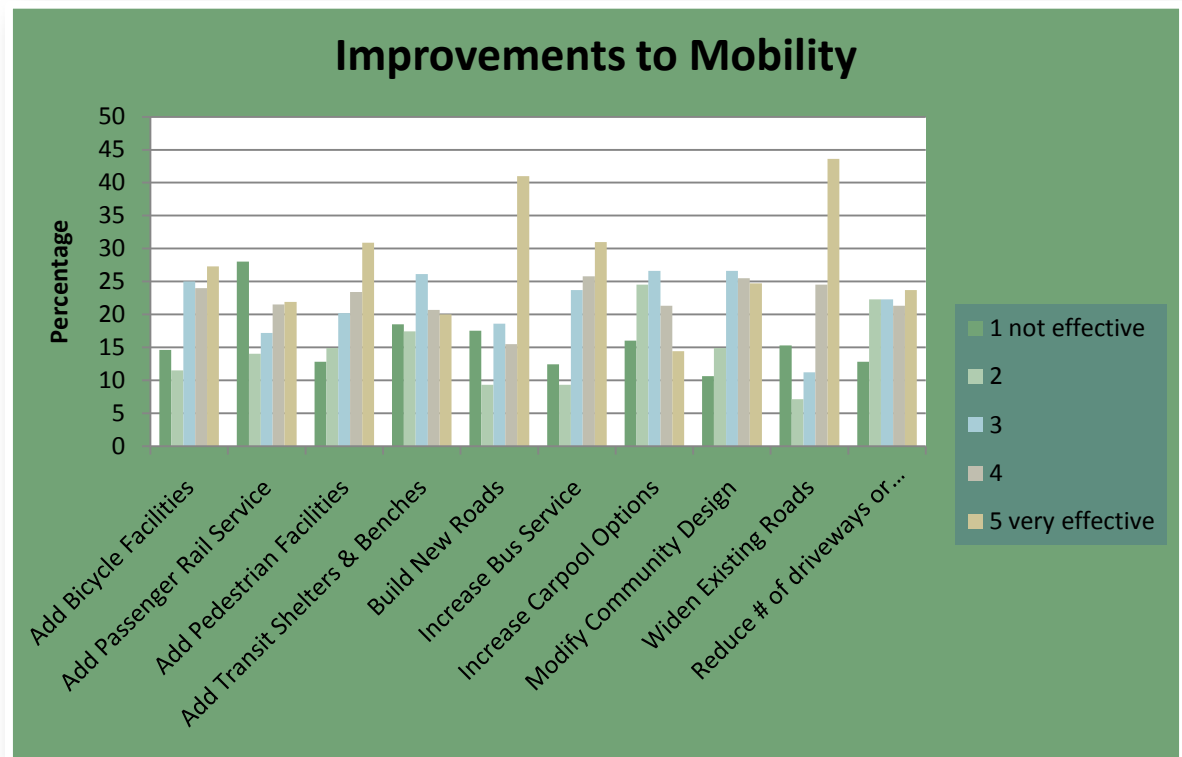


In your opinion, how effective would the following measures be in improving mobility for the region?

Respondents were asked to identify how effective different measures would be in improving mobility in the region by rating effectiveness of each measure on a 1 to 5 scale, 1 representing “not effective” and 5 representing “very effective.”

Analysis: Respondents identified the following as the most effective measures to improving regional mobility:

- Widen existing roads
- Build new roads
- Increase Bus Service
- Add Pedestrian Facilities



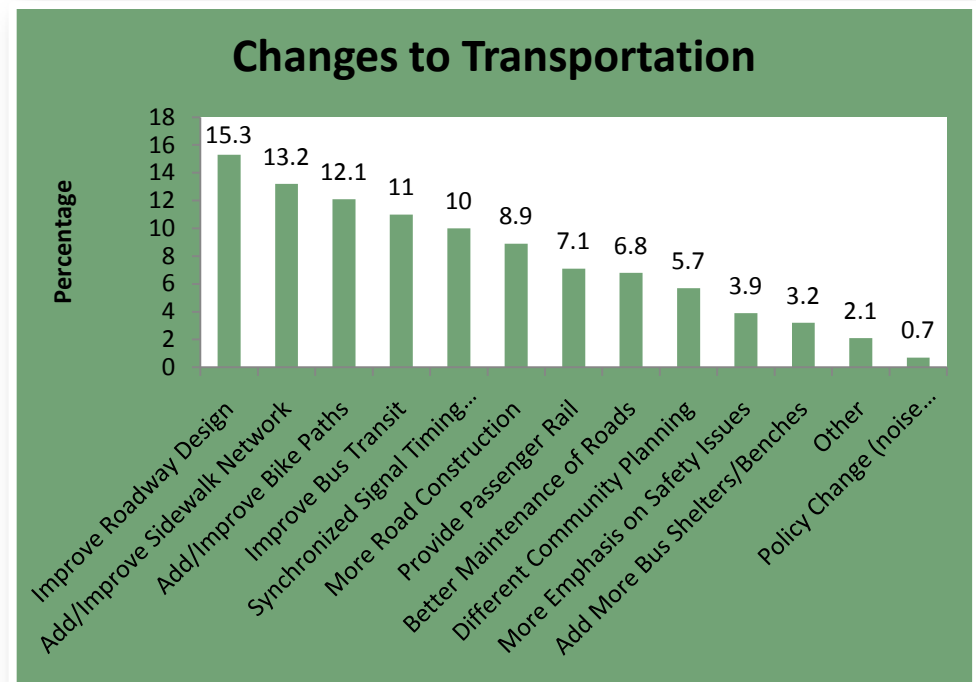
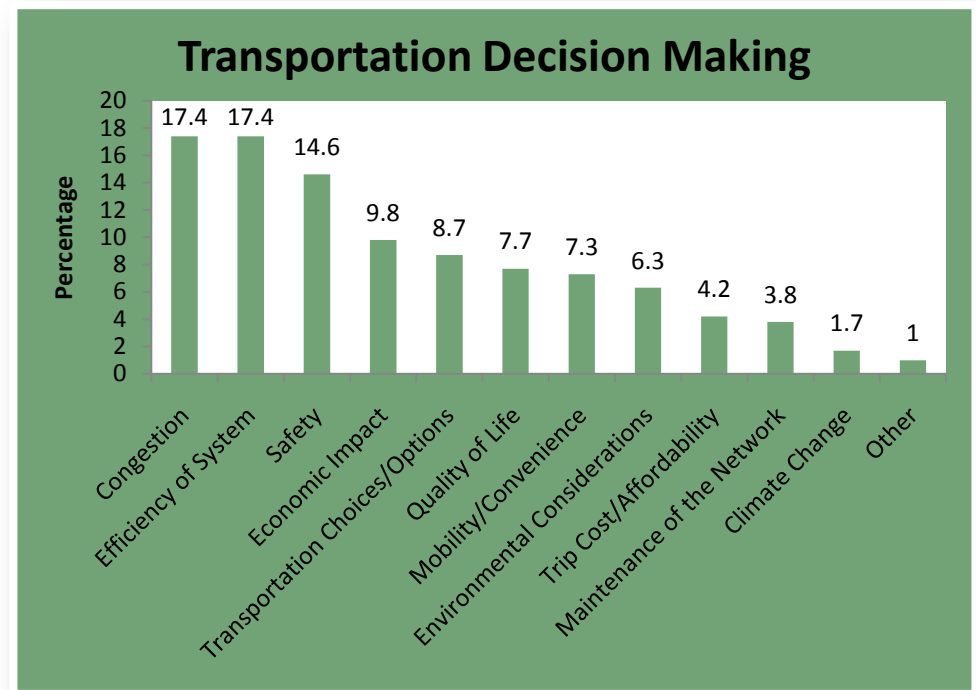
From the following list, check the top 3 factors that government officials should consider making transportation decisions:

Respondents were asked to identify the top 3 factors that government officials should consider when making transportation decisions. The purpose of having respondents choose only three factors is to help prioritize community identified transportation issues.

Analysis: Congestion and Efficiency of the System were tied as the top two factors government officials should consider. Safety was a close third, but the other factors do not rank nearly as high for consideration when making transportation decisions, though the distribution is fairly similar for Economic Impact, Transportation Choices, Quality of Life, Mobility, and Environmental Considerations. One respondent, under Other, stated that 3 choices were not enough, and that OTO should not ignore the remaining options.

From the following list, check the top 3 things you would change about transportation in the region: Respondents were asked to identify the top 3 factors they would change about transportation for the region.

Analysis: There is a clear sliding scale of preference for the top 3 recommended changes to transportation in the region. The most preferred option is to Improve Roadway Design. Add to or Improve the Sidewalk Network and Add to or Improve Bike Paths were next. Improving Bus Transit and Synchronizing Signal Timing rounded out the top 5.



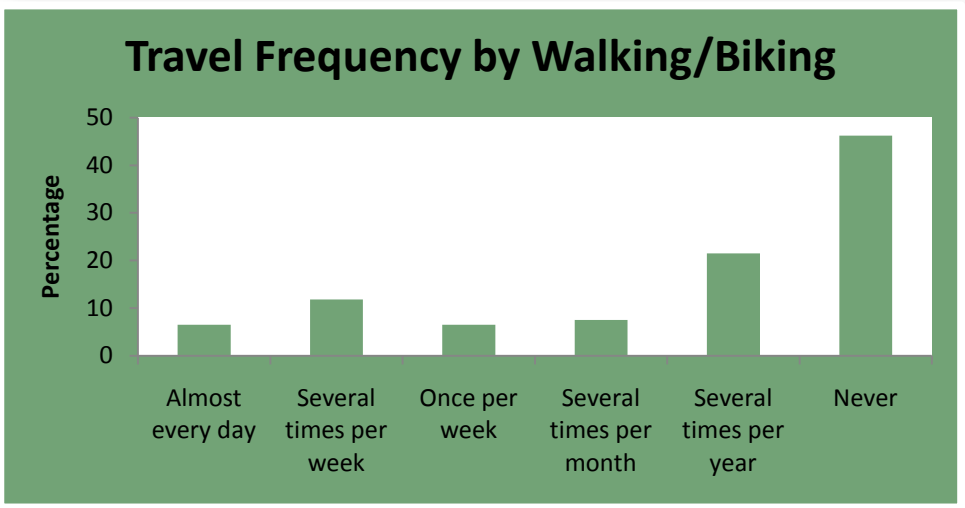
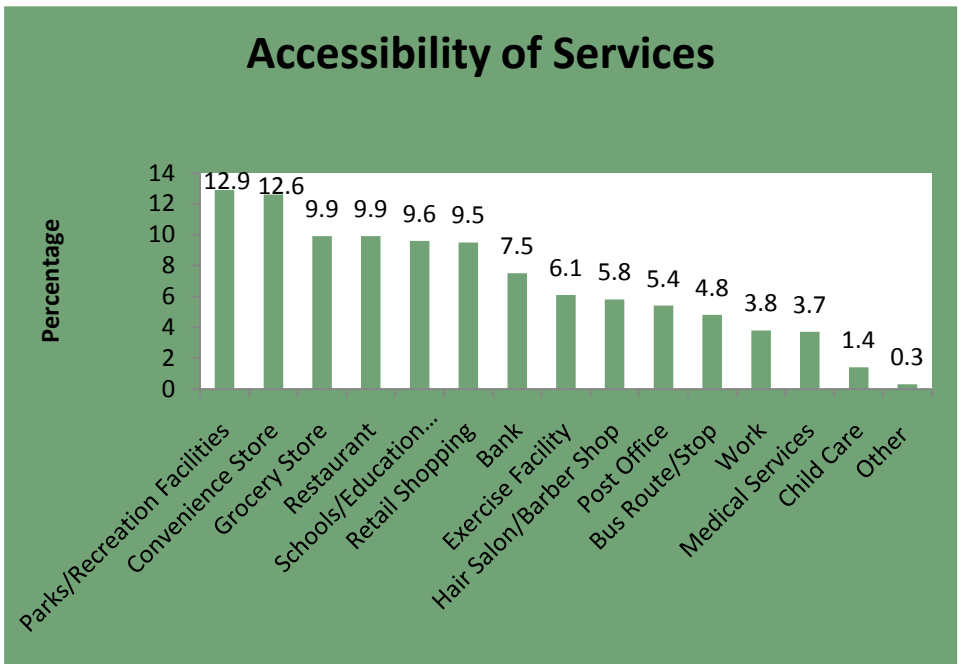
Check the box if you are able to conveniently walk or bike to and from home or work to any of the following destinations.

Analysis: Respondents indicated that they can walk to bike most easily to Recreation Facilities and Convenience Stores from their home or workplace. With almost equal response, the Grocery Store, Restaurants, Schools, and Retail Shopping are next most easily accessed. Additional services are not as easy to reach by walking or bike from home or work. Those include the Bank, Exercise Facility, Hair Salon, Post Office, Bus Stop, Work, Medical Services, and Child Care.

As a follow-up, respondents were asked –

How often do you walk or bike to any of these locations?

Analysis: Most respondents do not walk or bike to these locations. Almost 50 percent indicated they never do, while only about 25 percent said they do at least once a week.



Open-Ended Responses

The respondents were then asked a series of open-ended questions regarding their appreciation and concerns for the transportation system.

What two aspects of the existing transportation system do you appreciate the most?

Analysis: Respondents indicated they appreciate the highway/freeway system in the area and the direction or vision of the improvements being made. Aspects related to the ease of movement, pedestrian access, and greenways were another common theme contained in the respondents' comments. Satisfaction with signal synchronization, public transportation, road condition, and maintenance of the transportation system were also identified as appreciated aspects.

What two aspects of the existing transportation system concern you the most?

Analysis: Respondents were mostly concerned with congestion, particularly at intersections. Other concerns were related to the bus/transit system and bicycle and pedestrian safety. Overall safety was a consistent concern for respondents.

What two specific transportation improvements do you think should be the highest priority for the region in the next 25 years?

Analysis: Respondents recommended a wide variety of improvements. Most responses related to a single intersection or area. More general responses related to safety and improving congestion. Specific responses included:

- Widen Highway 14 from Ozark to Nixa; this should be more of a priority than CC, but both need to be improved with additional lanes and straightening of the dangerous curves
- Bus route for Nixa into Springfield
- Bike route from Springfield to Nixa, but would need to be level with minimal hills and enough room for bi-directional riders
- Fixed-route transit service in the suburbs, as well as greater frequency in Springfield
- Lakes traffic should bypass Nixa
- Nixa should consider foot and bike traffic, as well as walking school buses
- With an aging population, there should be less focus on walking and biking and more focus on traffic congestion
- Increase the public transportation to be more convenient/frequent
- Improve road network connectivity at the micro and macro levels
- Continue to work to bring Amtrak service to the Springfield area

- Consider aesthetics with new and refurbished road construction – more roads should look like Battlefield between Lone Pine and Luster, and fewer roads like the aseptically offensive nightmare that is Campbell between Sunshine and Republic Road
- Work with local city and county planning departments to allow/encourage denser, mixed-use development, decreasing auto dependence
- Community planning must change to encourage neighborhood business
- Another expressway like James River and Kansas
- Three lane highways
- More diamond interchanges
- Widening of Intersections
- Suburbs need more attention, especially along 14, 160 and CC
- There should be bike paths on all major streets and county roads
- Regulate the lights
- Get a rail system in town
- Keep up the existing road network
- Rail service that would be quicker between regions, like being able to get to St. Louis in an hour; though would rather see area roads get better between cities
- Widen Campbell, I-44, Sunshine, National
- I love living here and it is a great place to be!
- Westside corridor from I-44 to James River Expressway would help divert traffic from the northside of Springfield. A corridor from Highway 360 to the airport could be made from B and MM Highways going north from I-44 to the airport. There is already a need for a much improved highway due to an increase in businesses further south on B and MM.
- Commuter bus transportation to cities outside of Springfield and the funding to do it
- Expand the area covered by OTO to include all of Christian County, the eastern part of Lawrence County, and the western half of Webster County. These areas are major players in the expanding Springfield metro.

TAB 9

BOARD OF DIRECTORS AGENDA 08/18/11; ITEM II.H.

Kansas Expressway Major Thoroughfare Plan Amendment

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

AGENDA DESCRIPTION:

The City of Springfield has requested the Major Thoroughfare Plan be amended to change the classification of Kansas Expressway south of the James River Freeway from an Expressway to a Primary Arterial. This would allow for a reduced right-of-way requirement as well as less stringent access requirements. The primary arterial designation allows for right-in/right-out only drives to be spaced 330 feet apart.

Kansas Expressway is not a MoDOT maintained roadway south of US60 (James River Freeway). The Kansas Expressway extension, south of Republic Road is also classified as a primary arterial. It is consistent to change classifications at major freeways.

TECHNICAL COMMITTEE RECOMMENDATION:

The Technical Planning Committee is scheduled to meet on August 17, 2011 to make a recommendation on this issue.

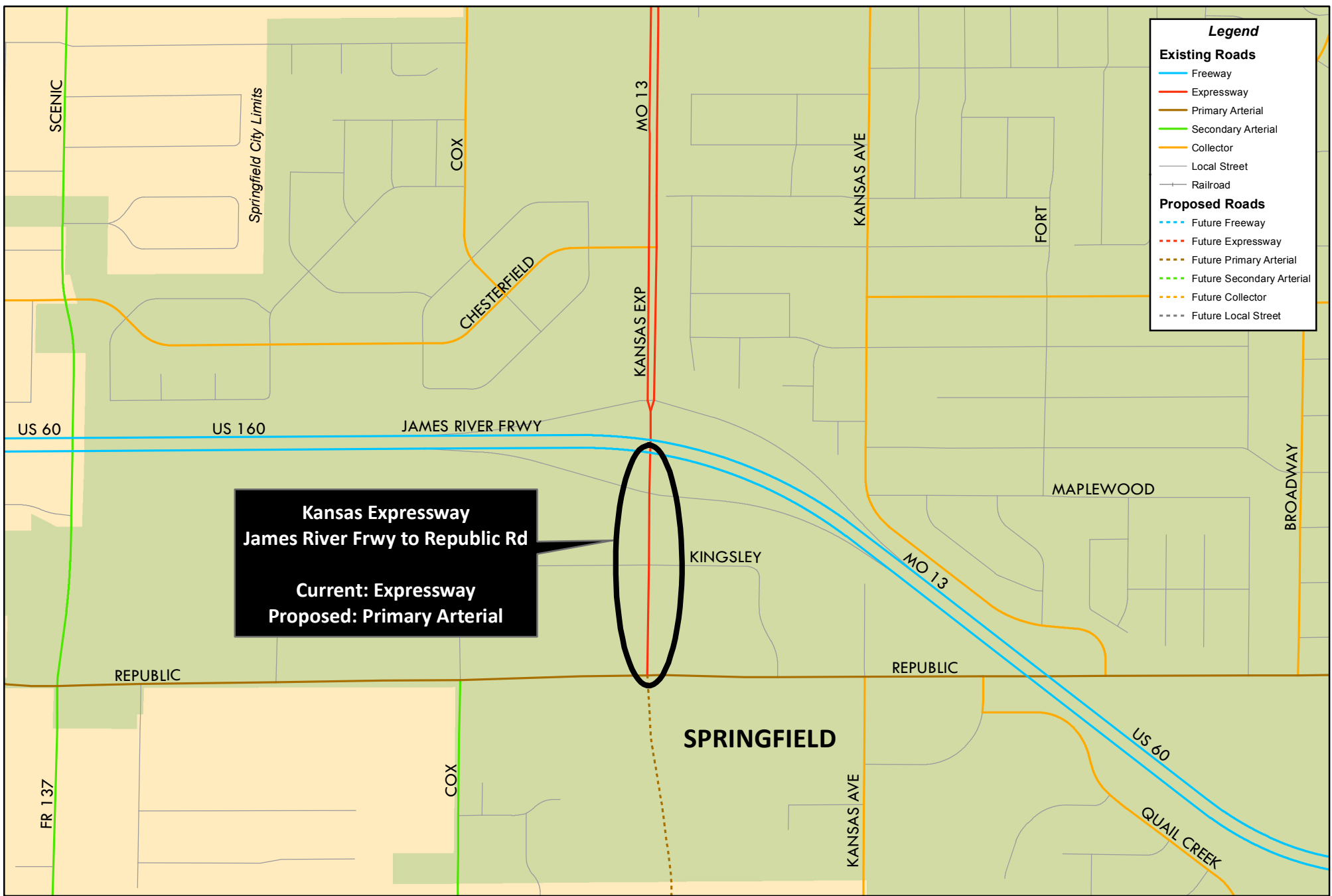
BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the City of Springfield’s Major Thoroughfare Plan amendment request.”

OR

“Move to return the Major Thoroughfare Plan amendment request to the Technical Committee and ask that the Technical Committee re-consider the following...”



0 500 1,000
Feet

Major Thoroughfare Plan Amendment City of Springfield - Kansas Expressway



TAB 10

BOARD OF DIRECTORS AGENDA 08/18/11; ITEM II.I.

OTO Office Relocation

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The primary objective of the Ozarks Transportation Organization is to conduct a continuing, cooperative and comprehensive transportation planning process. Part of the cooperative process is bringing jurisdictions together to plan the transportation network.

The Ozarks Transportation Organization relocated from the City of Springfield offices in 2008 to approximately 1000 square feet in the MSU Park Central Office Building. OTO currently has three private offices as well as an open area housing a Planning Technician and Intern, as well as a small conference room.

OTO frequently (often several times a week) utilizes off-site meeting rooms to hold meetings that would be better housed on-site. This would not only be more convenient for staff, but easier for meeting attendees to have a central location to attend meetings. It would save a lot of time in scheduling and travel and give a better image to OTO.

The OTO Executive Committee has been meeting over the past several months in order to select the most appropriate location. The proposed relocation would provide for needed meeting space, as well as a kitchen area and one additional office for expansion. The proposal includes an option on additional adjacent space. The proposed lease is for five years with extension options. Staff is proposing the Board of Directors authorize the Executive Committee to sign the lease, once it is reviewed by legal counsel.

Please see the attached materials for more information.

TECHNICAL COMMITTEE RECOMMENDATION:

The Technical Planning Committee is scheduled to meet on August 17, 2011 to make a recommendation on this issue.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to authorize the Executive Committee to enter into a lease to relocate the OTO offices to the Holland Building located at 205 Park Central East.”

OR

“Move to return the request to the Executive Committee to consider the following...”

Executive Committee Summary of Proposed Relocation

The OTO Executive Committee has conducted an extensive search in order to find office space for the Ozarks Transportation Organization that will serve to foster an excellent working relationship among local jurisdictions and planning partners. The vision is to provide a space that reflects the professionalism of the organization, while allowing for growth including space to allow for on-site meetings and training activities.

After viewing several properties, the Executive Committee is pleased to propose the Holland Building to house the OTO Offices. The proposed space will serve as an inviting place for jurisdictions to meet and seek transportation planning assistance.

The criteria that were utilized when evaluating potential office space included:

- Conference Room to accommodate the Board and Technical Committee meetings
- A Safe- Secure Environment
- Recognition- Professional Atmosphere
- Parking Availability
- ADA Accessibility

Details of Proposal

- Five year lease term. Fixed rent for three years. Three percent increase years four and five. The net increase in annual costs is approximately \$38,800 (years 2-3) and \$40,384 (years 4-5)
- Option to extend lease an additional six years
- One additional office is included for expansion (possible grant writing position)
- Additional space for future expansion is available as first right of refusal
- Large and small conference rooms are included for multiple meetings. Currently 8-10 meetings on average are held by OTO each month with potential for more. On site meetings will save time and confusion.
- Training can be conducted on-site for local jurisdictions
- A professional reception area is included
- Signage is included for easy identification
- Move in this fall
- Parking is close, less than a two minute walk
- Transit is readily available
- All utilities, internet and trash service is included
- Owner is paying infill costs
- Main entrance is locked after business hours for security
- Elevators provide ADA accessibility

The Holland Building

205 Park Central East, Springfield, Missouri 65806



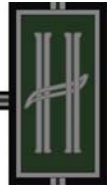
Great location on Park Central Square - Historic building with modern improvements - Utilities included - High speed Internet service included - Restaurant and gelato cafe in building - Parking available in adjacent Holland lot - Complimentary coffee bar - Walking distance to over 30 downtown eateries

Be a part of the action. Work downtown.



The Holland Building

205 Park Central East, Springfield, Missouri 65806



The Holland Building offers a unique opportunity for the Ozarks Transportation Organization to find its home in a very contemporary yet historic office setting that is literally at the heart of Springfield's beginnings and yet centered in the vitality of the city today.

Our tenants' daily experiences include a view out their window into the best of our community's urban parks, plazas, fountains, trees, sidewalk cafes, art walks, museums, libraries and all the excitement of a vibrant city. They can see and almost touch the birthplace of Route 66 while they work in the most secure, accommodating and contemporary of office environments.



No other office building in the area offers the same unique combination of amenities.

The Holland Building

205 Park Central East, Springfield, Missouri 65806



Building amenities and features

- A National Register of Historic Places and City Landmark building, built in 1914, and totally renovated in 2003 with updates every year since.
- Free Internet service that has dedicated and extraordinarily reliable 100 mbps burstable fiber optic connection via Springnet - the equivalent of a DS-3 or T-3 connection.
- Coffee and tea bar - complimentary to tenants.
- Architectural, engineering and interior design services will be provided by Casey Architecture, if desired, at no charge
- Access to building is available to tenants 24/7.
- Building is listed on the National Register of Historic Places, and has undergone a \$3 million plus renovation within the last 8 years. Lobby, corridors and office spaces are regarded as some of the finest in Springfield, providing a combination of historic features (marble walls, tile floors, decorative plaster, ornate wood trim, very large and operable windows, etc.) and contemporary amenities (new HVAC systems, high speed Internet provided through Springnet's fiber optic service, public restrooms completely renovated within last three years, complete automatic sprinkler system in an all concrete structure, matching window shades in all spaces, etc.).
- The manager for the Holland Building is located within the building and always available for a quick response to any need.
- The Holland Building has very satisfied tenants who are pleased with the amenities, the location, and the management. Please see the attached "Tenant Comments".
- Dining and catering - the two restaurants in the building, The Blue Bull and Gelato Mio, can cater lunches or desserts for meetings directly to your space, one of which serves extraordinary Panini sandwiches and the other serves excellent salads, burgers, pork tenderloin and other varieties of sandwiches. The Blue Bull also has a private dining room that can accommodate up to about 20 for private luncheons and will provide a pricing discount. Within a very short distance also are Trolleys and Big Whiskeys, each of whom can cater meals. Big Whiskey's has offered to provide a 15% discount.
- Mail is delivered directly to offices in the building.

The Holland Building

205 Park Central East, Springfield, Missouri 65806

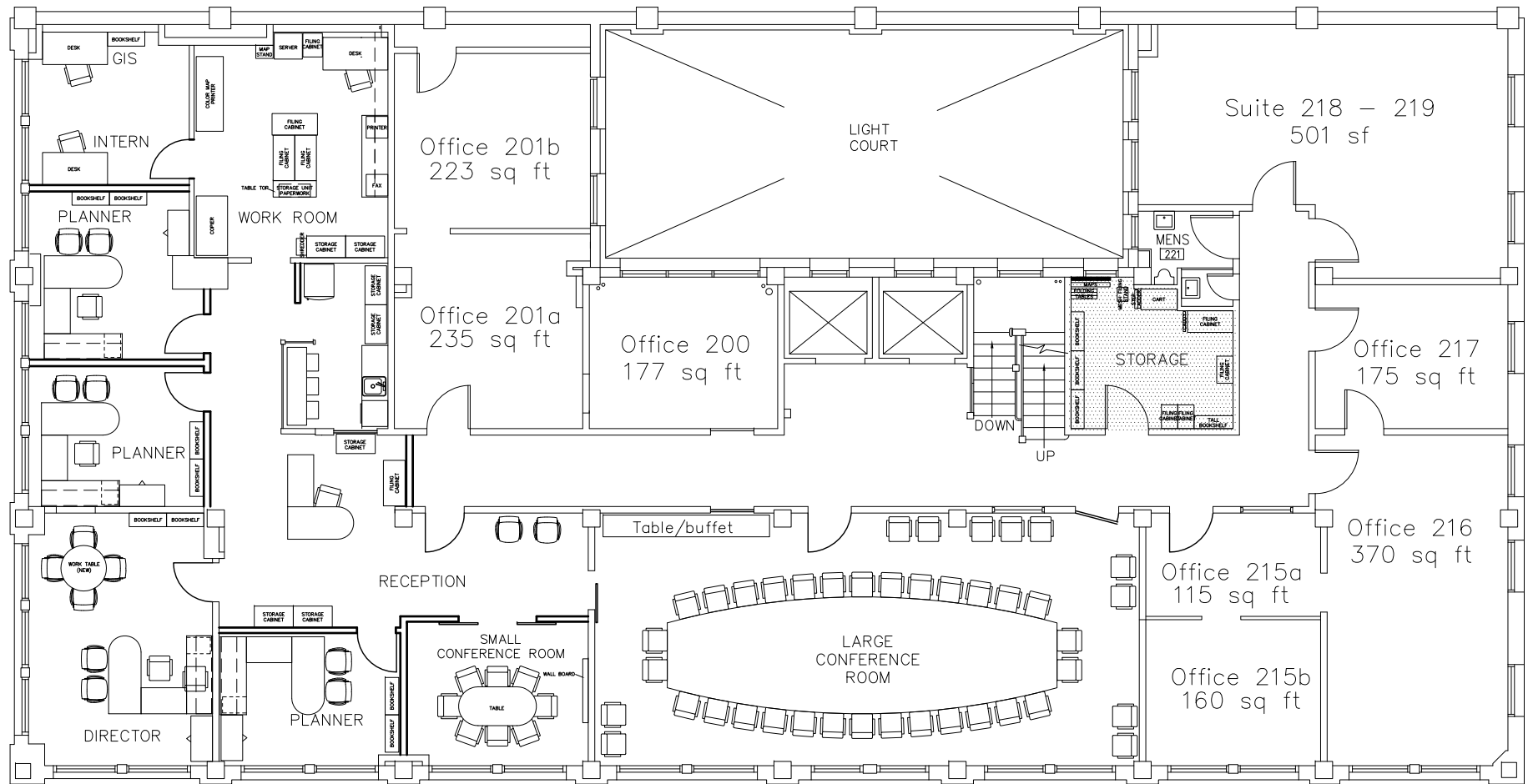


Site amenities and features

- The proposed office space overlooks both Park Central Square and Park Central East, formerly the historic Route 66, and now totally renovated as two of Springfield's finest urban streets and plazas with significant streetscaping and public amenities.
- Restaurants - five of downtown's best restaurants are located within 220' of the Holland Building, two of which are in the building (Gelato Mio and the Blue Bull), and all have sidewalk cafes.
- Public library and the History Museum (under construction) are both located on the Square.
- Nearby (1 ½ blocks) center city amenities include the Farmer's Market and Founders Park (site of free entertainment shows at noon in the summer)
- The building's location is centered at the heart of the revitalized Park Central area on what has now been described as the best street downtown, and is situated at a focal point of the urban redevelopment focus to create a strong linkage between the Square and the Hammons properties, Jordan Valley Park, and the primary entry into downtown via St. Louis Street.

Parking

- The Holland Building owns its 45 car private parking lot which is diagonally across the street from the building's rear entry. Three reserved spaces for OTO are to be included in this lease at no charge.
- Visitor spaces, reserved - three visitor spaces area always available for the Holland Building tenants in the lot, each of which may be reserved exclusively for OTO's scheduled meetings. It appears at this time that there are at least five additional spaces or more in the Holland lot which can be reserved for OTO's scheduled meetings.
- Visitor spaces, public lots - The Holland Building is surrounded by public lots, street parking and garages, most of which provide free parking for visitors. Of the 1,240 total free parking spaces shown below and identified on the attached parking map that are within four blocks of the Holland Building, it is estimated that at least 250 are available at the most congested times.
 - Within two blocks of the building there are 91 spaces on the streets, 244 spaces in city parking lots and 100 spaces in a garage, equating to 435 free spaces for public use. Additionally there are approximately 150 spaces available in a pay garage.
 - Between 2 and 4 blocks from the building there are an additional 68 spaces on the streets, 97 spaces in city parking lots and 640 spaces in garages, equating to 805 additional free spaces.
- Bike racks are soon to be installed on Park Central East and the Square.



SCHEME G3 Revised
2,915 SQ FT



The Holland Building
205 Park Central East
Springfield, MO

Second Floor West
August 9, 2011



HOLLAND BUILDING TENANT COMMENTS

Dr. Jeff Dorn, Program Director, Shapes Mentoring Program

"When we first considered the Holland Building for our office space we were drawn to its historic look and its proximity to all things downtown. Since we took up residence in 2009, we have also come to appreciate the great management staff! The Holland Building has proven to be a great place for the Shapes Mentoring Program to call home."

Rob Palmer, lawyer

The Law Offices of PalmerOliver, P.C.

- 1) Having our offices in the historic Holland Building not only has provided a beautiful unique space to work, but also allows all of us to enjoy the quickly growing opportunities in downtown Springfield. Downtown has returned as THE place to be in Springfield and we are very proud to be a part of it via our offices in the Holland Building.**
- 2) I cannot tell you what a pleasure it has been to have had our offices in the Holland Building for decades. In particular, the management of the building is superb. If we ever have a concern or an issue, it is addressed quickly and thoroughly. We are completely satisfied with the way they have treated us over the years!**
- 3) As tenants of the Holland Building for over 20 years, we have had the joy of witnessing the incredible loving restoration of the Holland building back to its former glory of 1914. The beautiful ornate plaster molding, magnificent wood trim, historical tile, transom windows, and Vermont marble make our offices unique to other offices in the Springfield area. Furthermore, since the Holland Building is located right on Park Central Square, we are in the very heart of the downtown area which has become THE place to be in Springfield. We are thrilled to continue our association with this incredible building and the wonderful management team of Casey Architecture.**

Liz Drennan,MS


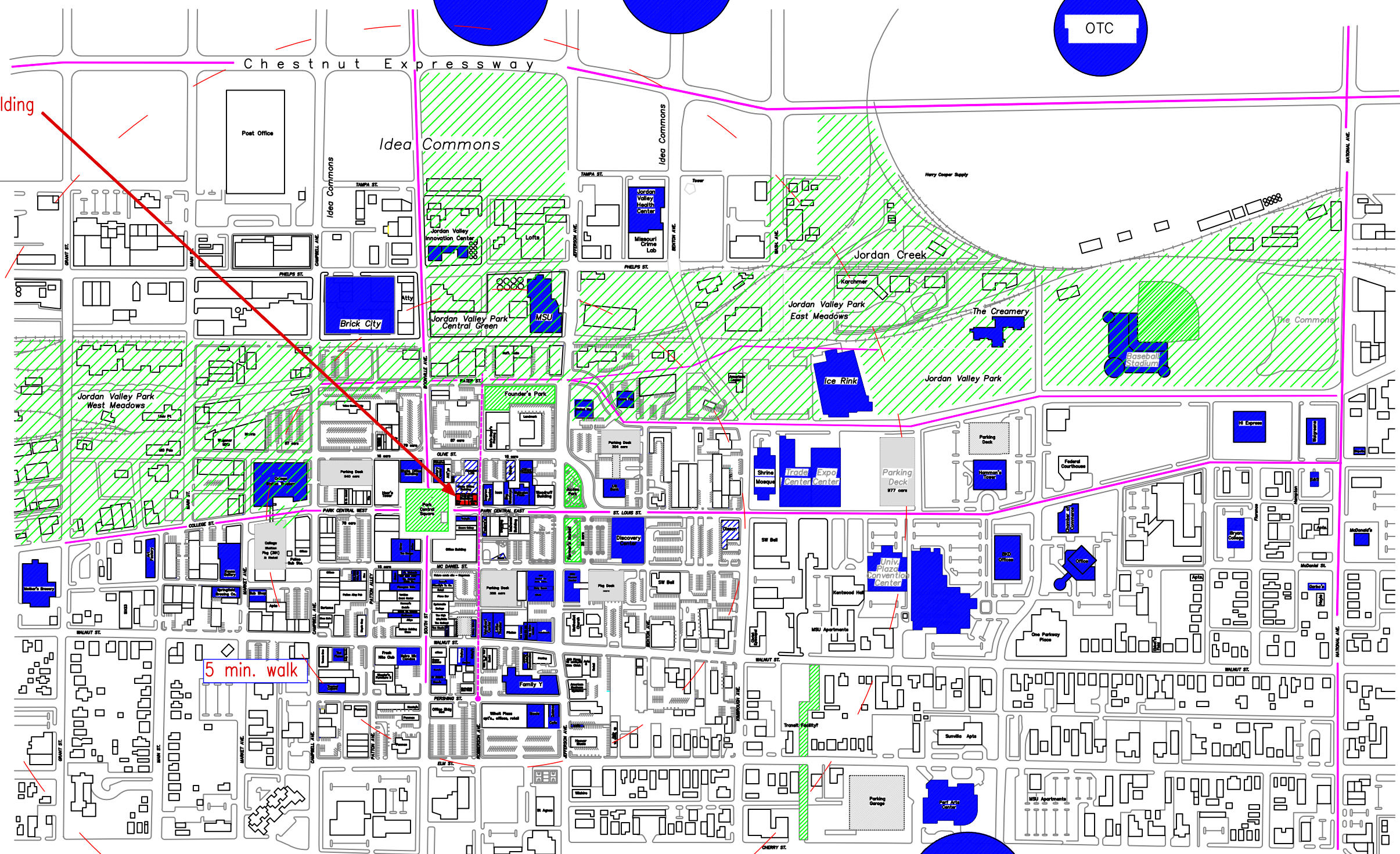
MERS Goodwill

..."The Holland Building became a second home for us as growth for our organization took place quickly, requiring response to the needs of our community. The location of center city and access to the public transit system has been pivotal in providing significant opportunities for our clientele. The openness to our program model by the ownership of the Holland building and relationships built thereafter have impacted the lives of many". Liz Drennan, Assistant Vice President, MERS Goodwill Industries

Jennifer Wilson

Principal of nForm architecture

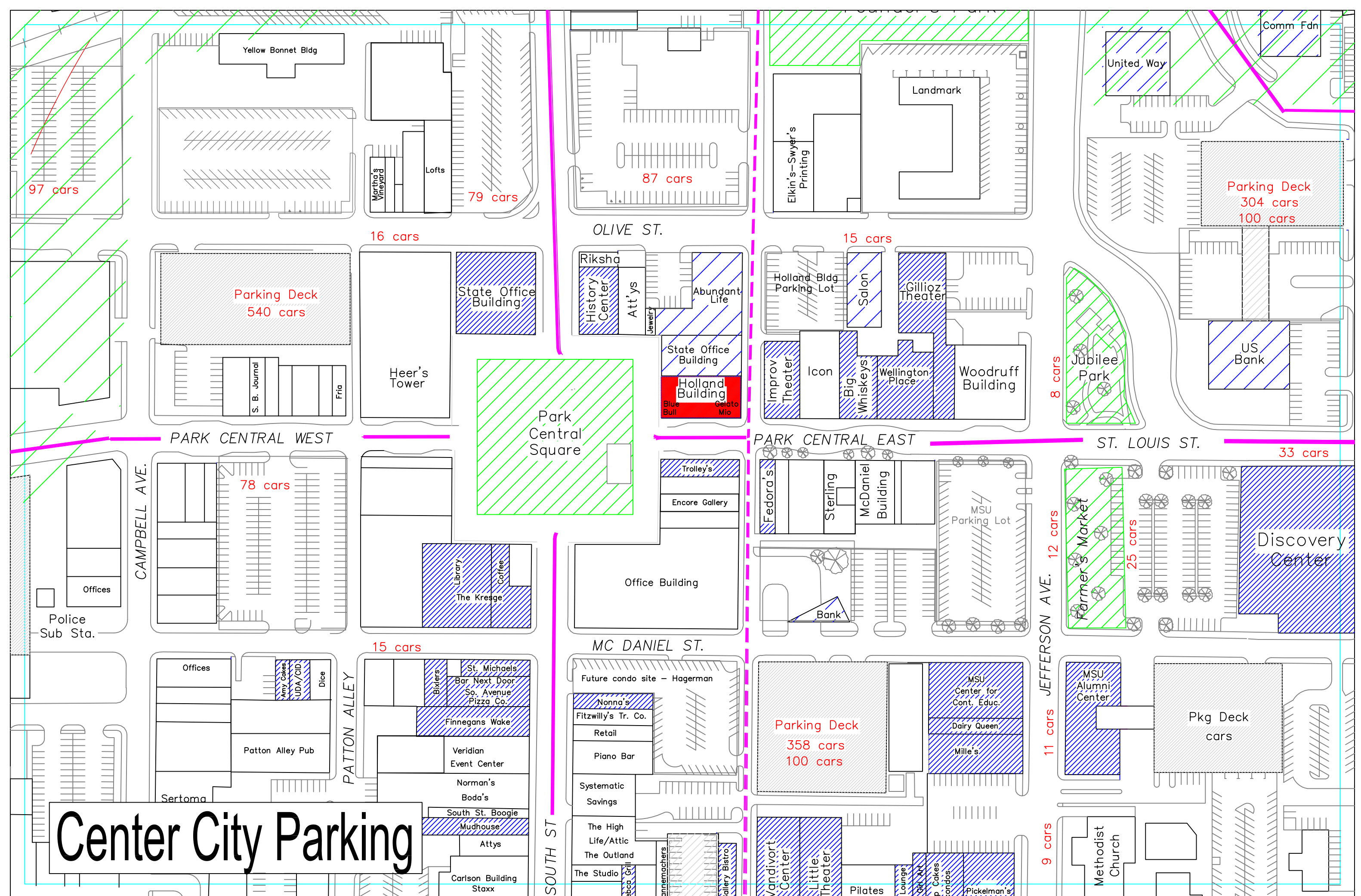
We appreciate the beautiful historic details of the Holland Building. The marble clad hallways and large windows create a professional environment which is appealing to our clients. We also enjoy easy access to many nice restaurants, a print shop and the city's government center.



Center City Development

June 15, 2011

© 2011 Casey Architecture



TAB 11

BOARD OF DIRECTORS AGENDA 08/18/11; ITEM II.J.

FY 2012 Unified Planning Work Program Amendment

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In order to relocate, and spend additional federal funds, the Unified Planning Work Program must be amended. The attached shows the proposed amendment that includes an increase of \$67,524 for the current fiscal year. This increase will cover the additional rent as well as furniture to furnish the conference room, reception area and additional office. The continued annual cost will be an increase of \$38,800 for years two and three. This \$38,800 equates to a local match increase of \$7,760 annually.

A sample of a 2013 budget is included for illustrative purposes. A request will be made in the spring to approve the actual 2013 budget.

OTO has a significant federal fund balance to draw upon. This balance is available for OTO's planning activities and can be utilized for administrative costs.

OTO Federal Fund Balance

OTO Remaining Balance thru FY 10	\$ 740,228.09
FY 11 Estimated Allocation	\$ 472,378.00
FY 12 Estimated Allocation	\$ 472,378.00
OTO FY 12 Estimated Expenditures	\$ (645,011.90)
Balance	\$ 1,039,972.19

TECHNICAL COMMITTEE RECOMMENDATION:

The Technical Planning Committee is scheduled to meet on August 17, 2011 to make a recommendation on this issue.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Unified Planning Work Program amendments.”

OR

“Move to return the Unified Planning Work Program to the Executive Committee to consider the following...”



**OZARKS TRANSPORTATION ORGANIZATION
METROPOLITAN PLANNING ORGANIZATION (MPO)
UNIFIED PLANNING WORK PROGRAM
FISCAL YEAR 2012
(July 1, 2011 – June 30, 2012)**

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

APPROVED BY OTO BOARD OF DIRECTORS: April 21, 2011

Amended by OTO Board of Directors: August 18, 2011

APPROVED BY ONEDOT: May 12, 2011

Amended by ONEDOT: _____

The preparation of this report was financed in part by Metropolitan Planning Funds from the Federal Transportation Administration and Federal Highway Administration, administered by the Missouri Department of Transportation.

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Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2012 (July 2011 - June 2012). The program is prepared annually and serves as a basis for requesting federal planning funds from the U. S. Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

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

The implementation of this document is a cooperative process of the OTO, Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit Department, Missouri State University Transportation Department and members of the OTO Technical Planning Committee and Board of Directors.

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

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

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

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

Task 010 - OTO General Administration

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

Work Elements:

- **Financial Management (July to June).** (Estimated Cost \$~~40,000~~ 41,315) Preparation of quarterly progress reports, payment requests, and year end reports to MoDOT. Maintenance of OTO accounts and budget and reporting to Board of Directors. Responsible Agency: OTO
- **FY 2013 Unified Planning Work Program Preparation (January-June).** (Estimated Cost \$~~7,548~~ 8,863) Responsible Agency: OTO
- **Training (July to June).** (Estimated Cost \$~~20,000~~ 21,315) Training and development of OTO Staff and OTO members through educational programs that are related to OTO work committees. Responsible Agency: OTO

Training could include the following:

- Transportation Research Board (TRB) Conferences
- Census Bureau Training (New Census & Am. Comm. Survey)
- ESRI/ArcInfo User's Conference
- Association for Commuter Transportation Conference
- Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter
- ITE Web Seminars
- National American Planning Association Conference
- Missouri Chapter, American Planning Association Conference and Activities
- Midwest Transportation Planning Conference
- Small to Mid-Sized Communities Planning Tools Conference
- Geographic Information Systems (GIS) Advanced Training (ESRI's ARC Product)
- Bicycle/Pedestrian Professional Training
- Provide Other OTO Member Training Sessions, as needed and appropriate
- Missouri Association of Procurement Professional Training
- GFOA Institute Training
- Missouri Public Transit Association Annual Conference

- **General Administration and Contract Management (July-June).** (Estimated Cost \$~~26,000~~ 27,314) Coordinate contract negotiations and Memorandum of Understandings. Responsible Agency: OTO
- **Electronic Support for OTO Operations (July-June).** (Estimated Cost \$~~20,000~~ 21,315) Maintain and update website. Software upgrades and maintenance contracts. Responsible Agency: OTO
- **Disadvantaged Business Compliance (July-June).** (Estimated Cost \$~~2,000~~ 3,314) Meet federal and state reporting requirements with regard to DBEs and meet MoDOT established DBE goals. Responsible Agency: OTO
- **Title VI Compliance (July-June).** (Estimated Cost \$~~1,000~~ 2,315). Accept and process complaint forms and review all projects for Title VI compliance. Meet federal and state reporting requirements. Responsible Agency: OTO

End Product(s) for FY 2012

- Completed quarterly progress reports, payment requests and the end-of-year report provided to MoDOT
- Completion of the 2013 Unified Planning Work Program
- Attendance of OTO Staff and OTO members at the various training programs
- Monthly updates of website
- Financial Reporting to Board of Directors

- Calculate dues and send out statements
- DBE reporting
- Title VI reporting and complaint tracking

Tasks Completed in FY 2011

- Completed quarterly and year end reports to MoDOT (Completed June 2011)
- Completed the FY 2012 UPWP (Completed April 2011)
- Staff attended the following conferences and training (Completed June 2011)
 - Tiger II Webinar
 - Ozarks Chapter ITE Technical Conference and Lunch Seminars
 - Municipal Officers Training
 - Missouri Public Transit Association Conference
 - Association for Commuter Transportation Conference
 - MOVES Air Quality Model Training
 - Health Care Reform Update-Springfield Chamber
 - AMPO National Conference
 - Missouri Chapter American Planning Association Conference
 - Missouri Chamber Transportation Conference
 - Civil Rights Training- MoDOT
 - Transportation Modeling Webinar
 - Transportation Conformity Training
 - National American Planning Association Conference
 - ESRI International users Conference
 - ITE Web Seminars
- Dues calculated and mailed statements for July 2011(Completed February 2011)
- Website maintenance (Completed June 2011)
- Completed DBE reporting (Completed June 2011)

Task 010 – OTO General Administration Funding Sources

Local Match Funds	\$ 23,310 <u>25,150</u> 20%
Federal CPG Funds	\$ 93,238 <u>100,601</u> 80%
Total Funds	\$116,548 <u>125,751</u>

Task 020 - OTO Committee Support

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

Work Elements:

- **OTO Committee Support (July-June).** (Estimated Cost \$~~70,500~~ 72,326) Conduct and staff all Technical Planning Committee, Bicycle and Pedestrian Advisory Committee, Local Coordinating Board for Transit, and Board of Directors meetings. Respond to individual committee requests. Facilitate and administer any OTO subcommittees formed during the Fiscal Year. Responsible Agency: OTO
- **Community Committee Participation (July-June).** (Estimated Cost \$~~40,000~~ 11,826) Participate in various community committees directly related to transportation. Responsible Agency: OTO
Committees include:
 - The Springfield Area Chamber of Commerce Transportation Committee
 - The Southwest Missouri Council of Governments Board and Technical Committee
 - Missouri Public Transit Association
 - MoDOT Blueprint for Safety
 - Ozarks Clean Air Alliance and Clean Air Action Plan Committee
 - Ozark Greenways Technical Committee
 - Ozark Greenways Sustainable Transportation Advocacy Resource Team (STAR Team)
 - SeniorLink Transportation Committee
 - Missouri Safe Routes to School Network
 - Ozark Safe Routes to School Committee
 - Local Safe Routes to School
 - Childhood Obesity Action Group and Healthy Living Alliance
 - Other Committees as needed
- **OTO Policy and Administrative Documents (July-June).** (Estimated Cost \$~~4,400~~ 5,925) Process Amendments to bylaws, policy documents, and administrative staff support consistent with the OTO growth. Conduct an annual review of the OTO Public Participation Plan and make any needed revisions, consistent with federal guidelines. Responsible Agency: OTO
- **Member Attendance at OTO Meetings (July – June)** (In-kind Services \$~~8,000~~ 9,825). OTO member jurisdictions time spent at OTO meetings. Responsible Agencies: OTO and member jurisdictions

End Product(s) for FY 2012

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

Tasks Completed in FY 2011

- Conducted Technical Committee Meetings, Bicycle and Pedestrian Committee Meetings, UPWP Subcommittee Meetings, Local Coordinating Board for Transit Meetings, and Board of Directors meetings.
- Documented meeting attendance for in-kind reporting
- Staff participated in multiple community committees

Task 020 – OTO Committee Support Funding Sources

Local Match Funds	\$ 10,520 <u>11,981</u>	10.8 <u>12.0</u> %
In-kind Services	\$ 8,000 <u>8,000</u>	—9.2 <u>8.0</u> %
Federal CPG Funds	\$ 74,080 <u>79,921</u>	80%
Total Funds	\$92,600 <u>99,902</u>	

Task 030 – OTO General Planning and Plan Implementation

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

Work Elements:

- **Amendments to the OTO Journey Long-Range Transportation Plan 2030 to 2035 (July- June)** (Estimated Cost ~~\$15,000~~ 17,570) Process amendments to the Long Range Plan including Major Thoroughfare Plan. Responsible Agency: OTO
- **OTO Travel Demand Model Runs (July-June)** (Estimated Cost \$10,000) (*Consultant Contract Needed*) Model Runs on an as needed basis. Responsible Agency: OTO
- **Continuation of the Congestion Management Process (July-June).** (Estimated Cost ~~\$15,000~~ 16,286) On-going implementation of selected strategies and coordination of data collection efforts. Responsible Agency: OTO
- **Bicycle and Pedestrian Plan Implementation (July-June).** (Estimated Cost ~~\$15,000~~ 16,287) The Bicycle and Pedestrian Advisory Committee will continue the coordination and monitoring of the implementation of the OTO Area-Wide Bicycle and Pedestrian Plan. Responsible Agency: OTO
- **Geographic Information Systems (GIS) (July-June).** (Estimated Cost ~~\$25,000~~ 26,286) Continue developing the Geographic Information System (GIS) and work on inputting data into the system that will support the Transportation Planning efforts. Responsible Agency: OTO
- **Air Quality Planning (July-June).** (Estimated Cost ~~\$20,000~~ 21,285) Staff serves on the Ozarks Clean Air Alliance along with Springfield Greene-County Health Department, which is implementing the first regional Clean Air Action Plan in hopes to preempt designation as a non-attainment area for ozone. Staff will also coordinate the OTO fleet subcommittee to begin discussions on the use of new technologies and fuels in the OTO area that can improve air quality. Responsible Agency: OTO
- **Demographics and Future Projections (July-June).** (Estimated Cost ~~\$20,000~~ 21,286) Continue to analyze growth and make growth projections for use in transportation decision making by collecting development data and compiling into a demographic report that will be used in travel demand model runs, plan updates and planning assumptions. Responsible Agency: OTO
- **Mapping and Graphics Support for OTO Operations (July-June)** (Estimated Cost ~~\$10,000~~ 11,286) Responsible Agency: OTO

End Product(s) for FY 2012

- Amendments to the Long-Range Transportation Plan
- Implementation of Bicycle and Pedestrian Plan
- Model runs as requested
- Continued monitoring of attainment status
- Demographic Report
- Selection of Enhancement and Safe Route to School Projects

Tasks Completed in FY 2011

- Long Range Transportation Plan Update
- Major Thoroughfare Plan amended
- Maintenance of GIS system layers
- Selection of Enhancement and Safe Route to School Projects
- Bicycle and Pedestrian Plan Implementation Status Report
- Staff participation in Statewide Passenger Rail Study Group

Task 030 – General Planning and Plan Implementation Funding Sources

Local Match Funds	\$ 26,000 <u>28,057</u>	20%
Federal CPG Funds	\$ 104,000 <u>112,229</u>	80%
Total Funds	\$ 140,286	

Task 040 – OTO Transportation Improvement Program

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

Work Elements

- **2012-2015 Transportation Improvement Program (TIP) (July-August).** (Estimated Cost ~~\$5,000~~ 7,285) Complete and Publish the 2012-2015 TIP. Item should be on the July Technical Planning Committee Agenda and the August Board of Directors Agenda. Responsible Agency: OTO
- **2013-2016 Transportation Improvement Program (TIP) (March-June).** (Estimated Cost ~~\$75,142~~ 77,426) Begin Development of the 2013-2016 TIP. Responsible Agency: OTO
 - Conduct the Public Involvement Process for the TIP (March-August).
 - Work with the TIP Subcommittees (June).
 - Complete Draft document
- **TIP Amendments (July-June).** (Estimated Cost ~~\$8,500~~ 10,784) Process all modifications to the FY 2011-2014 and 2012-2013 TIPs including the coordination, advertising, public comment and Board approval and submissions to MoDOT for incorporation in the STIP. Responsible Agency: OTO
- **Annual Listing of Obligated Projects (October-December)** (Estimated Cost ~~\$1,500~~ 3,784). Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website. Responsible Agency: OTO
- **TIP Software (June- December)** (Estimated Cost \$25,000) (*Consultant Contract Needed*) Purchase software to make an online searchable database for projects. Responsible Agency: OTO

End Product(s) for FY 2012

- TIP amendments, as needed.
- Adopted FY 2012-2015 Transportation Improvement Program as approved by the OTO Board and ONEDOT
- Draft of the FY 2013-2016 Transportation Improvement Program
- Annual Listing of Obligated Projects
- Online searchable database of TIP projects

Tasks Completed in FY 2011

- Adopted FY 2011-2014 Transportation Improvement Program as approved by the OTO Board and ONEDOT
- Draft of the FY 2012-2015 Transportation Improvement Program
- Amended the FY 2011-2014 TIP numerous times
- Annual Listing of Obligated Projects

Task 040 - Transportation Improvement Program Funding Sources

Local Match Funds	\$ 23,028 <u>24,856</u>	20%
Federal CPG Funds	\$ 92,114 <u>99,423</u>	80%
Total Funds	\$ 115,142 <u>124,279</u>	

Task 050 – OTO Rideshare and Commuter Choice Program

The Congestion Management Process recommends a revised rideshare program that focuses on employer-based strategies and employer targeting through such national initiatives as Commuter Choice.

Work Elements

- **Ride-Share and Commuter Choice Advertising (July-June).** (City Utilities (CU) Donated Services \$5,000)
OTO will promote and advertise the Rideshare and Commuter Choice Program through utilizing bus wraps on the City Utilities buses. Responsible Agency: OTO
- **Continued deployment of OzarksCommute.com rideshare/commuter choice program through RIDESHARK (July-June).**(Estimated Cost \$19,000) *Consultant Contract.* Responsible Agency: OTO
 - Maintain planning database to match riders and drivers in response to requests for shared rides (ongoing). Monthly maintenance of rideshare program (\$750/Month)
 - Develop marketing materials for rideshare program.
 - Data Collection and Analysis of quarterly rideshare status. (ongoing)
- **Continued Employer Promotion of rideshare/commuter choice program (July-June).** (Estimated Cost ~~\$17,000~~ 20,247) Responsible Agency: OTO
 - Educate employers through working with the Springfield Area Chamber of Commerce .
 - Provide on-site education and technical assistance to employers who agree to participate.
 - Conduct on-site transportation fairs to test marketing materials at targeted employers.
 - Serve as transportation ambassadors to employees.
 - Publicizing the rideshare program. Includes bus wraps, banners, and other marketing material for public events. (ongoing)

End Products for FY 2012

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

Tasks Completed in FY 2011

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

Task 050 - Rideshare and Commuter Choice Program Funding Sources

Local Match Funds	\$ 3,200 <u>3,849</u>	7.78 <u>8.7</u> %
CU Donated Services (Bus Wraps)	\$ 5,000	12.22 <u>11.3</u> %
Federal CPG Funds	\$ 32,800 <u>35,398</u>	80 %
Total Funds	\$41,000 <u>44,247</u>	

Task 060- OTO and City Utilities Transit Planning

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

Work Elements

- **Operational Planning (July-June).** (Estimated Cost \$~~40,000~~ 44,389 (CU \$35,000, OTO \$~~5,000~~ 9,389)) Responsible Agencies: OTO and City Utilities
 - OTO Staff shall support operational planning functions including, surveys and analysis of headway and schedules, and development of proposed changes in transit services.
 - Route Analysis
 - City Utilities Transit grant submittal and tracking.
 - City Utilities and OTO development of information for certification reviews.
 - City Utilities Transit collection and analysis of data required for the National Transit Data Base Report. Occasionally OTO Upon the request of CU, staff provides information toward this report, such as the data from the National Transit Database bus survey.
 - City Utilities Transit and OTO will conduct marketing and customer service programs.
 - CU Transit studies about management, operations, capital requirements and economic feasibility.
 - CU Transit participation in Ozarks Transportation Organization committees and related public hearings.
 - CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices. (FTA Line Item Code 44.24.00)
 - The Local Coordinating Board for Transit will review the Transit Coordination Plan and make recommendation to the OTO Board of Directors for any necessary amendments.
- **ADA Accessibility (July-June).** (Estimated Cost \$~~5,000~~ 9,390 (CU \$3,000, OTO \$~~2,000~~ 6,390)) Responsible Agency: OTO and City Utilities
 - OTO Staff to work with City Utilities Transit staff on transportation improvements at bus stops (i.e. bus turnouts).
 - CU Transit retains contract management for ADA projects with OTO staff assistance as requested.
 - OTO Staff and City Utilities Transit staff to work together on efforts to provide curb cuts and sidewalk accessibility at bus stops and shelters around Springfield, on an annual basis. (FTA Line Item Code 44.24.00)
- **Transit Fixed Route Analysis (June-January)** (Estimated Cost \$140,000 (CU \$~~70,000~~ 14,000, OTO \$126,000))
Consultant Contract Needed. Analysis of the current fixed route system in order to recommend the most appropriate route structure of the current system as well as system expansion given budget restrictions. This will look at alternatives to the hub and spoke system within the City of Springfield to analyze a possible system modification and the budget ramifications of a modification. This was a recommendation in the Transit Development Plan for City Utilities Transit to consider a change in the route structure it currently uses within the City of Springfield. Responsible Agency: OTO and City Utilities
- **Service Planning (July-June).** (Estimated Cost \$~~31,000~~ 35,389 (CU \$22,434, OTO \$~~8,566~~ 12,955)) Responsible Agencies: OTO and City Utilities
 - Per the recommendations of the Transit Coordination Plan, use recommended project selection criteria for selection of human service agency transit projects.
 - OTO Staff collection of data from paratransit operations as required.
 - OTO Staffing of the Local Coordinating Board for Transit
 - CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield. (FTA Line Item Code 44.23.01)
 - OTO Staff and City Utilities Transit participation in special transit studies.
 - As part of the TIP process, a competitive selection process will be conducted for selection of 5307, 5310, 5316 (JARC), 5317 (New Freedom) projects.
- **Financial Planning (July-June).** (Estimated Cost \$22,000 (CU \$22,000) Responsible Agency: City Utilities
 - CU Transit analysis of transit system performance by adopted policies to achieve effective utilization of available resources.

- CU Transit preparation of long and short-range financial and capital plans.
- CU Transit will identify possible cost-saving techniques and opportunities.
- CU Transit, with potential assistance from OTO Staff, will identify potential revenue from non-federal sources to meet future operating deficit and capital costs. (FTA Line Item Code 44.26.84)

- **Competitive Contract Planning (July-June).** (Estimated Cost \$9,207 (CU \$8,207, OTO ~~\$500~~ 1,000)) Responsible Agencies: OTO, City Utilities and Missouri State University
 - CU Transit will study opportunities for transit cost reduction through the use of third-party and private sector providers.
 - Missouri State University will continue to monitor costs of their third-party private sector transit contractor.
 - CU Transit and OTO Staff will study potential coordination of private sector transportation with the existing and potential public sector providers to minimize unserved populace.
 - OTO Staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans.
 - OTO Staff to cooperate with MSU, CU, and their consultants in the evaluation of existing services.
- **Safety, Security and Drug and Alcohol Control Planning (July-June).** (Estimated Cost ~~\$20,000~~ 24,390 (CU \$18,000, OTO ~~\$2,000~~ 6,390)) Responsible Agencies: OTO, City Utilities and Missouri State University
 - CU and Missouri State University have adopted policies of drug-free awareness programs to inform their employees on the dangers of drug abuse. (FTA Line Item Code 44.26.82) Funding is intended to assist in the development of a drug and alcohol awareness program in an effort to provide a drug and alcohol-free working environment for the employees at CU, and MSU transit. In particular, special studies addressing critical transportation and related drug and alcohol issues may need to be completed.
 - The OTO, CU and MSU will review existing plans and procedures for maintaining security on existing transit facilities and take steps to mitigate any identified shortcomings.
- **Transit Coordination Plan Update (February-June).** (Estimated Cost ~~\$10,000~~ 14,389 (CU \$5,000, OTO ~~\$5,000~~ 9,389)) Responsible Agencies: OTO, City Utilities and Human Services Transit Providers. Update of the existing Transit Coordination Plan including examination and possible update of the competitive selection process.

End Products for FY 2012

- Transit agency coordination (OTO Staff)
- Project rankings and allocations in the 2013-2016 TIP related to transit, and various new ADA accessible bus shelters and stops. (OTO staff)
- Special Studies. (OTO Staff, CU, and possible consultant services as necessary)
- On Board Bus Surveys (OTO Staff, CU)
- Quarterly reporting to National Transit Database (CU)
- Transit Coordination Plan
- Transit Route Analysis

Tasks Completed in FY 2011

- Project rankings and allocations in the 2012-2015 TIP related to transit, and various new ADA accessible bus shelters and stops
- On-Board bus surveys
- Quarterly reporting to National Transit Database

Task 060 Transit Planning Funding Sources

Local Match Funds	\$ 18,713 <u>23,103</u>	6.75 <u>8</u> %
CU Match Funds	\$ 36,728	13.25 <u>12</u> %
Total Local Funds	\$ 55,441 <u>59,831</u>	20 <u>20</u> %
Federal CPG Funds	\$ 130,853 <u>148,410</u>	47.20 <u>50</u> %
FTA 5307 Funds	\$ 90,913	32.80 <u>30</u> %
Total Federal Funds	\$ 221,766 <u>239,323</u>	80 <u>80</u> %
Total Task 060 Funds	\$ 277,207 <u>299,154</u>	

Task 070 – OTO and MoDOT Special Studies and Projects

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies from the Long-Range Transportation Plan.

Work Elements (July-June)

- **MoDOT Transportation Studies and Data Collection (Direct Cost Services \$15,977)** Responsible Agency: MoDOT (~~District 8 Southwest District~~ staff). OTO would work with MoDOT to conduct a Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan and Travel Demand Model. Transportation Studies would be conducted to provide accident data for use in the Congestion Management Process. Speed Studies would be conducted to analyze signal progression to meet requirements of Congestion Management Process. Miscellaneous studies to analyze congestion along essential corridors would also be a billable activity under this task.

Source of Eligible MoDOT Match

MoDOT Position	Yearly Salary	Yearly Fringe	Yearly Total	Yearly % Time	OTO Eligible
Senior Traffic Studies Specialist	\$52,500	\$26,394	\$78,894	7.00%	\$5,523
Intermediate Traffic Studies Specialist	\$49,600	\$22,003	\$71,603	14.60%	\$10,454
					\$15,977

Continued Coordination with entities that are implementing Intelligent Transportation Systems. (July-June) (Estimated Cost ~~\$11,908~~ 18,310) Coordination with the Traffic Management Center in Springfield and with City Utilities transit as needed. Responsible Agency: OTO

Studies of Parking, Land Use, and Traffic Circulation. (July-June) (Estimated Cost \$20,000) Studies that are requested by member jurisdictions to look at traffic, parking or land use. Responsible Agency: OTO

Other Special Studies in accordance with the Adopted Long-Range Transportation Plan. (July-June) (Estimated Cost \$12,000) Studies relating to projects in the Long Range Transportation Plan. Responsible Agency: OTO

Travel Time Runs and Traffic Counts (February-April) (Estimated Cost \$20,000). Data collection efforts to support the OTO planning products, signal timing and transportation decision making. (*Consultant Contract Needed*) Responsible Agency: OTO

End Products for FY 2012

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

Tasks Completed in FY 2011

- Traffic counts within the OTO area for MoDOT roadways
- Crash Data
- Speed Studies
- ITS Coordination

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

Local Match Funds	<u>\$ 1,280</u>	<u>01.5%</u>
MoDOT Direct Costs	\$15,977	<u>2018.5%</u>
Federal CPG Funds	\$63,908 <u>69,030</u>	80%
Total Funds	\$79,885 <u>86,287</u>	

~~\$63,908~~ 70,310 Actual Costs

\$15,977 _____ Value of MoDOT D8 “direct cost” metropolitan planning activity

~~\$79,855~~ 86,287 Total Value Project (Special studies & projects)

X .80 _____ Federal prorate share

~~\$63,908~~ 69,030 Federal CPG funds (100% Federal funding of OTO’s actual cost Task 070 studies)

Financial Expenditure Summary

		LOCAL			FEDERAL				
				<u>MoDOT</u>					
		<u>OTO</u>	<u>CU</u>	<u>Direct</u>	<u>In Kind</u>	<u>CPG</u>	<u>5307</u>	<u>TOTAL</u>	<u>%</u>
				<u>Costs</u>	<u>Services</u>				
Task	10	\$23,310				\$93,238		\$116,548	13.67%
Task	20	\$10,520			\$8,000	\$74,080		\$92,600	10.86%
Task	30	\$26,000				\$104,000		\$130,000	15.25%
Task	40	\$23,028				\$92,114		\$115,142	13.51%
Task	50	\$3,200			\$5,000	\$32,800		\$41,000	4.81%
Task	60	\$18,713	\$36,728			\$130,853	—\$90,913	\$277,207	32.52%
Task	70			\$15,977		\$63,908		\$79,885	9.38%
TOTAL		\$104,771	\$36,728	\$15,977	\$13,000	\$590,993	—\$90,913	\$852,382	100%

		LOCAL			FEDERAL				
				<u>MoDOT</u>					
		<u>OTO</u>	<u>CU</u>	<u>Direct</u>	<u>In Kind</u>	<u>CPG</u>	<u>5307</u>	<u>TOTAL</u>	<u>%</u>
				<u>Costs</u>	<u>Services</u>				
Task	10	\$25,150				\$100,601		\$125,751	13.67%
Task	20	\$11,980			\$8,000	\$79,921		\$99,902	10.86%
Task	30	\$28,057				\$112,229		\$140,286	15.25%
Task	40	\$24,856				\$99,423		\$124,279	13.51%
Task	50	\$3,849			\$5,000	\$35,398		\$44,247	4.81%
Task	60	\$23,103	\$36,728			\$148,410	\$90,913	\$299,153	32.52%
Task	70	\$1,280		\$15,977		\$69,030		\$86,287	9.38%
TOTAL		\$118,276	\$36,728	\$15,977	\$13,000	\$645,012	\$90,913	\$919,906	100%

Remaining CPG Funds Balance available from Prior Years UPWP* \$ 1,067,636.15

FY 2012 Estimated CPG Funds allocation** \$ 472,378.00

TOTAL Estimated CPG Funds Available for FY 2012 UPWP \$ 1,540,014.15

TOTAL CPG Funds Programmed for FY 2012 \$ ~~590,993.00~~ 645,012.00

Remaining Unprogrammed Balance \$ ~~949,021.15~~ 895,002.15

*Previously allocated but unspent CPG Funds

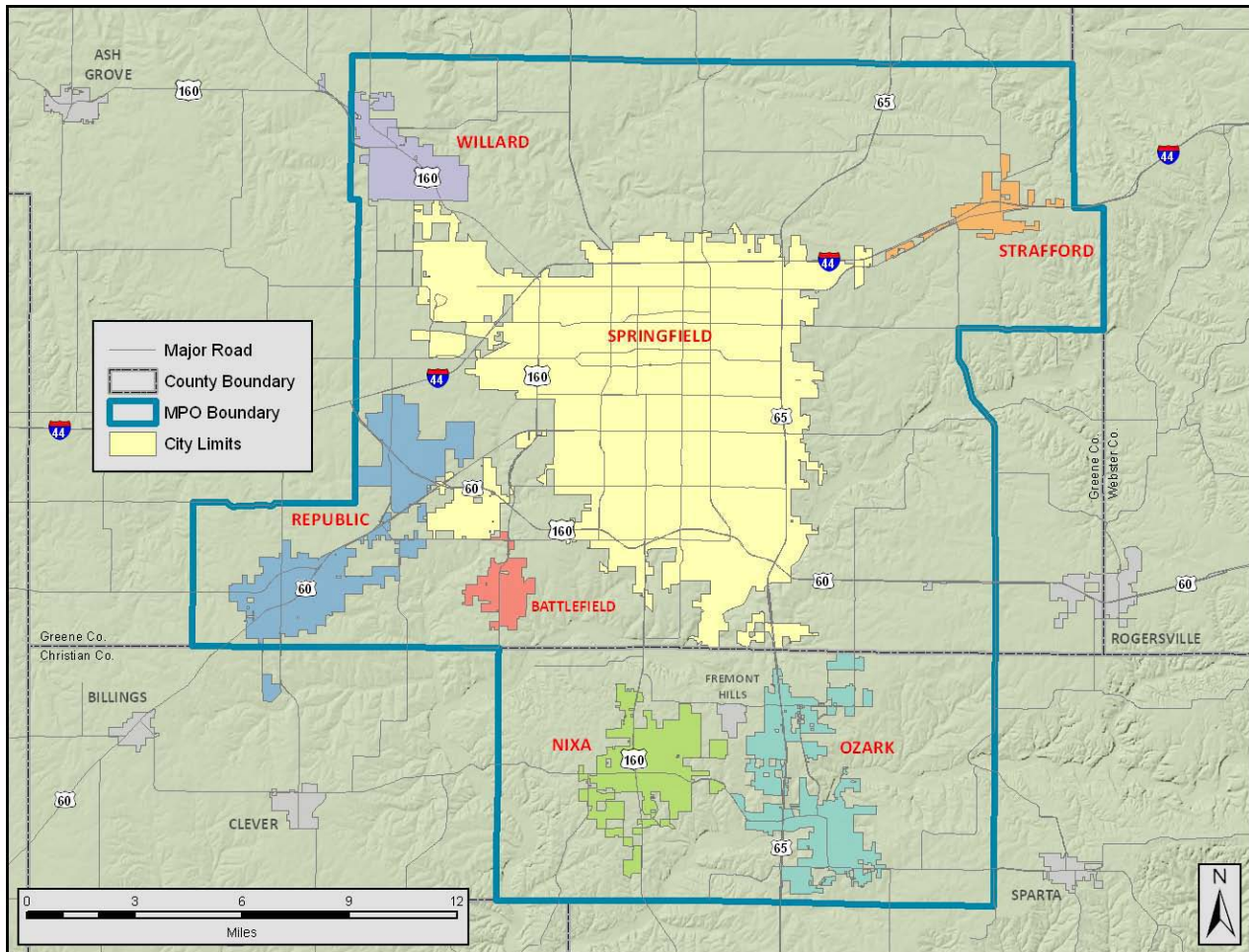
**The TOTAL Estimated CPG Funds Available for FY 2012 UPWP is an estimated figure based on an estimate for the FY 2010 allocation.

It is expected that additional funds will be added to the Remaining Unprogrammed Balance resulting from FY 2011 budget savings.

OTO is electing not to utilize the entire balance of available CPG funding at this time. It is anticipated that in future years there will be a need to utilize funding beyond the current years allocation to fund a new Travel Demand Model.

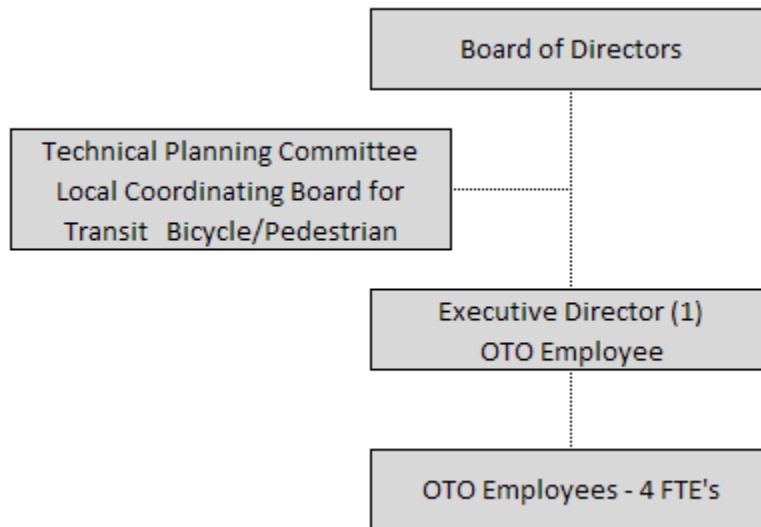
OZARKS TRANSPORTATION ORGANIZATION

BOUNDARY MAP



Ozarks Transportation Organization

Organization Chart



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

APPENDIX A

FY 2012 Budget
July 1, 2011- June 30, 2012

Estimated Expenditures

OTO Budget utilizing Consolidated Planning Grant Funds

Cost Category	Budgeted Amount	Amended 2012	Sample 2013
Salaries & Fringe	\$ 351,012.87	\$ 351,012.87	\$ 366,012.87
Spfld Contract for Staff and Services	\$ -	\$ -	\$ -
TIP Software	\$ 25,000.00	\$ 25,000.00	\$ -
Rideshare Software/ Materials	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00
Publications	\$ 1,000.00	\$ 1,000.00	\$ 1,000.00
Office Supplies/Furniture	\$ 10,500.00	\$ 37,236.00	\$ 10,500.00
Mapping	\$ -	\$ -	\$ -
Training	\$ 5,800.00	\$ 5,800.00	\$ 5,800.00
Travel	\$ 14,501.00	\$ 14,501.00	\$ 14,501.00
Dues	\$ 4,200.00	\$ 4,200.00	\$ 4,200.00
Postage	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00
Telephone/Internet	\$ 4,500.00	\$ 5,000.00	\$ 5,000.00
Advertising	\$ 5,380.00	\$ 5,380.00	\$ 5,380.00
Printing	\$ 21,000.00	\$ 21,000.00	\$ 8,000.00
Food	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00
Computer Upgrades	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00
Software	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00
GIS Licenses	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00
Rent	\$ 14,000.00	\$ 43,588.00	\$ 52,800.00
Mileage	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00
Copy Machine Lease	\$ 3,750.00	\$ 3,750.00	\$ 3,750.00
Parking	\$ 500.00	\$ 500.00	\$ 500.00
Aerial Photos	\$ -	\$ -	\$ -
Travel Model Consultant	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
Liability Insurance	\$ 1,100.00	\$ 1,400.00	\$ 1,400.00
Legal Fees	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00
Payroll Services	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00
Audit	\$ 4,750.00	\$ 4,750.00	\$ 4,750.00
Infill Costs	\$ -	\$ 2,000.00	\$ -
Accounting Services	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00
Equipment Repair	\$ 500.00	\$ 500.00	\$ 500.00
Workers Comp	\$ 1,400.00	\$ 1,400.00	\$ 1,400.00
Web Hosting	\$ 550.00	\$ 550.00	\$ 550.00
Data Storage/ Backup	\$ 2,000.00	\$ 2,000.00	\$ 2,000.00
IT Maintenance Contract	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
Mobile Data Plans	\$ 1,620.00	\$ 1,620.00	\$ 1,620.00
Fixed Route Transit Analysis	\$ 140,000.00	\$ 140,000.00	\$ -
Board of Directors Insurance	\$ 2,200.00	\$ 2,200.00	\$ 2,200.00
Travel Time Runs and Traffic Counts	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00
Statewide Passenger Rail Study (OTO portion)	\$ -	\$ -	\$ -
Presentation System		\$ 5,000.00	
Moving Expenses		\$ 3,400.00	
Total OTO Expenditures	\$ 709,763.87	\$ 777,287.87	\$ 586,363.87
In-Kind Match, Direct Cost, Donated			
Member Attendance at Meetings	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00
Direct Cost - MoDOT Salaries	\$ 15,977.00	\$ 15,977.00	\$ 15,977.00
Donated Ride Share Advertising	\$ 5,000.00	\$ 5,000.00	
TOTAL OTO Budget	\$ 738,740.87	\$ 806,264.87	\$ 610,340.87
CU Transit Salaries*	\$ 113,641.00	\$ 113,641.00	\$ 113,641.00
TOTAL EXPENDITURES	\$ 852,381.87	\$ 919,905.87	\$ 723,981.87

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

Estimated Revenues

Ozarks Transportation Organization

Consolidated FHWA/FTA PL Funds**

Local Jurisdiction Dues

In-Kind Match, Direct Cost, Donated

City Utilities Match Funds

Local Jurisdiction Match Funds

Total OTO Revenue

FY 2012

\$	590,992.70	\$	645,011.90	\$	472,000.00
\$	90,771.17	\$	118,275.97	\$	109,363.87
\$	28,977.00	\$	28,977.00	\$	28,977.00
\$	14,000.00	\$	14,000.00		
\$	14,000.00	\$	14,000.00		
\$	738,740.87	\$	806,264.87	\$	610,340.87

City Utilities Transit Planning

FTA 5307

City Utilities Local Match

Total CU Revenue

\$	90,912.80	\$	90,912.80	\$	90,912.80
\$	22,728.20	\$	22,728.20	\$	22,728.20
\$	113,641.00	\$	113,641.00	\$	113,641.00

TOTAL REVENUE

\$	852,381.87	\$	919,905.87	\$	723,981.87
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*** In the event that In-Kind Match/Direct Cost/Donated is not available, local jurisdictions match funds will be utilized

Anticipated Consultant Useage

TIP Software	\$	25,000.00
Rideshare Software/ Materials	\$	20,000.00
Travel Model Consultant	\$	10,000.00
Audit	\$	4,750.00
Accounting Services	\$	6,000.00
Data Storage/ Backup	\$	2,000.00
IT Maintenance Contract	\$	10,000.00
Fixed Route Transit Analysis	\$	140,000.00
Travel Time Runs and Traffic Counts	\$	20,000.00
TOTAL	\$	237,750.00

TAB 12

BOARD OF DIRECTORS AGENDA 08/18/11; ITEM II.K.

Executive Director Annual Evaluation Process

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

In order to ensure that a Performance Evaluation is conducted by the Board of Directors for the Executive Director, the process below is proposed for consideration. The Executive Director will not be due for an evaluation until February. However, many elected official terms end at the end of the year and it would be beneficial to obtain their input prior to departure. Any potential salary increase would not be implemented until the February 17, 2011 anniversary date.

Process for Executive Director Annual Evaluation

October - Evaluation forms distributed to entire Board of Directors for completion and submission to Executive Committee.

November - Executive Committee conducts the evaluation and recommends any salary modifications.

December - Evaluation presented for comments and concurrence at the Board of Directors meeting. Any salary adjustments would be effective on February 17th.

The attached Performance Evaluation Form is the proposed list of questions that the Board will be asked to answer.

BOARD OF DIRECTORS ACTION REQUESTED:

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

“Move to approve the Executive Director Annual Evaluation Process and Form.”

OR

“Move to return the Executive Director Annual Evaluation Process and Form to the Executive Committee to re-consider the following...”

OTO Executive Director Annual Performance Evaluation

Is the Executive Director meeting your expectations? Please explain why or why not.

Do you feel the Director maintains good communication with the OTO Board of Directors?

How satisfied are you that the Director maintains a positive and professional reputation in the community and cultivates effective relationships with public officials and other relevant community organizations?

Are you satisfied that the organization is being run in a fiscally sound and responsible manner?

What did the Executive Director do well over the last year?

What could the Executive Director improve upon?

What should be the Executive Director's priorities for OTO for the next year?

Is there anything else you would like to say about the Executive Director's performance?

TAB 13

Texas Transportation Institute

Saving Lives, Time and Resources.

TTI study underscores safety benefits of red light cameras

August 1, 2011 By [Chris Sasser](#) [Leave a Comment](#)

New research suggests that red light cameras help to reduce the number of crashes at intersections where they are installed. The study, although limited to Texas, is one of the most extensive thus far in the nation, and researchers say the findings demonstrate that the automated enforcement method offers an effective means of preventing crash-related deaths and injuries.

As part of an ongoing effort, the Texas Department of Transportation (TxDOT) authorized the Texas Transportation Institute-Center for Transportation Safety (TTI-CTS) to continue its effort of evaluating the effectiveness of automated traffic enforcement systems at signal controlled intersections. The primary objective of this report was to evaluate and determine the effectiveness that automated traffic enforcement systems have on reducing right angle, rear-end and other crash types at signal-controlled intersections within the state of Texas. The purpose is to provide TxDOT with descriptive information and report the investigative findings surrounding crash incidence at signal controlled intersections that are monitored by this type of enforcement technology.

The analysis, which was limited to the safety aspects of red light camera use, was conducted by the Center for Transportation Safety at the Texas Transportation Institute. Researchers examined more than 11,000 crash records at the 275 intersections statewide where cameras were in place, and compared crash frequencies one, two and three years before and after installation of the cameras.

An overall reduction of 633 crashes recorded at those intersections represents an 11 percent decline statewide. Red light-related crashes dropped by 25 percent, and right-angle crashes (the most severe type) dropped by 32 percent. The reductions were seen across the board on all types of roadways, including: business/primary roads, farm-to-market roads, interstate access roads, state highways and U.S. highways.

In addition to assessing the cameras' effectiveness according to roadway type, researchers also compared crash frequencies at different intervals before and after cameras were installed. The examination showed a 23 percent drop from one year before to one year after cameras were put into use. The two- and three-year comparisons reflected reductions of 27 percent and 21 percent, respectively.

"These findings show clearly that red light cameras offer significant safety benefits," says Troy Walden, the author of the TTI study. "Most important, they help prevent the most severe and deadly type of intersection crashes."

According to federal sources, red light running causes more than 100,000 crashes and 1,000 fatalities every year, and right-angle crashes account for 46 percent of all intersection-related collisions.

The Texas Transportation Institute is a member of the Texas A&M University System. TTI conducts applied research in all modes of transportation with a goal of saving lives, time and resources.

The full report can be found at [Evaluation of Photographic Traffic Signal Enforcement Systems in Texas](#) (PDF).

For more information:

Bernie Fette – 979-845-2623 (office) or 979-777-7532 (cell)
Richard Cole – 979-862-8449



Spatial recognition

Ever-more sophisticated GIS systems are being developed in a bid to counter traffic-flow problems and encourage innovative commuter initiatives. **Timothy Compston** finds two innovative uses of the technology

Images courtesy of ESRI, Seattle DOT & TranSystems

One of the key trends in geographical information systems at the moment is undoubtedly the development of publicly accessible web mapping to transform driver behavior and enhance real-time awareness of traffic issues.

Dana Trethewy, a senior GIS analyst in Seattle DOT's Information Technology Section, has been a pivotal figure in the Emerald City's development of its GIS mapping capability, with a focus primarily on transportation-based applications.

Seattle DOT has embraced web mapping to tackle everything from parking to planned construction schemes

Indeed, she is scheduled to discuss the DOT's use of web mapping at the forthcoming ESRI International Users Conference being held in San Diego in July. Obviously keen to stress the technology's benefits, she says it provides a powerful method to bridge multiple enterprise systems and convey data visually, which can be far more effective than traditional, non-spatial products. "The ability to analyze data and provide tools to decision-makers is one of the most powerful parts of GIS," she feels.

"Within the Seattle DOT over the past 19 months, there has been a very focused effort on building web applications and this has culminated in six maps and two more in development," Trethewy continues. "By releasing web map applications, we have been able to provide the public with a 'live' spatial report of the city's assets and infrastructure while internally using and maintaining data in our enterprise systems."

Current applications implemented in Seattle include the CityWide Planned Construction Map, which allows users to see the potential impact in their travel within the city, a Pothole Repair Map, and the Seattle Parking Map: "The Parking map displays on- and off-street parking facilities and information with a special focus on short-term parking in downtown and neighborhood business districts and eligibility for restricted parking zones," Trethewy explains. "One of the perceived benefits of this map and the associated e-Park program is to decrease traffic congestion caused by drivers circling multiple blocks trying to find parking spaces. Through e-Park, short-term parking information is provided on signs located around downtown, displaying space counts for six garages and, crucially, users of the Parking Map can access the same real-time information to plan their journeys by clicking on the appropriate icon."

She contrasts the flexibility of GIS mapping with static alternatives: "We have large numbers of static maps on the Seattle.gov website, which are difficult to maintain and out-of-date almost

as soon as they are posted," she says honestly. "These aren't factors with the new web map applications."

In terms of the response to the web mapping, Trethewy is encouraged by the positive reaction: "We've had very good feedback from the public," she continues. "The Pothole Repair Map garnered a lot of press and really showed that the city had been listening to the citizens, along with providing a means of showing them that we were responding and fixing repair requests."

Future GIS applications being created by Trethewy and her colleagues in Seattle include the building and deployment of a map to support the city's Bicycle Master Plan.

Commuting 'reThink' for Florida

Also delivering a presentation at the ESRI International Users Conference will be Doug Lynch, senior GIS planner for consultant TranSystems and Courtney Miller, the reThink program manager at Florida DOT. Lynch and Miller are to present on how GIS is being applied to address Central Florida's roadway congestion as part of the Regional Commuter Assistance Program – otherwise known as ReThink.

The goal with ReThink is to reduce congestion by encouraging central Florida commuters to consider transit, car-pooling, car-sharing and cycling/walking as an alternative to driving to work alone – currently more than 70% of individuals in the area commute. By implementing GIS technology through ESRI ArcGIS software, the ReThink program has been able to take the maps that have been generated to reach out to communities – employers, citizens and employees – to encourage them to change their commute practices and also to use GIS to help monitor and manage the key ReThink initiatives.

"GIS is used every day for planning and to identify problems," reveals Lynch, highlighting the pivotal role played by GIS in central Florida. "In fact, I tend to call GIS a 'decision support system'. Here in Florida we are able to take key metrics such as the Annual Average Daily Traffic and look at where there are potential opportunities to reduce congestion and air pollution. For the ReThink program specifically at TranSystems, we are the prime consultant, working with Florida DOT, and have been instrumental in providing ride-match software, looking at where people work and where they live, and helping to identify marketing outreach opportunities. For instance, I have created a map showing the

One of the perceived benefits of the Seattle Parking Map and the e-Park program is to decrease traffic congestion caused by drivers circling multiple blocks trying to find parking spaces



Steering traffic management

Terry C Bills, who is the transportation industry manager at ESRI, believes that the application of GIS has been the catalyst for a major shift in approach to traffic management: "In the early days, it was not uncommon to see a large bank of CCTV monitors as the central component of a traffic management center. Today, we simply have too many cameras and sensors to effectively monitor in that fashion. Increasingly, traffic managers have come to rely on GIS systems to identify problem areas, and to carry out incident management."

Bills sees one of the key drivers for the take-up



of GIS by transportation departments and road network operators as the need to optimize the performance of the existing infrastructure: "The reality is that in much of Europe, North America and parts of Asia, we are no longer building many new highways. This requires a change of mission

for most to one where information systems and information management becomes key to successful performance."

The Pennsylvania Turnpike is, Bills feels, a good example of the growing scope of solutions that are now able to bring together ERP systems, asset and maintenance management systems with GIS sources: "In Pennsylvania, they have integrated SAP with GIS and created an executive information management system monitoring more than 100 performance metrics – many based on real-time data."



GIS maps show more clearly commuter patterns as they relate to the largest employers in central Florida

largest employers in central Florida, and the impact of their commuting so they can be encouraged by ReThink to commit to workers car-pooling.

"I am also involved in a program to manage park-and-ride lots and recently provided GIS mapping to demonstrate to a mall that it would be perfectly feasible to set up a small park-and-ride in their parking lot and still leave sufficient capacity except at peak holiday periods such as Christmas."

Courtney Miller, reThink's program manager, is enthusiastic about the power of GIS to change people's commuting habits: "The ability to make our case through this visual medium has been extremely helpful. A common barrier to sharing the ride to work is the belief that no-one lives near me. Being able to demonstrate to people by way of an irrefutable image – showing the density of co-workers living within a certain postal code – moves

us one step closer to getting them to try car-pooling. GIS has also allowed us to analyze the potential for van-pool groups and to be better able to target our limited outreach resources." ○

• The ESRI International User Conference takes place in San Diego, California, from July 11-15. For more information, please log on to www.esri.com/events/user-conference

August 5, 2011

14 Senators Introduce Bill to Let States Opt Out of Federal Highway & Transit Programs

Fourteen senators introduced a bill last week called the State Transportation Flexibility Act that would allow state transportation departments to opt out of federal-aid highway and mass-transit programs. Instead, states would be able to manage and spend the federal gas-tax revenue collected within their borders on transportation projects without federal mandates or restrictions.

"For too long, Indiana has been a donor state and sent more gas-tax dollars to Washington than it has received back," Sen. Dan Coats, R-Indiana and a sponsor of the bill ([S 1446](#)), said in a statement. "This isn't fair to Hoosier taxpayers, which is why I support the State Highway Flexibility Act. Hoosiers know our state's transportation needs better than bureaucrats in Washington, and Indiana should be able to control its own resources."

Other sponsors are Sens. Richard Burr, R-North Carolina; Saxby Chambliss, R-Georgia; Tom Coburn, R-Oklahoma; John Cornyn, R-Texas; Jim DeMint, R-South Carolina; Orrin Hatch, R-Utah; Johnny Isakson, R-Georgia; Jon Kyl, R-Arizona; Mike Lee, R-Utah; John McCain, R-Arizona; Rand Paul, R-Kentucky; Rob Portman, R-Ohio; and David Vitter, R-Louisiana. A similar measure ([HR 1585](#)) was introduced in April in the House of Representatives; that bill has 24 sponsors.

"Washington's addiction to spending has bankrupted the Highway Trust Fund," Coburn, the Senate bill's chief sponsor, said in a statement. "For years, lower-priority projects like earmarks have crowded out important priorities in our states such as repairing crumbling roads and bridges. Instead of burdening states and micromanaging local transportation decisions from Washington, states like Oklahoma should be free to choose how their transportation dollars are spent."

Coburn said Oklahoma Transportation Secretary Gary Ridley would do a better job deciding how Oklahoma's transportation dollars are spent than "bureaucrats and politicians in Washington."

McCain said he has long advocated that states should retain the right to keep the revenue from gas taxes paid by drivers in their own state.

"This bill would allow for this to happen and prevent Arizonans from returning their hard-earned money to Washington," McCain said in a statement. "Arizonans have always received 95 cents or less for every dollar they pay federal gas taxes. This continues to be unacceptable, and for that reason I am a proud supported of the State Transportation Flexibility Act."

Sen. Kay Bailey Hutchison, R-Texas, introduced similar legislation earlier this year ([S 252, the Highway Fairness and Reform Act](#)). More information on Hutchison's bill is available at 1.usa.gov/Hutchison11.

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

Highway bill rolls along

A closer look at what is happening with the highway bill

Congress is required to pass a new Surface Transportation Bill (or “Highway Bill”) every five years; currently they are about two years behind. The Highway Bill is significant to cities, counties, and local municipalities as it concerns projects on highways, anything that is off a highway, and historic development, among other things. The last bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was passed in 2005 and set to expire in 2009. As of 2011, there is no set replacement for SAFETEA-LU; its authorizations have been extended

seven times since 2009 and are now due to expire on September 30, 2011. The House and the Senate released vastly different reauthorization proposals this past month and are fighting to get their individual bills approved. Given the current economic climate, this should be easier said than done.

Where do we stand?

Senate lawmakers officially unveiled their attempt at a new surface transportation authorization bill late last month, setting up a clash with the House that could see transportation legislation continue to languish. The biggest difference between the proposal submitted earlier by the House and the proposal submitted by the Senate are the varying amounts of money designated as federal transportation funds and the number of years said funding would be provided. Senator Barbara Boxer (D-CA), Chairwoman of the Senate Environment and Public Works Committee, has presented the outline for a two year, \$109 billion bill. On the other side of the Hill, Representative John Mica (R-FL), chairman of the House Transportation Committee, is pushing for a six year, \$230 billion bill that averages about \$35 billion a year in funding. Neither bill comes close to the Obama administration’s 2012 budget proposal, which recommended that \$556 billion be spent on federal transportation needs over a six year period, but did not offer a suggestion for how the funds could be obtained.

Senate Bill:

Moving Ahead for Progress in the 21st Century (MAP-21) is a bipartisan proposal created by Senator Boxer and Senator James Inhofe (R-



See **Highway** p.12



Highway Continued from p.10

OK), a ranking member on the Senate Committee of Environment and Public Works. It maintains the existing transportation spending levels set by SAFETEA-LU and eliminates earmarks, but only authorizes two years of Federal-aid highway programs. Boxer has stated that she would have preferred a long-term bill but that at this point it is vital to invest as much as possible in the nation's transportation. The Boxer-Inhofe bill is similar to the section of Obama's 2012 budget that outlines highway programs. This holds particularly true when the consolidation of the Interstate Maintenance, National Highway System, and the on-system Highway Bridge programs into one broad, all encompassing program, and the addition of off-system bridges to the Surface Transportation Program, are considered.

MAP-21 consolidates the 7 core highway programs enumerated in SAFETEA-LU into 5 broader programs: the National Highway Per-

formance Program, the Transportation Mobility Program, the National Freight Program, the Congestion Mitigation and Air Quality Improvement Program, and the Highway Safety Improvement Program. The core programs function as the entities that, in part, distribute federal funds to various state projects. Additionally, 87 minor programs have been consolidated into 30. Those programs that lost specific funding became part of the 5 new core programs. Boxer and Inhofe argue that the inclusion of small, specific programs into broader core programs gives states more

freedom in distributing their federal resources to different projects. The Senate's bill pushes for the creation of a federal infrastructure bank, which would serve as the main, unifying body responsible for surface transportation funding.

The bill also offers suggestions to streamline the entire highway program in an effort to better preserve limited funds. It contains several provisions aimed at minimizing project costs and completion time while helping to protect the environment; it improves the State and municipal planning process by using performance targets to focus on projects that will most improve highways and bridges; and it focuses the highway program in general on fundamental outcomes such as lower fatalities, bridge and road improvement, and less road congestion.

The main obstacle the Boxer-Inhofe bill faces is a lack of resources. While Boxer's proposed highway bill does promise to maintain current funding levels, it falls short of the revenue required to pay for it. In order for MAP-21 to be successful, the Finance Committee needs to put another \$12 billion in the Highway Account of the Highway Trust Fund. Boxer argues that the abatement of the wars in Iraq and Afghanistan can fill the gap, but given the current economic climate in Washington many remain concerned

formance Program, the Transportation Mobility Program, the National Freight Program, the Congestion Mitigation and Air Quality Improvement Program, and the Highway Safety Improvement Program. The core programs function as the entities that, in part, distribute federal funds to various state projects. Additionally, 87 minor programs have been consolidated into 30. Those programs that lost specific funding became part of the 5 new core programs. Boxer and Inhofe argue that the inclusion of small, specific programs into broader core programs gives states more

House Bill:

Representative John Mica's bill focuses on consistent funding levels throughout a 6 year period rather than higher amounts of funding for two. In order to do this, it backs federal spending mainly with the \$35 billion in annual gas tax revenue taken from the Highway Trust Fund. This is nearly \$2 billion less than the Congressional Budget Office's estimated revenue of the fund; Mica claims that he can get

that number up to \$70 billion by expanding the Department of Transportation's loan program and entering into public-private partnerships with outside entities.

The House Transportation and Infrastructure Committee's options are severely limited by a House resolution that places a cap on the amount of Trust Fund money that can be apportioned. Still, Mica argues that a long-term bill gives states the opportunity to examine the resources available to them and plan long-term projects accordingly. Unfortunately, the House's bill necessitates a \$14 billion (36 percent) cut in

agree concerns the expansion of the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. TIFIA provides loan guarantees, direct loans, and lines of credit to noteworthy transportation projects at a better rate than any loans available in the private sector. Mica and Boxer recommend an increase in TIFIA funding from \$122 million to \$1 billion, which Mica claims can be bumped up to \$120 billion over the next six years. The Federal Highway Administration states that each on-budget federal dollar put into TIFIA leads to \$30 in total investment.

transportation spending from the \$41 billion put forth this fiscal year to \$27 billion next fiscal year. In an article in AASHTO Journal, ranking minority member of the House T & I Committee Representative Nick Rahall (D-WV) states that the reduction will cost the United States nearly 500,000 jobs in the transportation sector, endanger our economic recovery program, and hurt our international economic status. Senator Boxer's efforts to maintain funding at existing levels are motivated in part by a desire to avoid job loss.

Like MAP-21, the House's proposal calls for the consolidation of some minor transportation programs into core programs (it says that it will combine 70 similar programs,) and offers strategies that will help focus the planning process on key areas that need improvement. It does not, however, advocate the creation of a national infrastructure bank; instead it proposes that the federal government fund state infrastructure banks. This would give states more autonomy in conducting and financing local highway projects.

TIFIA Program

The single aspect on which both proposals

So Which Proposal is Best?

The current utilization of gas tax receipts as the main source of revenue will not give the Highway Trust Fund enough revenue for transportation spending in the coming years. The receipts are falling, and any attempt to raise the gas tax would not be well received by voters or Congress.

Many involved in the transportation industry support Boxer's proposal despite its \$12 billion gap, as it provides more annual federal funding. They argue that it is impossible for states to bear the full burden of Mica's proposed cut in funding, and that this will ultimately harm our nation's long-term economic prowess. Boxer herself makes a similar connection between an investment to better America's infrastructure and our ultimate economic competitiveness on the world stage. Others back Mica's proposal, as it does not require the Finance Committee to find any additional revenue. AASHTO, the American Association of State Highway and Transportation Officials, is focused simply on passing reauthorization before the September 30 deadline. To fail to do so could be catastrophic. \$

Article written by Jeanette Kincaid, reachable at jeanette.kincaid@fundbook.org